

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.

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. A Blog has been established on PCTPA's website that is directly linked to the PCTPA Facebook account that highlights upcoming transportation events and information about projects throughout the county. PCTPA also established a separate website called, "Keep Placer Moving," 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.

Teleconferences are often used with public agencies

Open Houses

PCTPA Board members often host open houses in the area they represent. Open House's 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 2040 RTP

INTERAGENCY & PUBLIC INVOLVEMENT PROCESS FOR 2040 RTP

Milestones

December 15, 2017	PCTPA Board of Directors Kick RTP kick-off presentation summarizing the process and schedule.
January 22, 2018	PCTPA Technical Advisory Committee interagency review of Preliminary RTP Programmed Projects / Planned Projects RTP Master List
May 22, 2018	PCTPA Board review and approval of draft Policy Element
August 27, 2018	Joint PCTPA and SACOG Tribal Coordination Meeting with the United Auburn Indian Community
September 4, 2018	Joint PCTPA RTP and SACOG MTP Public Workshop at the Sierra College Campus in Rocklin
October 24, 2018	Joint Presentation to the City of Lincoln Council on the PCTPA RTP and SACOG MTP/SCS
November 14, 2018	Placer County Elected Officials Presentation by PCTPA and SACOG
December 5, 2018	PCTPA Board review and approval of Draft Financial Revenue Estimate and Programmed/Planned Projects RTP Master List
March 27, 2019	Placer County Elected Officials Presentation by PCTPA and SACOG
April 18, 2019	Released 1 st on-line virtual workshop through email distribution and social media channels
May 13, 2019	Released 2 nd on-line virtual workshop through email distribution and social media channels
May 14, 2019	Joint Presentation to the Town of Loomis Council on the PCTPA RTP and SACOG MTP/SCS
June 6, 2019	Notice of Preparation 30-day period requesting views of interested parties regarding the scope and content of the EIR
June 10, 2019	Release 3 rd on-line virtual workshop through email distribution and social media channels
June 26, 2019	Public Outreach Summary Presentation to PCTPA Board of Directors

- August 13, 2019 PCTPA Technical Advisory Committee RTP update and Executive Summary Review
- August 28, 2019 PCTPA release of the draft 2040 RTP EIR for a 45 day public review period.
- September 25, 2019 PCTPA public workshop on the draft 2040 RTP and public hearing on the draft Environmental Impact Report (EIR).
- December 4, 2019 PCTPA certification of the Final EIR and adoption of the 2040 RTP.

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APPENDIX B-1: On-line Virtual Outreach Summary

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RTP Online Survey Outreach

Appendix B

Format and Schedule

Interactive Surveys

Building on the success of recent online outreach efforts, PCTPA chose to use interactive online surveys to conduct outreach for the RTP. With past RTP updates, PCTPA has utilized in-person presentations and workshops to get feedback. These meetings have often had low turnout and those that did attend often didn't engage deeply with the RTP's content.

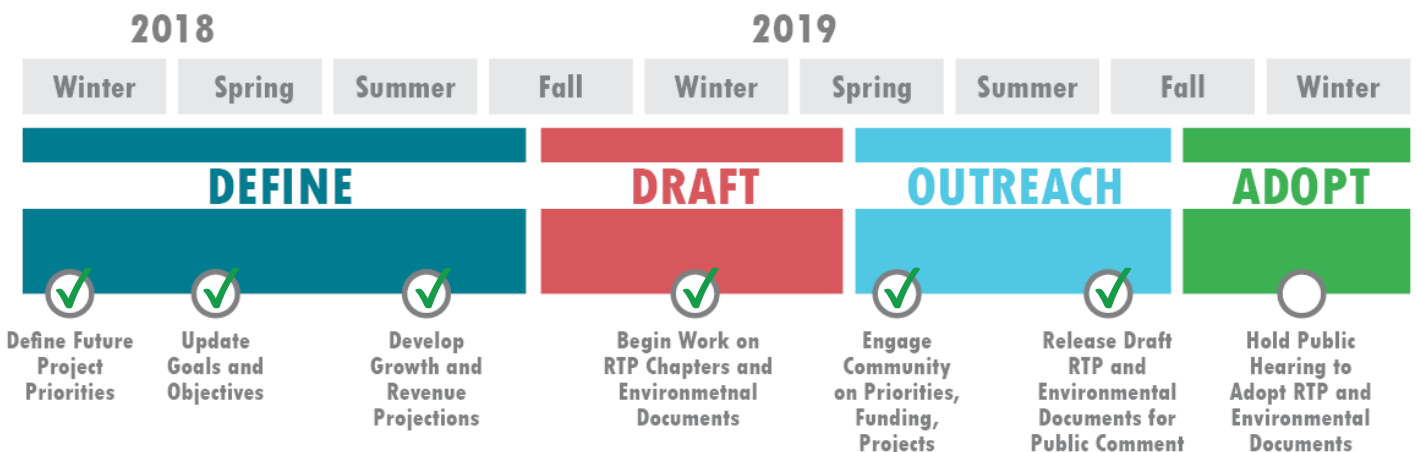
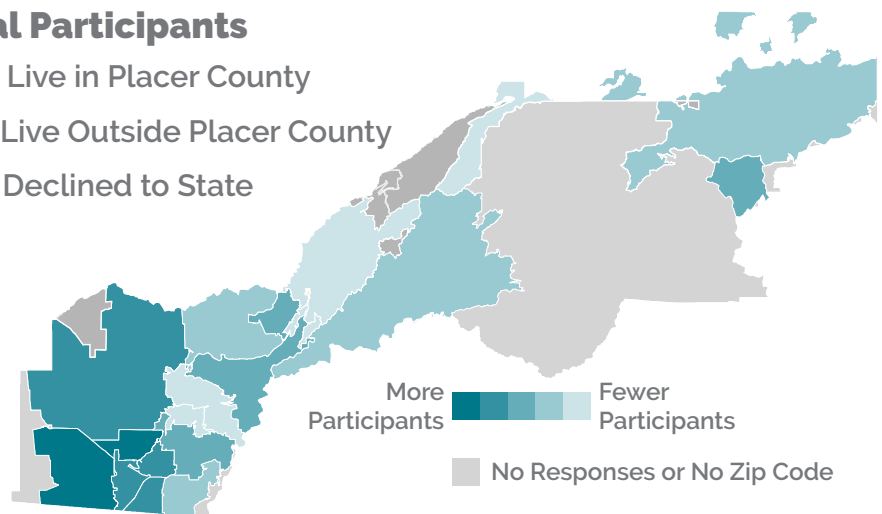
By using online surveys, PCTPA was able to reach a variety of residents across its diverse county. The easy-to-use and visual nature of these online surveys also encouraged more detailed and thoughtful feedback, giving PCTPA staff a clear picture of the communities' preferences.

Online Survey Schedule

To ensure consistent engagement with the community as the RTP was being drafted, PCTPA set up three online surveys over the course of three months, each open for two weeks. Each survey sought more specific input than the last; the first covered general transportation priorities, the second discussed funding and budgeting, and the third presented specific projects for evaluation. Over April, May, and June 2019, more than 2,300 members of the Placer County community provided feedback on the RTP. As shown in the map below, this feedback includes residents from across Placer County.

Total Participants

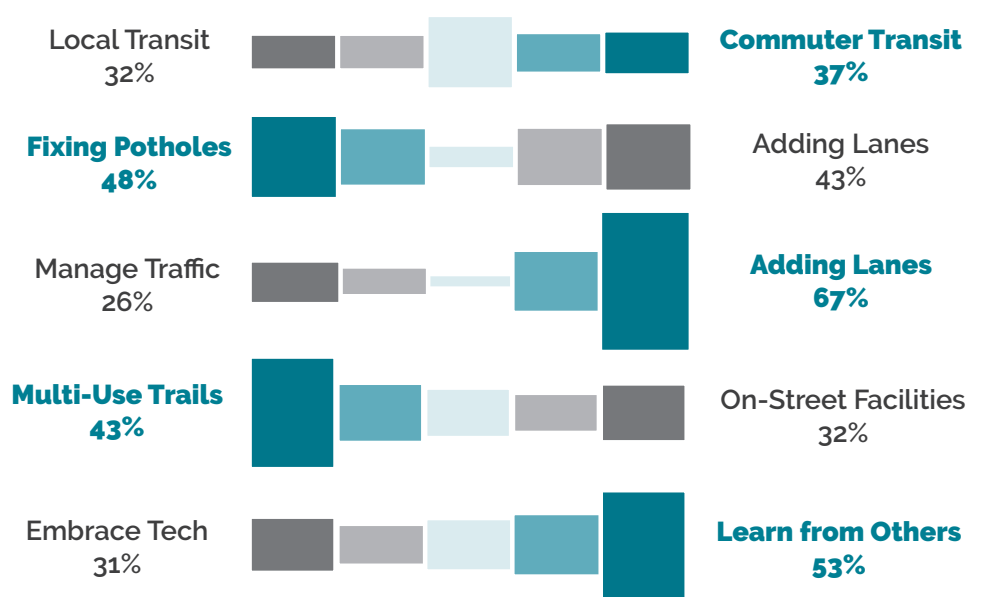
- 76% Live in Placer County
- 11% Live Outside Placer County
- 13% Declined to State



Survey #1: Priorities

Tradeoffs

The first activity asked community members to choose between options and indicate how strongly they preferred one or another. The strongest preferences were in expanding highways rather than managing demand, and in learning from other regions rather than embracing new technologies. Responders also preferred trails to bike lanes, commuter transit to local transit, and fixing potholes to widening local roads but those preferences were less strong.



Priorities

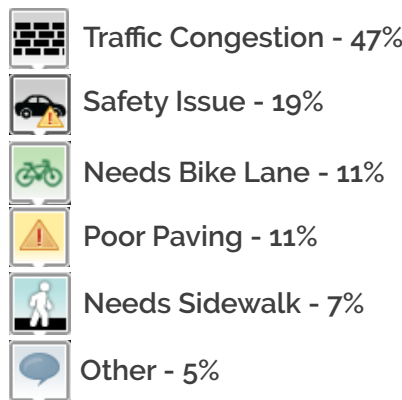
The second activity had responders rank their top three priorities from the seven goals listed to the right. Overwhelming, responders put Reducing Highway Congestion and Reducing local road congestion as their highest priorities. The results were relatively evenly split for the remaining five priorities, with a slightly higher prioritization of fixing potholes.

1. Reduce Local Road Congestion - 36%
2. Reduce Highway Congestion - 35%
3. Fix Potholes - 16%
4. Add Sidewalks and Bike Lanes - 14%
5. Improve Air Quality - 11%
6. Commute Options - 11%
7. Reduce Collisions - 10%

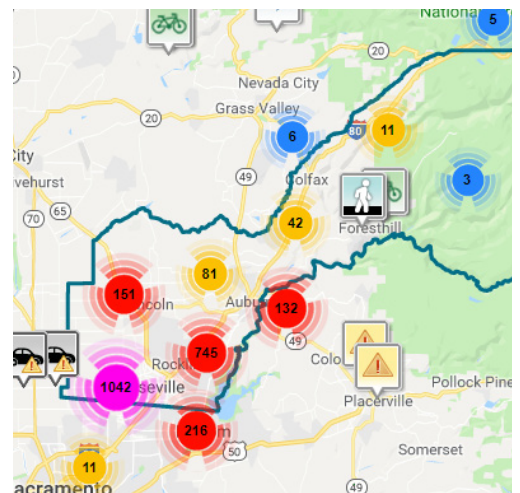
Issue Map

The final activity asked responders to place markers where they see transportation issues. PCTPA received more than 2,500 of these markers, almost half of which indicated locations of traffic congestion. These markers not only identify hot spots for congestion and safety issues, but also provided location specific feedback PCTPA could share with its jurisdictions.

Markers Placed by Type



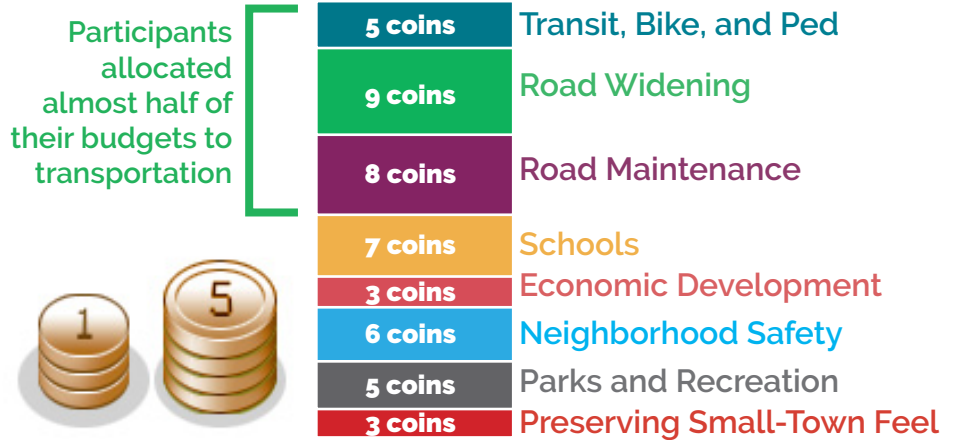
*Percent who ranked as first or second priority



Survey #2: Funding

Public Spending Priorities

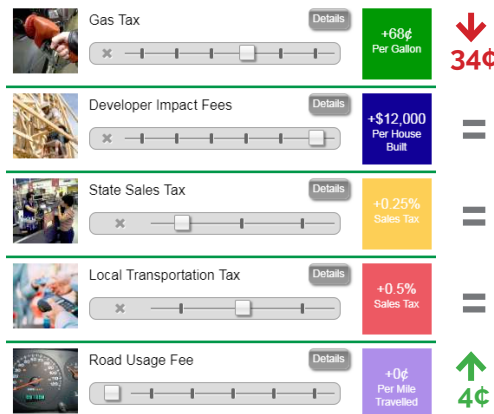
The second survey focused on funding. The first activity of this survey asked responders to allocate coins to various public functions. On average, survey participants allocated almost half their budgets to transportation; showing that transportation remains a top concern for Placer County's residents.



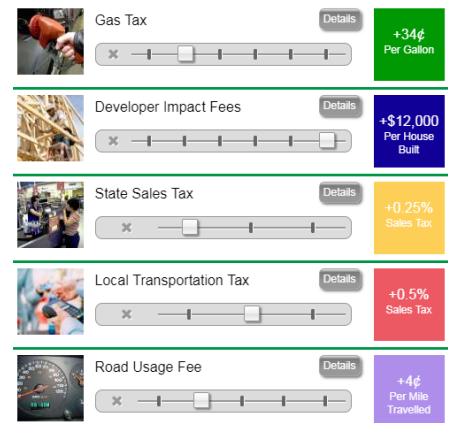
Funding Sources

In the second activity responders set revenue sources. These sliders allowed participants to see how much revenue was generated for each increase in a particular fee. Participants had to balanced a budget to the RTP's \$6 billion of estimated revenue. Overall, responders set taxes and fees similar to actual amounts, with the gas tax as an exception.

RTP Funding Assumption



Survey Average



Infrastructure Investments

Similarly, responders also used sliders to allocate the \$6 billion across five investment categories. This allowed participants to see how costs of transportation projects compare. Overall, responders spent most of their budget on maintenance and repair followed by highway widening. Many comments on this exercise indicated surprise at how expensive transportation projects can be.

"Great exercise for understanding challenges to planning for our transportation needs."

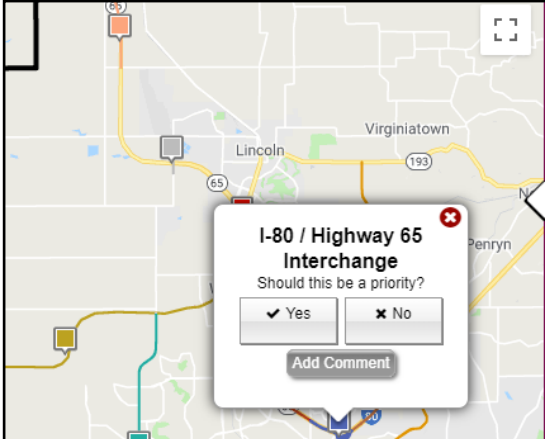
"I had no idea everything was so expensive."



Survey #3: Project Prioritization

Western Projects

The third survey was the most specific, asking participants to prioritize individual projects. In the western part of the county, the top three projects were the Interstate 80/ SR 65 Interchange, the SR 65 Widening, and Placer Parkway projects. These are also priority regionally-significant projects in the RTP.

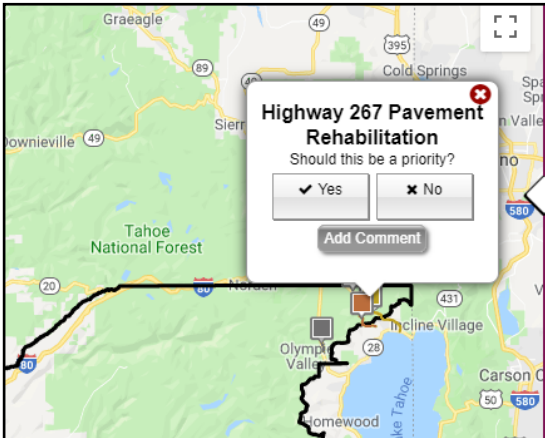


I-80 / Highway 65 Interchange
Should this be a priority?
 Yes No
Add Comment

I-80 / Highway 65 Interchange
Phases 2 through 4 of the Interchange Improvement Project will add lanes in every direction and reconfigure the ramps to improve safety.
Cost: \$395M

Eastern Projects

The final activity asked survey participants to prioritize individual projects in the eastern part of the county. Here, the top three projects were the Highway 267 Pavement Rehabilitation, Highway 49 Sidewalk Gap Closure, and Truckee Valley Trail Projects. Some of these projects are partially within Tahoe Regional Planning Agency's area.

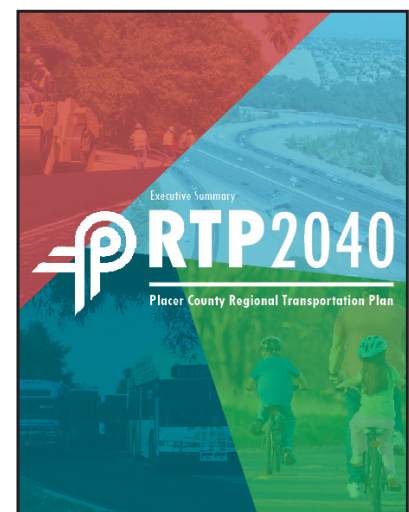


Highway 267 Pavement Rehabilitation
Should this be a priority?
 Yes No
Add Comment

Highway 267 Pavement Rehabilitation
This project would resurface Highway 267 from approximately Northstar Drive to Highway 28 in Kings Beach. This project is partially outside PCTPA's boundary, meaning part of the project is within Tahoe Regional Planning Agency (TRPA's) planning area.
Cost: \$8.9M

Incorporating Feedback into the RTP

While these three surveys provided a wealth of feedback for use far beyond the RTP, there are two key takeaways from the responders that were incorporated into the RTP. First, highways and congestion are a top priority. Throughout the surveys, Placer County's community made clear that traffic is a concern and the RTP's section on Regionally Significant Roadway Projects highlights how those concerns can be alleviated. This desire to alleviate congestion to improve quality of life has been a consistent theme through multiple RTP update processes. The second takeaway is that transportation funding is confusing. Particularly in the second survey, responders indicated that they didn't understand what the various taxes fund, reinforcing PCTPA's work to educate and inform the community on the complexities of transportation funding. The RTP's financial element breaks down these revenue sources, providing some clarity for the community.



APPENDIX B-2: On-line Virtual Outreach Reports

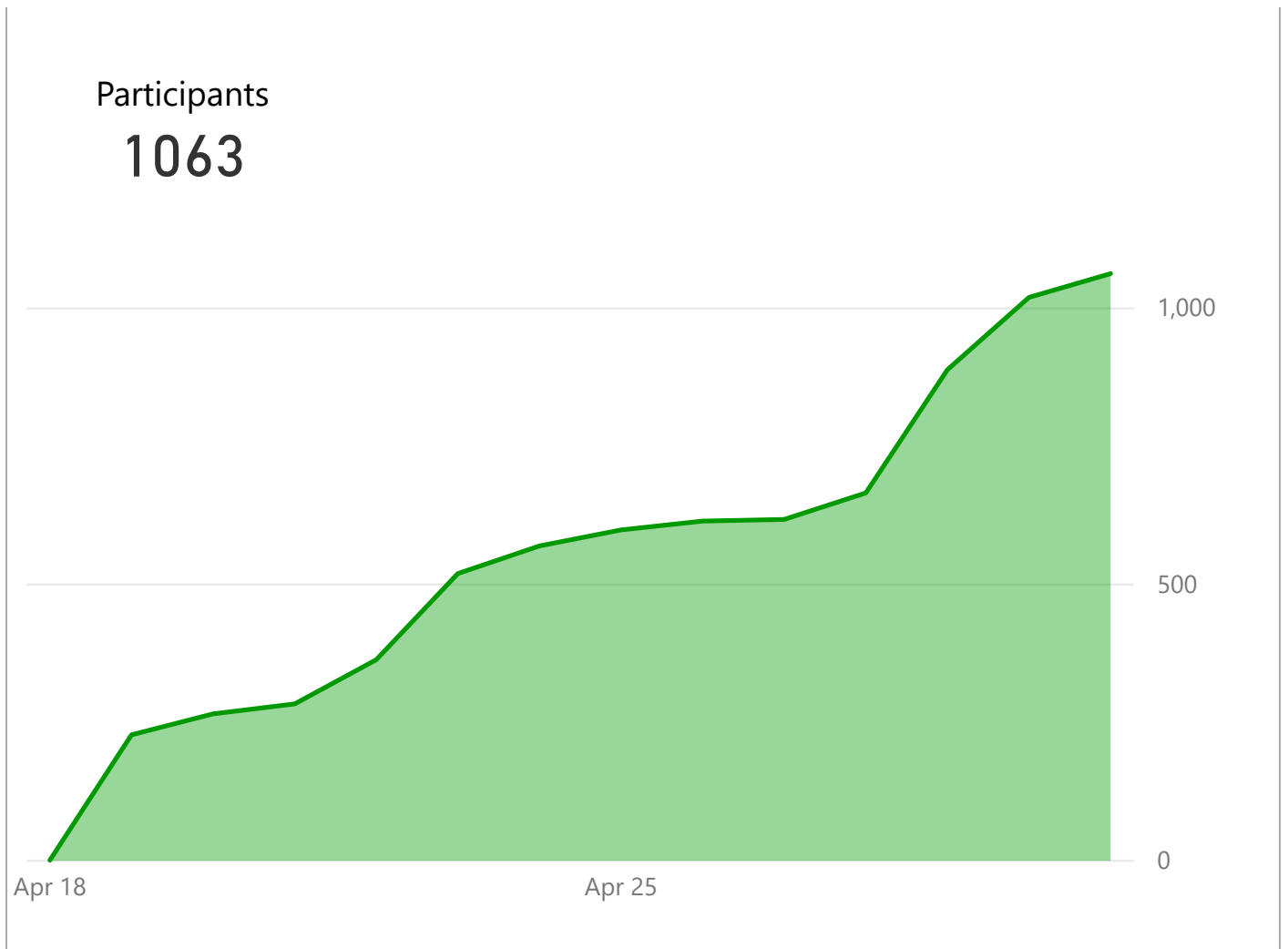
Placer County Transportation Planning Agency
RTP Outreach #1

📅 Apr 18, 19 - May 01, 19

Screen 1 / Site Traffic



Total number of participants over time.



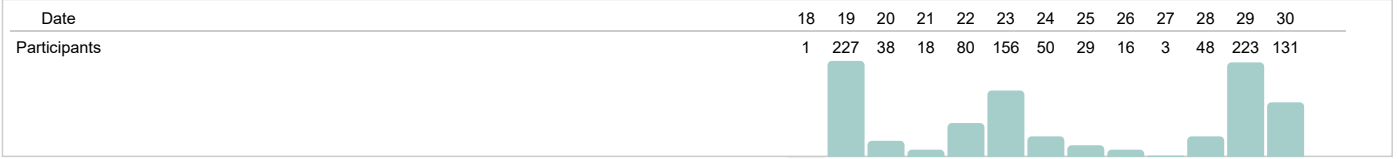
Data points for this Site:

Participants: **1063**

All data points: **11088**

All comments: **2152**

April 2019



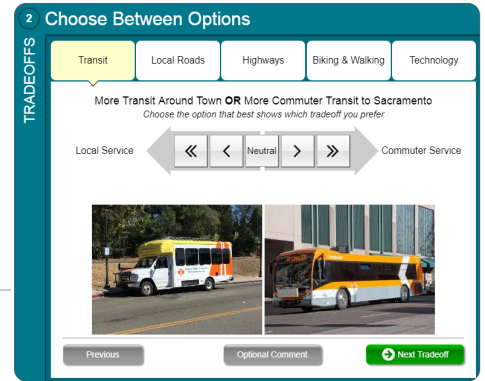
May 2019



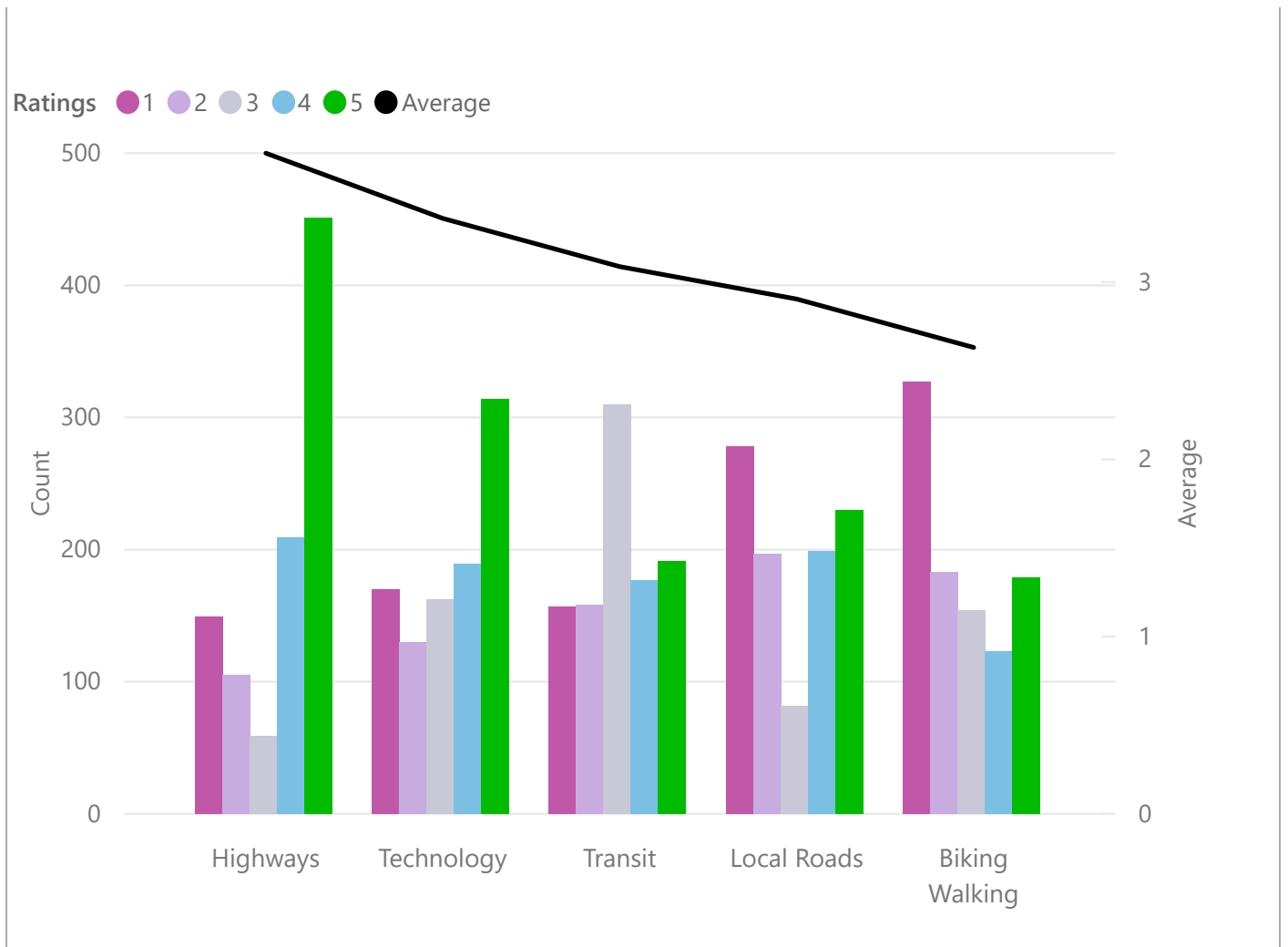
RTP Outreach #1

📅 Apr 18, 19 - May 01, 19

Screen 2



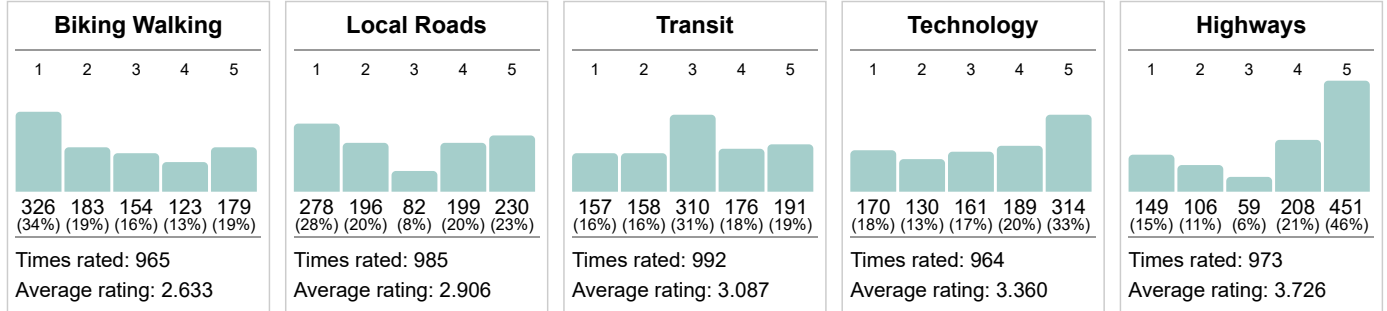
Rating distributions and averages.



Data points for this Screen:

Ratings: **4879** Comments: **207**

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.



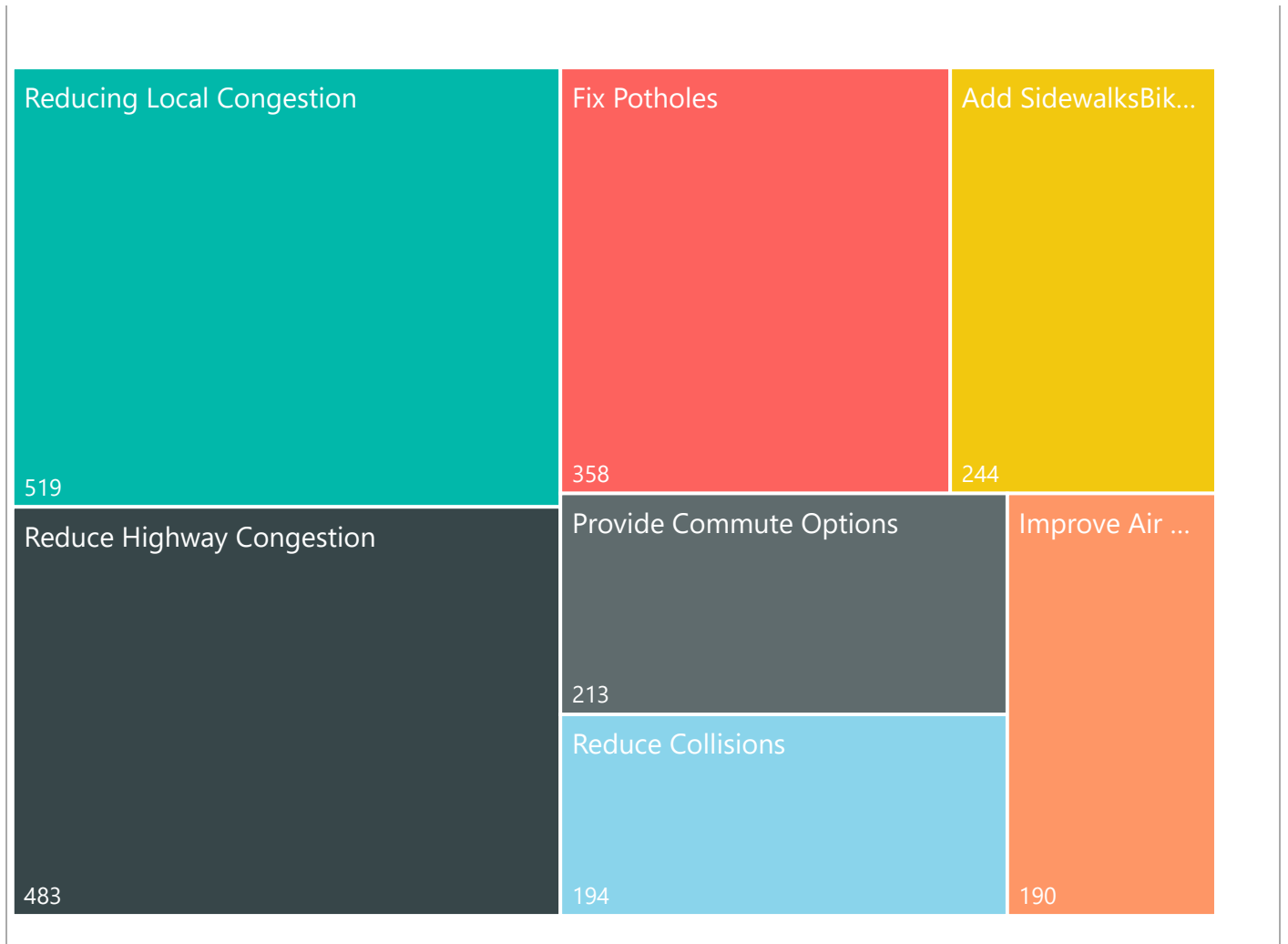
RTP Outreach #1

📅 Apr 18, 19 - May 01, 19

Screen 3



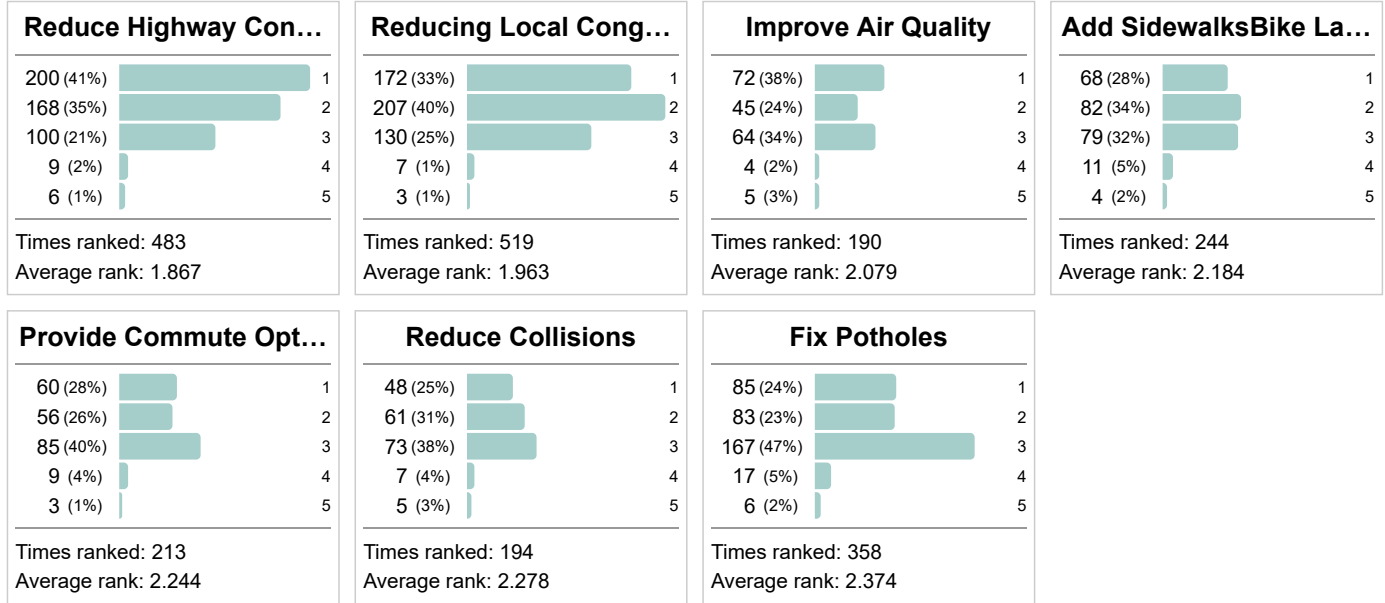
Priorities listed by the number of times each priority was ranked above the line.
A combined view, suitable for printing.



Data points for this Screen:

Rankings: **2202** Comments: **130**

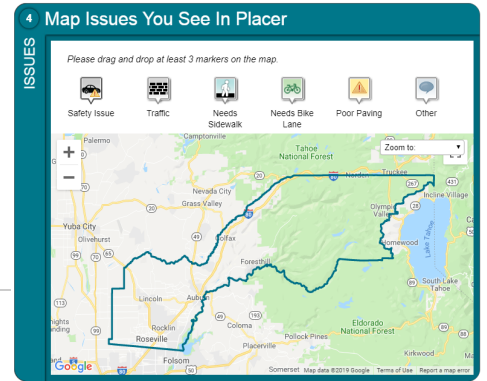
↓ Below: Each ranking item, showing how often each item was ranked in each position, ordered by average. Note that 1 is the highest rank.



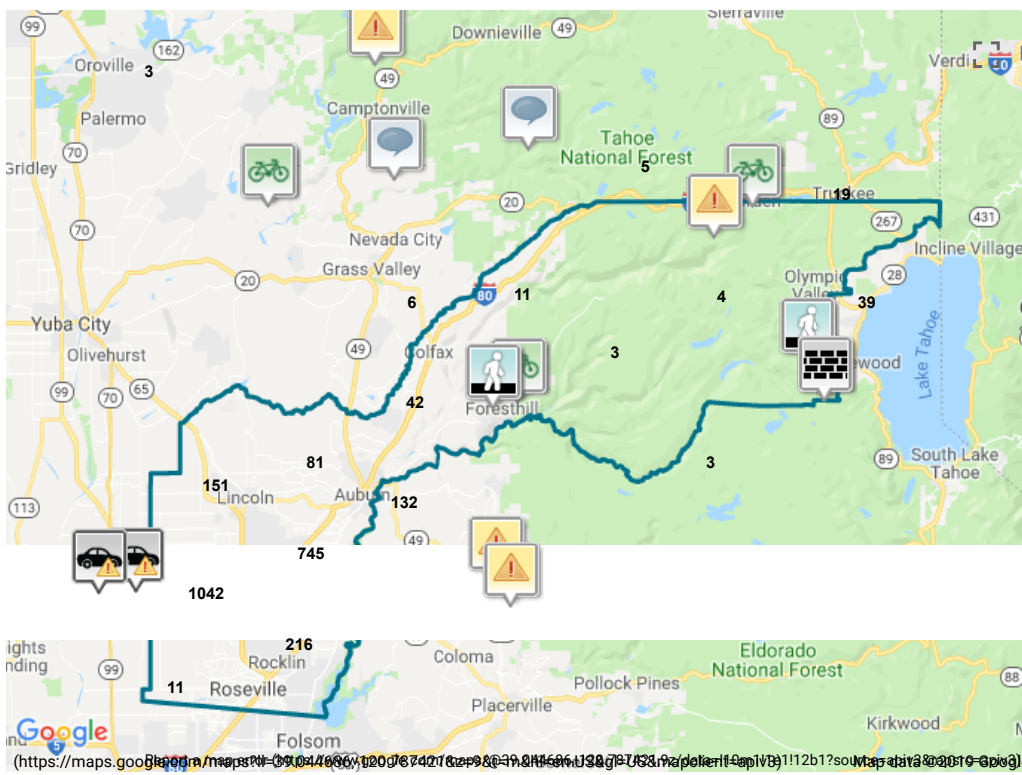
RTP Outreach #1

📅 **Apr 18, 19 - May 01, 19**

Screen 4



A map showing the distribution of map markers by type.



Data points for this Screen:

Markers: **2536**

Marker attributes: **8261**

Comments: **1528**

↓ Below: Each marker type, showing how many markers have been dropped, plus any additional input through dropdowns.

Other	Needs_Side...	Poor_Paving	Needs_Bike_...	Safety_Issue	Traffic
Markers: 128	Markers: 171	Markers: 274	Markers: 288	Markers: 486	Markers: 1189
Comments: 118	Question 1:	Question 1:	Question 1:	Question 1:	Question 1:
	2 Separate or p...	27 Pothole crack ...	21 Separate or p...	38 Unsafe Inters...	4 Other
	1 Other	2 Other	2 Repair or clea...	10 Poor Visibility	129 Nearly Always
	45 New sidewalk...	2 Needs restriping	6 Other	19 PedestrianCy...	15 Mostly On the...
	Comments: 77	36 Major issues r...	83 New bike lane...	27 Other	110 Mostly During...
		Comments: 162	Comments: 153	27 Merging and ...	21 During School...
				26 High Speeds	Comments: 611
				Comments: 407	

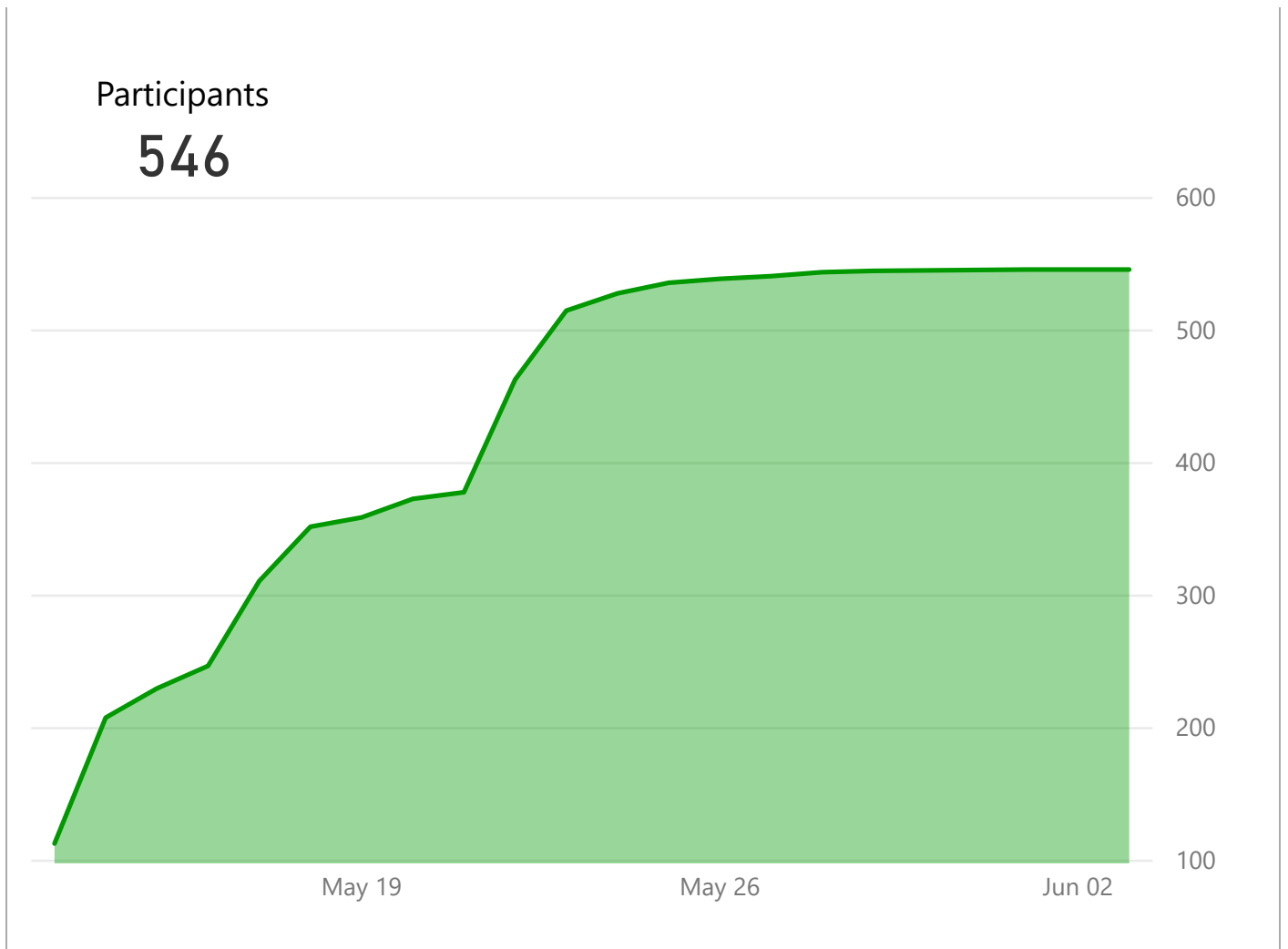
Placer County Transportation Planning Agency
RTP Outreach #2

📅 May 13, 19 - Jun 03, 19

Screen 1 / Site Traffic



Total number of participants over time.



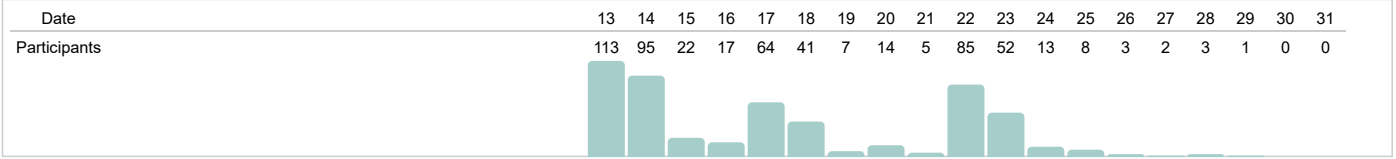
Data points for this Site:

Participants: **546**

All data points: **20790**

All comments: **149**

May 2019



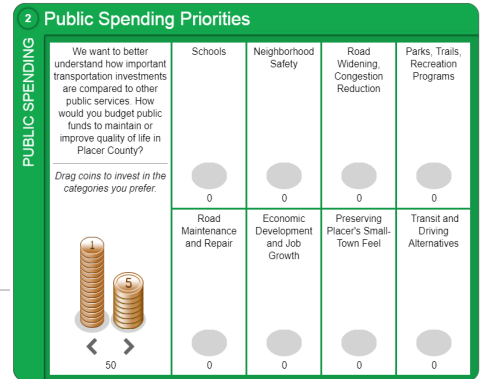
June 2019

Date	1	2	3
Participants	1	0	0

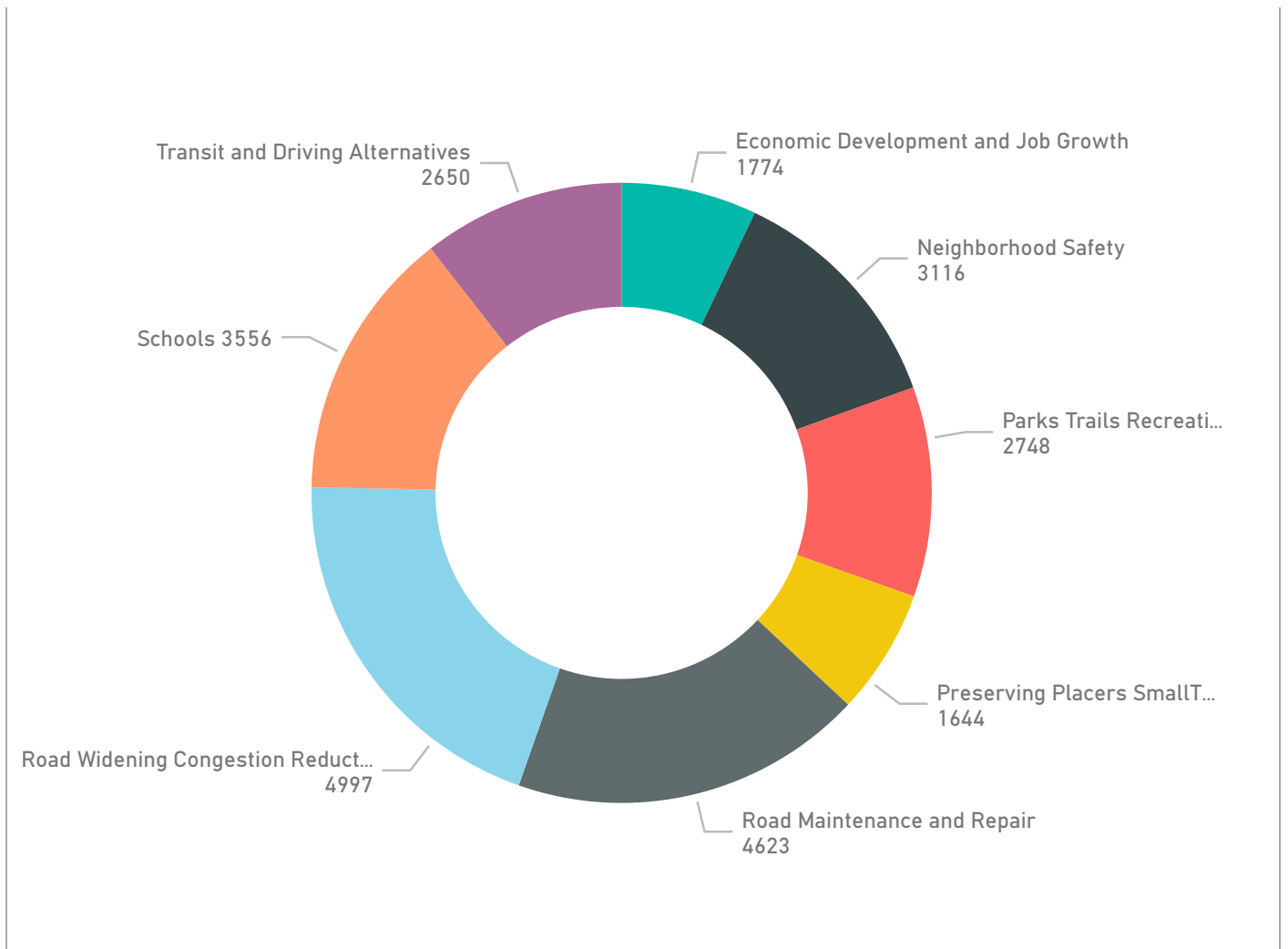
RTP Outreach #2

May 13, 19 - Jun 03, 19

Screen 2



The total budget allocated to each category for all participants.



Data points for this Screen:

Data points: **4856**

❗ Distributions of the number of items dropped into each category.

'Amount' refers to the number of chips/coins dropped into a category, and 'Count' is the number of participants that used that many chips/coins in that category.

Economic Development and Job Growth

Count: 182 50 52 27 24 79 41 30 15 3 21 5 2 2 4 2 1
Amount: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 15 20 30

Participants: 540 Total: 1774 Average 3.285

Neighborhood Safety

Count: 101 29 28 32 24 74 47 52 26 11 42 16 13 7 2 13 2 4 2 2 4 4 1 3
Amount: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 30

Participants: 539 Total: 3116 Average 5.781

Parks Trails Recreation Programs

Count: 107 39 32 39 28 99 37 41 15 5 37 12 14 4 3 14 3 4 3 1 1 1
Amount: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 20 22 25 50

Participants: 539 Total: 2748 Average 5.098

Preserving Placers SmallTown Feel

Count: 197 69 61 34 17 63 22 20 6 9 17 3 4 1 2 7 1 1 2 1 1 1 1
Amount: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 17 19 20 21 22 25 26

Participants: 540 Total: 1644 Average 3.044

Road Maintenance and Repair

Count: 41 13 18 14 15 71 35 45 35 14 86 19 37 13 9 36 12 5 1 3 6 1 1 3 1 1 1 1 1 1
Amount: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 25 29 30 31 33 37 42 46

Participants: 540 Total: 4623 Average 8.561

Road Widening Congestion Reduction

Count: 68 19 13 15 9 67 26 38 32 3 56 23 31 10 10 48 10 5 3 3 18 3 2 1 11 1 2 1 1 1 2
Amount: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 25 27 28 29 30 33 35

6 1
40 50

Participants: 539 Total: 4997 Average 9.271

S2_Remaining

Count: 444 7 2 1 3 3 3 5 3 4 3 8 1 5 1 1 5 1 5 6 4 3 4 2 4 2 1 1 4 2 1
Amount: 0 1 2 3 4 5 6 8 9 10 11 12 14 15 18 19 20 21 22 25 26 28 30 31 35 39 40 44 45 46 47

1
49

Participants: 540 Total: 1842 Average 3.411

Schools

Count:	109	28	32	18	10	63	26	36	31	11	58	23	17	12	8	29	5	2	3	1	9	1	2	1	3	1
Amount:	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	25	30

Participants: 539 Total: 3556 Average 6.597

Transit and Driving Alternatives

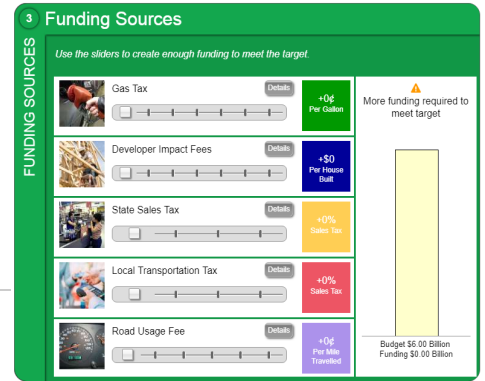
Count:	164	61	32	29	11	64	23	20	23	9	34	9	8	4	3	19	3	7	1	6	1	3	1	1	1	1	1	1
Amount:	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	20	24	25	27	30	32	36	38	50

Participants: 540 Total: 2650 Average 4.907

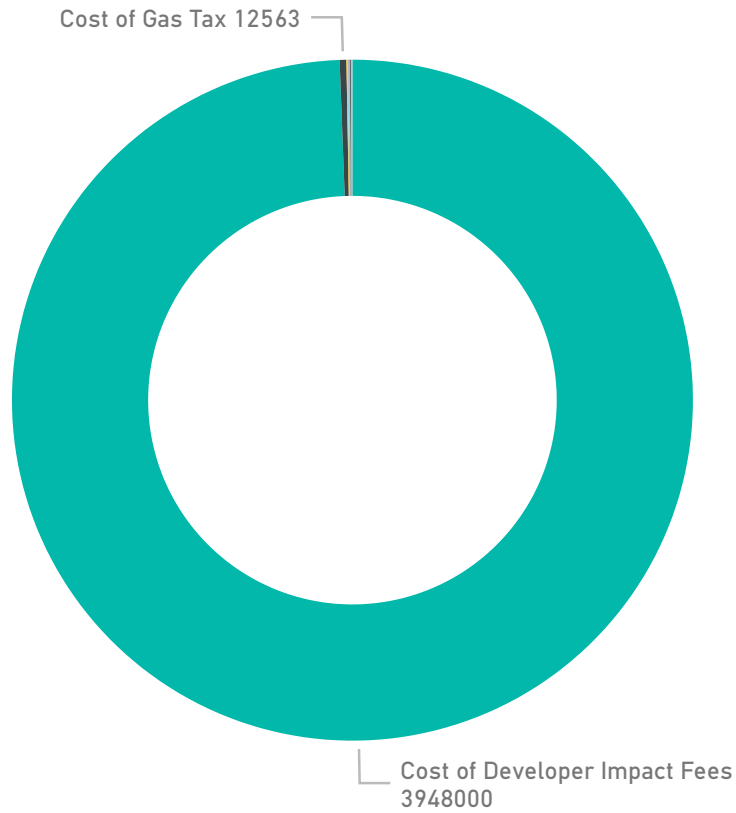
RTP Outreach #2

May 13, 19 - Jun 03, 19

Screen 3



The total budget allocated to each category for all participants.



Data points for this Screen:

Data points: **7775**

↓ Distributions of slider input. This shows the distribution of user input along the sliders, i.e. the 'notches'.
See the downloads for more detailed data of funding and cost totals.

Developer Impact Fees							
Count:	29	38	72	46	50	49	202
Notch:	0	1	2	3	4	5	6
Average 4.068							

Gas Tax							
Count:	146	122	119	48	28	14	9
Notch:	0	1	2	3	4	5	6
Average 1.523							

Local Transportation Tax				
Count:	113	154	130	89
Notch:	0	1	2	3
Average 1.401				

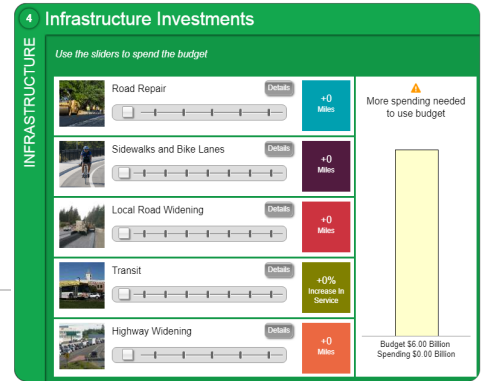
Road Usage Fee						
Count:	188	69	108	75	26	20
Notch:	0	1	2	3	4	5
Average 1.469						

State Sales Tax				
Count:	140	156	119	71
Notch:	0	1	2	3
Average 1.249				

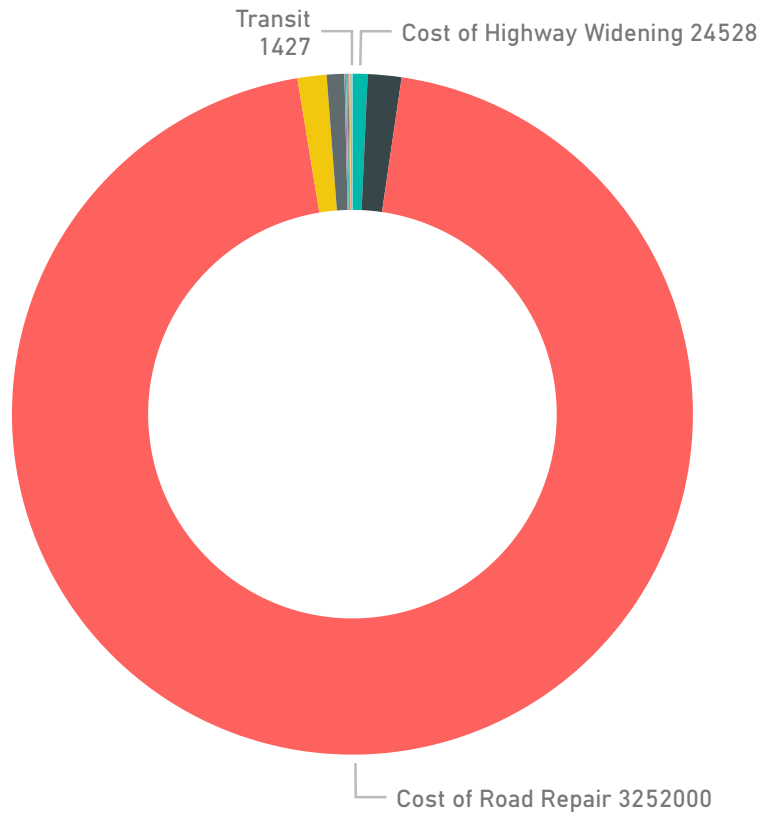
RTP Outreach #2

May 13, 19 - Jun 03, 19

Screen 4



The total budget allocated to each category for all participants.



Data points for this Screen:

Data points: **7269**

↓ Distributions of slider input. This shows the distribution of user input along the sliders, i.e. the 'notches'.
See the downloads for more detailed data of funding and cost totals.

Highway Widening										
Count:	49	28	61	67	68	182				
Notch:	0	1	2	3	4	5				
Average 3.369										

Local Road Widening										
Count:	55	27	49	63	58	60	30	113		
Notch:	0	1	2	3	4	5	6	7		
Average 3.993										

Road Repair										
Count:	9	28	44	76	205	93				
Notch:	0	1	2	3	4	5				
Average 3.580										

Sidewalks and Bike Lanes										
Count:	77	54	61	49	55	28	22	109		
Notch:	0	1	2	3	4	5	6	7		
Average 3.468										

Transit										
Count:	118	49	45	47	43	37	22	94		
Notch:	0	1	2	3	4	5	6	7		
Average 3.136										

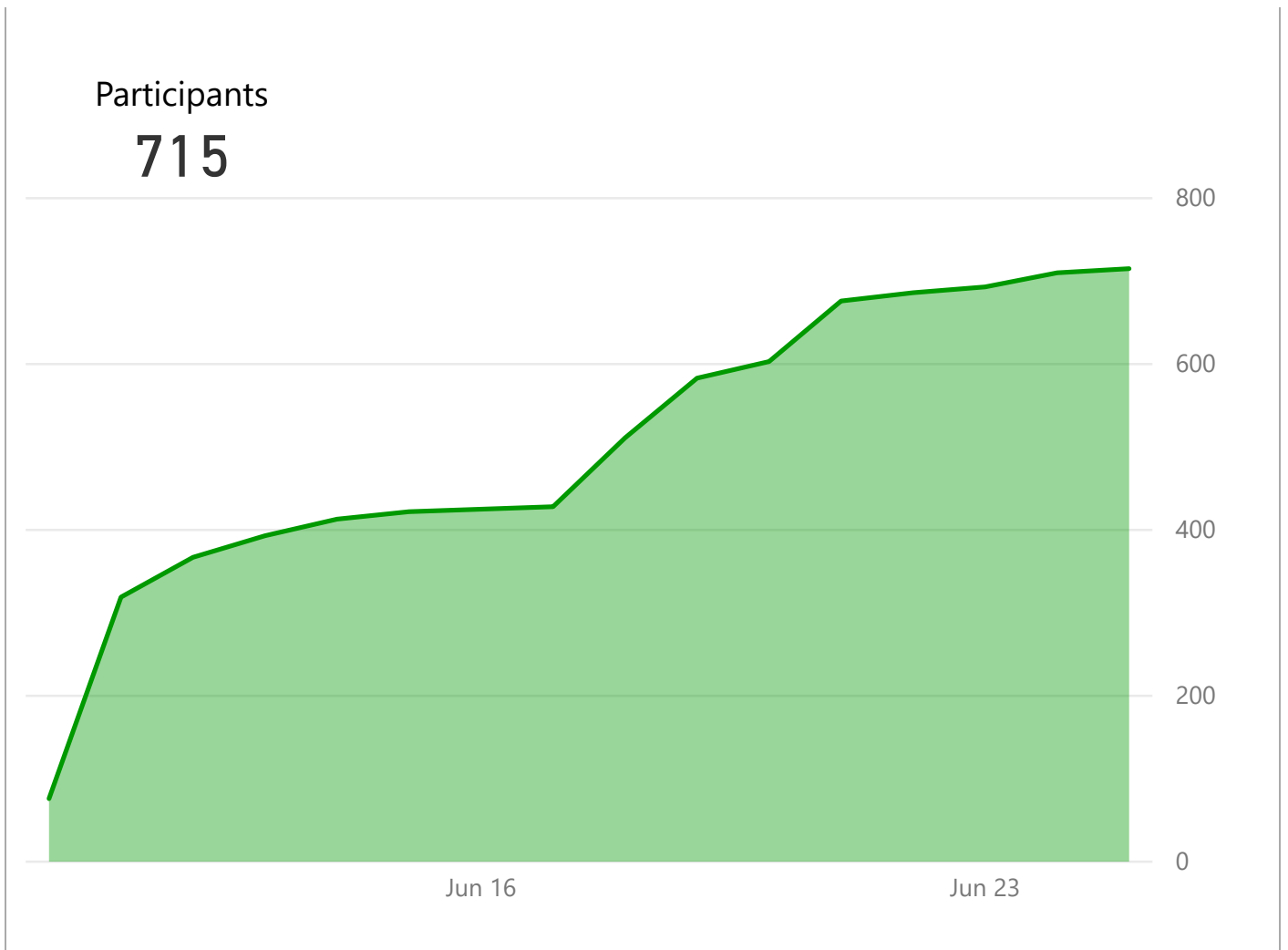
Placer County Transportation Planning Agency
RTP Outreach #3

📅 Jun 10, 19 - Jun 25, 19

Screen 1 / Site Traffic



Total number of participants over time.



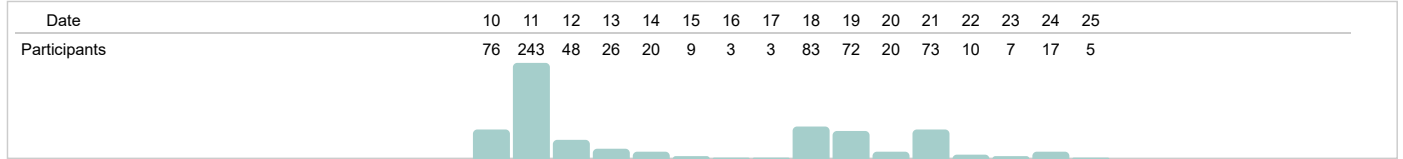
Data points for this Site:

Participants: **715**

All data points: **15943**

All comments: **770**

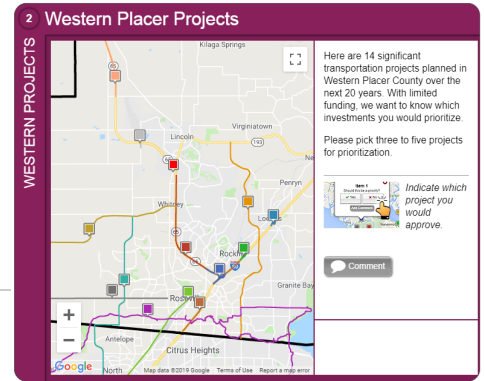
June 2019



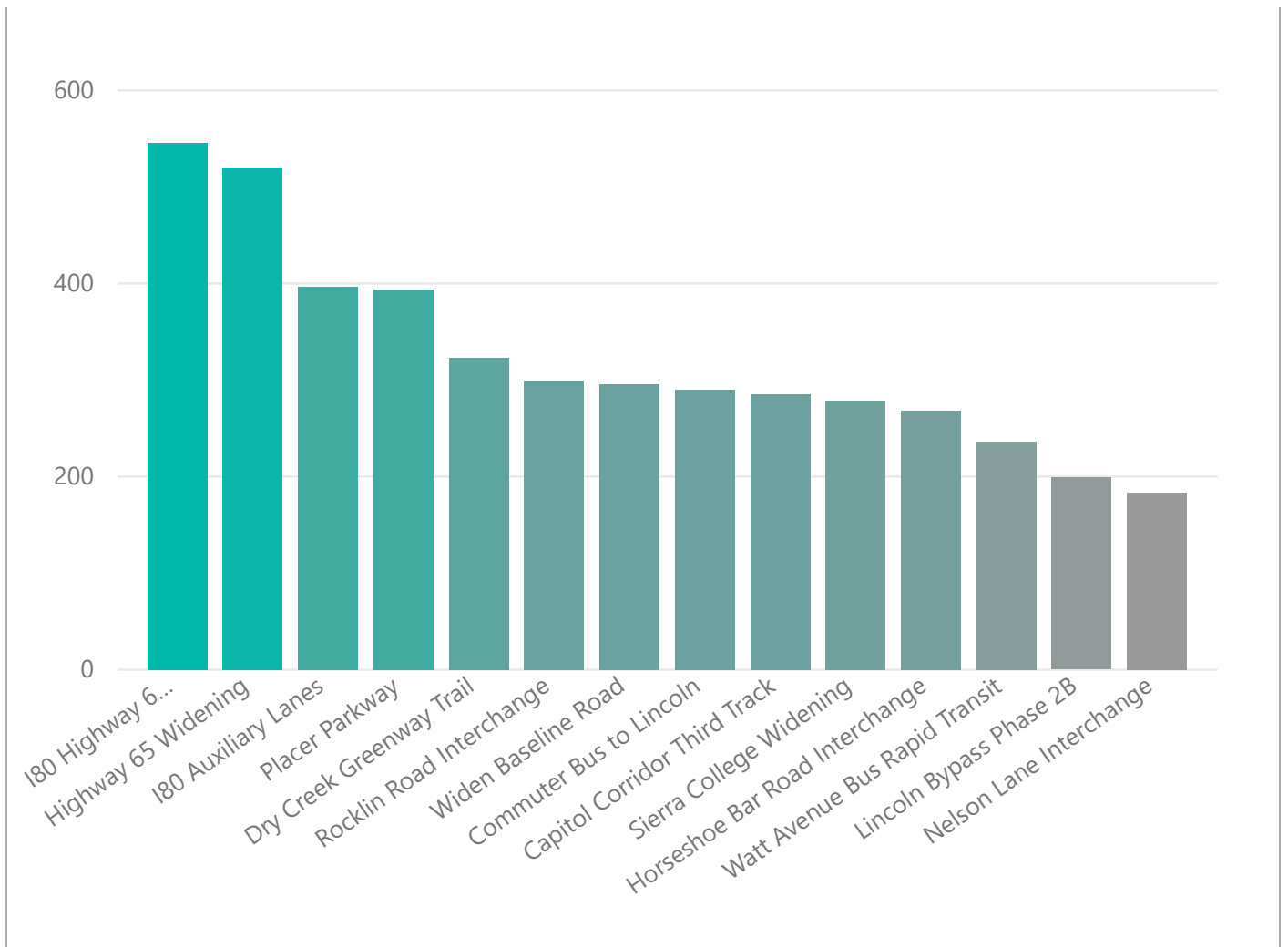
RTP Outreach #3

📅 Jun 10, 19 - Jun 25, 19

Screen 2































The number of times each item was rated by a participant.



Data points for this Screen:

Ratings: **4515** Comments: **259**

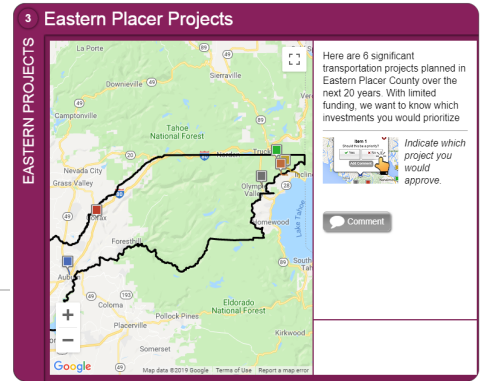
↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

<p>180 Highway 65 Interch...</p> <p>519 (95%)  1 27 (5%)  2</p> <p>Times rated: 546 Average rating: 1.049</p>	<p>Highway 65 Widening</p> <p>470 (90%)  1 50 (10%)  2</p> <p>Times rated: 520 Average rating: 1.096</p>	<p>Placer Parkway</p> <p>320 (81%)  1 74 (19%)  2</p> <p>Times rated: 394 Average rating: 1.188</p>	<p>180 Auxiliary Lanes</p> <p>315 (79%)  1 82 (21%)  2</p> <p>Times rated: 397 Average rating: 1.207</p>
<p>Widen Baseline Road</p> <p>186 (63%)  1 110 (37%)  2</p> <p>Times rated: 296 Average rating: 1.372</p>	<p>Capitol Corridor Third ...</p> <p>159 (56%)  1 126 (44%)  2</p> <p>Times rated: 285 Average rating: 1.442</p>	<p>Rocklin Road Intercha...</p> <p>141 (47%)  1 158 (53%)  2</p> <p>Times rated: 299 Average rating: 1.528</p>	<p>Dry Creek Greenway T...</p> <p>147 (46%)  1 176 (54%)  2</p> <p>Times rated: 323 Average rating: 1.545</p>
<p>Sierra College Widening</p> <p>108 (39%)  1 171 (61%)  2</p> <p>Times rated: 279 Average rating: 1.613</p>	<p>Commuter Bus to Linc...</p> <p>110 (38%)  1 180 (62%)  2</p> <p>Times rated: 290 Average rating: 1.621</p>	<p>Lincoln Bypass Phase...</p> <p>67 (34%)  1 132 (66%)  2</p> <p>Times rated: 199 Average rating: 1.663</p>	<p>Horseshoe Bar Road I...</p> <p>72 (27%)  1 196 (73%)  2</p> <p>Times rated: 268 Average rating: 1.731</p>
<p>Watt Avenue Bus Rapi...</p> <p>55 (23%)  1 181 (77%)  2</p> <p>Times rated: 236 Average rating: 1.767</p>	<p>Nelson Lane Interchan...</p> <p>26 (14%)  1 157 (86%)  2</p> <p>Times rated: 183 Average rating: 1.858</p>		

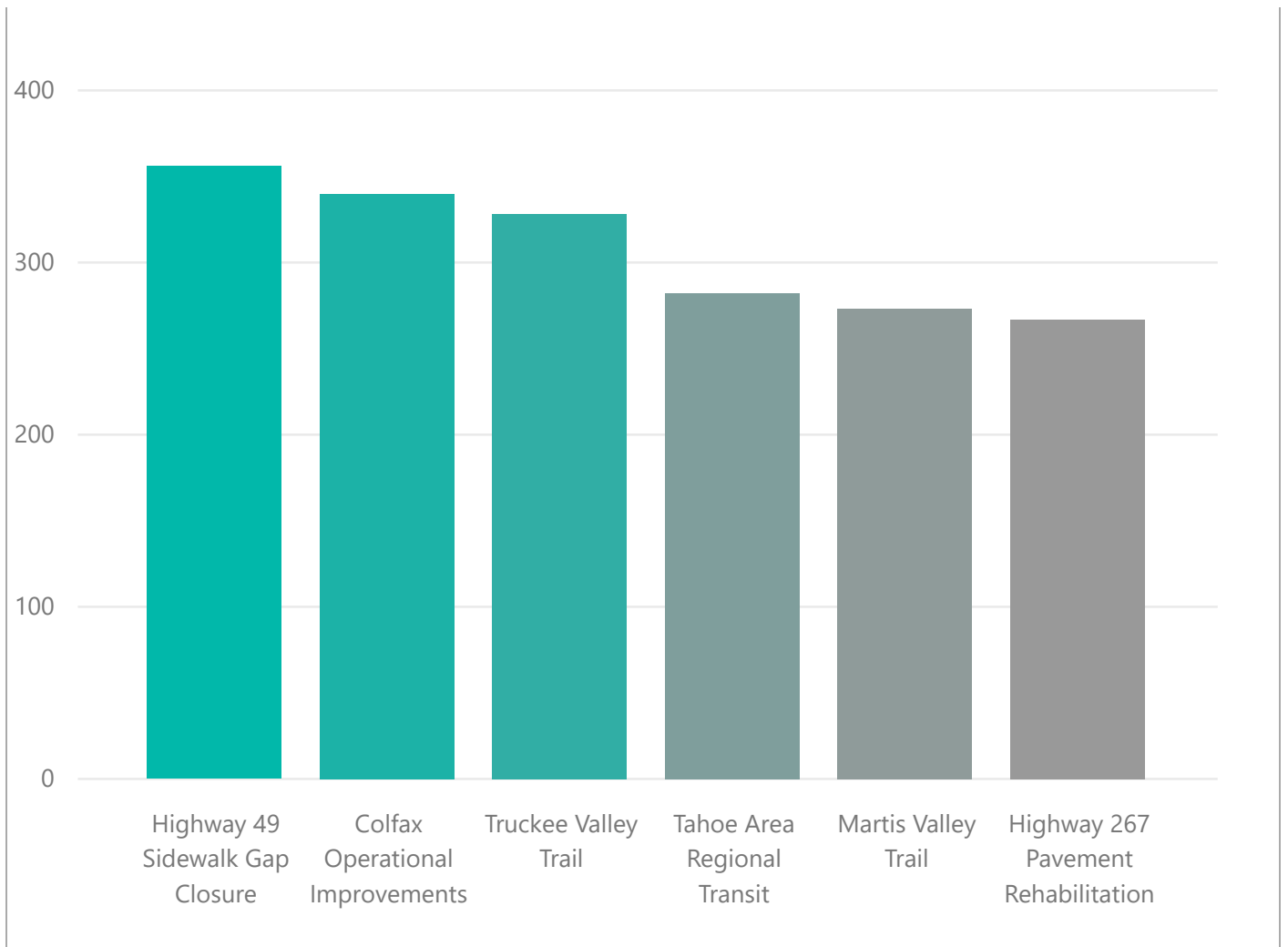
RTP Outreach #3

Jun 10, 19 - Jun 25, 19

Screen 3



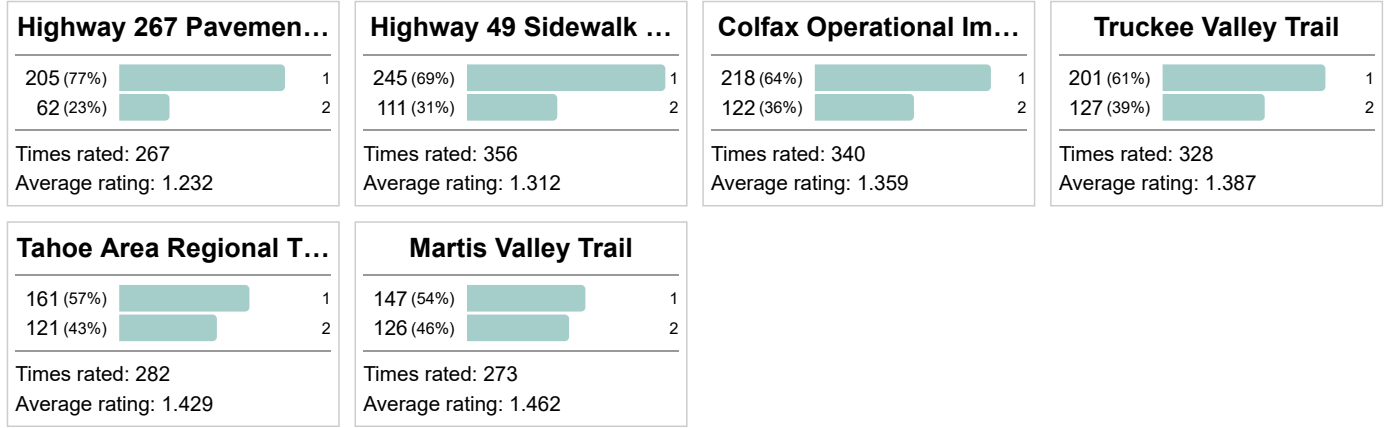
The number of times each item was rated by a participant.



Data points for this Screen:

Ratings: **1846** Comments: **54**

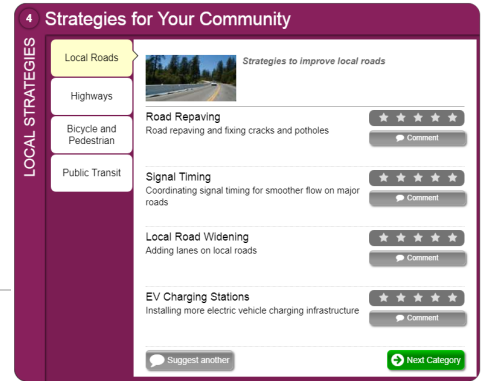
↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.



RTP Outreach #3

Jun 10, 19 - Jun 25, 19

Screen 4



Rating distributions and averages by panel.

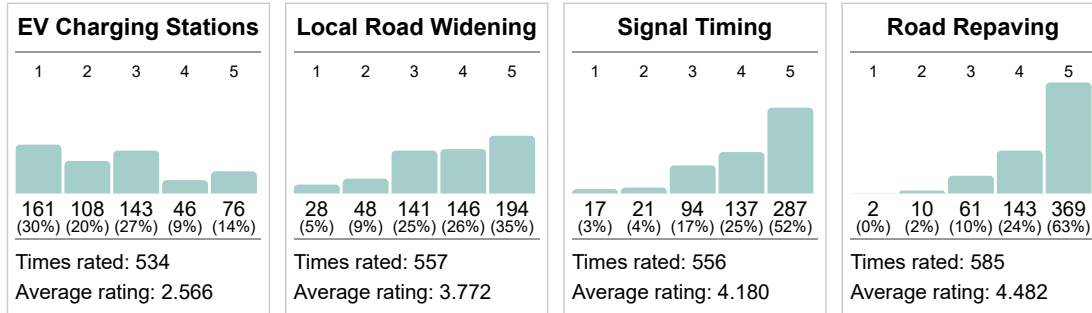


Data points for this Screen:

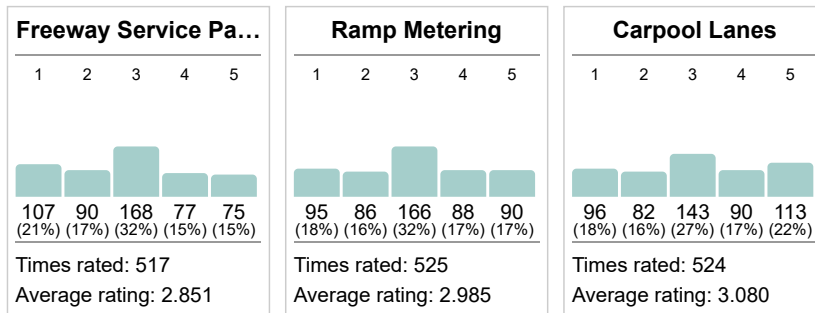
Ratings: **8361** Comments: **309**

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

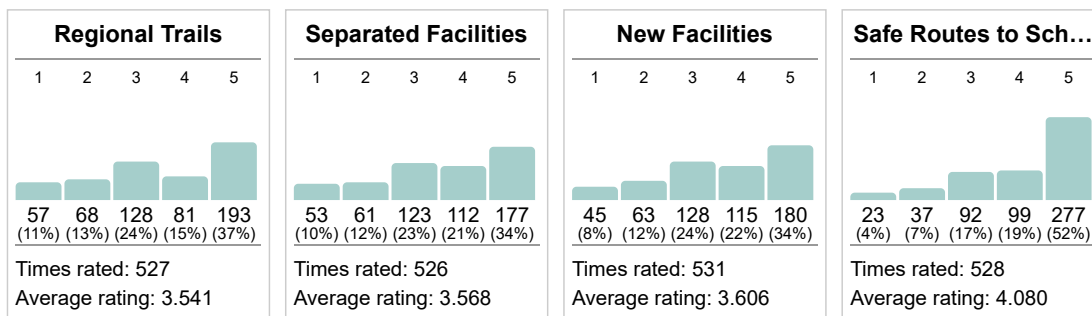
Local Roads



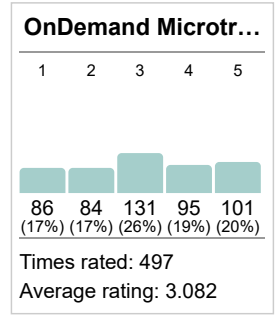
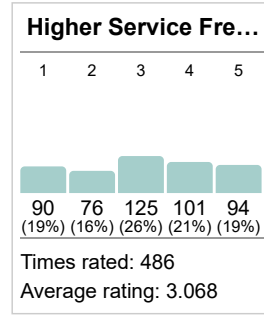
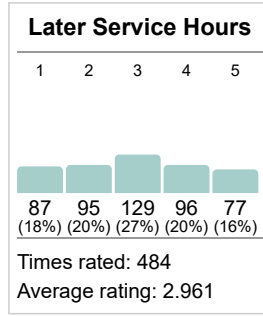
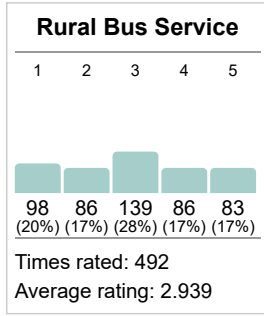
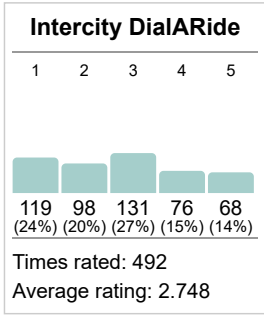
Highways



Bicycle and Pedestrian



Public Transit



APPENDIX C

2020 MTP/SCS LAND USE ALLOCATION SUMMARY FOR PLACER COUNTY JURISDICTIONS

The following tables summarizes the Regional Draft Preferred Scenario Land Use Allocation assumptions developed by SACOG for the 2020 MTP/SCS for 2040 (date: March 25, 2019).

Draft as of March 25, 2019

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2020 MTP/SCS Preferred Scenario TOTAL		2020 MTP/SCS Preferred Scenario TOTAL		2016 MTP/SCS (this is for reference only)		Build Out Estimate		2020 MTP/SCS Preferred Scenario GROWTH		2020 MTP/SCS Preferred Scenario GROWTH	
	Total in Year 2016		Total in Year 2035		Total in Year 2040		Total in Year 2036		Total at Build Out		Growth from 2016 to 2035		Growth from 2016 to 2040	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Review of 2035 and 2040 Draft Preferred Scenario														
Auburn														
Center and Corridor Communities (Amtrak station and Hwy 49)	2,980	480	3,280	630	3,350	690	2,940	750	3,810	860	300	150	370	200
Established Communities	6,600	5,660	7,250	5,960	7,380	6,020	6,890	5,910	9,110	7,290	660	300	780	360
Projects Not Identified for Growth in the 2020 MTP/SCS by 2040 (listed below)														
Baltimore Ravine	0	10	0	10	0	10	230	730	230	730	0	0	0	0
Jurisdiction Total	9,580	6,150	10,540	6,600	10,740	6,720	10,060	7,390	13,150	8,870	960	450	1,150	560
Colfax														
Center and Corridor Communities (I-80 Corridor area)	600	200	1,000	220	1,100	260	1,130	260	2,380	260	400	20	500	60
Established Communities	130	710	170	830	180	860	370	760	900	1,130	40	120	50	150
Jurisdiction Total	720	920	1,170	1,060	1,280	1,120	1,500	1,020	3,280	1,390	440	140	550	200
Lincoln														
Center and Corridor Communities	4,000	310	5,600	1,050	5,900	1,050	6,250	1,040	8,850	1,120	1,600	740	1,900	750
Established Communities	5,630	18,290	8,640	21,650	8,640	21,650	6,470	20,570	17,680	21,650	3,000	3,360	3,000	3,360
Developing Communities (listed below)														
Hwy 65 area	1,940	0	3,540	0	3,740	0	5,460	0	11,010	0	1,600	0	1,800	0
Village 1	50	30	100	1,530	340	2,030	510	2,040	680	4,800	50	1,500	280	2,000
Village 7	0	10	110	810	150	1,410	300	3,290	400	3,290	110	800	150	1,400
Village 5/SUD B	60	120	1,070	1,110	1,560	1,620	360	2,150	11,400	8,320	1,000	1,000	1,500	1,500
Projects Not Identified for Growth in the 2020 MTP/SCS by 2040 (listed below)														
Village 2	10	40	10	40	10	40	0	0	350	3,870	0	0	0	0
Village 3	0	10	0	10	0	10	0	0	unknown	4,840	0	0	0	0
Village 4	20	10	20	10	20	10	0	0	unknown	5,420	0	0	0	0
Village 6	0	10	0	10	0	10	0	0	unknown	5,080	0	0	0	0
SUD A	0	20	0	20	0	20	0	0	unknown	2,970	0	0	0	0
SUD C	110	10	110	10	110	10	0	0	unknown	0	0	0	0	0
Jurisdiction Total	11,840	18,830	19,200	26,240	20,470	27,840	19,350	29,090	50,360	61,360	7,370	7,410	8,630	9,010
Loomis														
Center and Corridor Communities (Town Center area)	470	150	730	550	790	550	800	550	1,290	700	250	400	320	400
Established Communities	2,730	1,470	3,130	1,520	3,230	1,540	3,250	1,750	4,040	1,950	400	50	500	70
Rural Residential Communities	410	850	490	910	510	940	860	940	780	1,320	80	60	100	90
Jurisdiction Total	3,620	2,480	4,350	2,990	4,540	3,030	4,910	3,250	6,110	3,970	730	510	920	560

Draft as of March 25, 2019

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2020 MTP/SCS Preferred Scenario TOTAL		2020 MTP/SCS Preferred Scenario TOTAL		2016 MTP/SCS (this is for reference only)		Build Out Estimate		2020 MTP/SCS Preferred Scenario GROWTH		2020 MTP/SCS Preferred Scenario GROWTH	
	Total in Year 2016		Total in Year 2035		Total in Year 2040		Total in Year 2036		Total at Build Out		Growth from 2016 to 2035		Growth from 2016 to 2040	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Review of 2035 and 2040 Draft Preferred Scenario														
Rocklin														
Center and Corridor Communities (Rocklin Downtown Plan area and Amtrak station area)														
	1,310	1,000	1,710	1,310	1,810	1,500	1,320	1,320	1,900	1,900	400	310	500	500
Established Communities	17,250	20,050	19,850	24,230	20,150	24,230	19,320	22,880	24,000	24,240	2,600	4,180	2,900	4,180
<i>I-80 Commercial</i>	1,400	0	2,500	200	2,500	200	2,560	200	2,500	300	1,100	200	1,100	200
Developing Communities (listed below)														
<i>Highway 65 Corridor</i>	190	30	2,990	840	3,690	1,040	4,000	370	5,000	1,230	2,800	800	3,500	1,000
<i>Sunset Ranchos</i>	430	1,750	630	4,250	630	4,250	1,240	4,360	1,200	4,250	200	2,510	200	2,510
<i>Clover Valley</i>	0	0	0	200	0	200	0	140	0	560	0	200	0	200
Jurisdiction Total	20,580	22,840	27,680	31,030	28,780	31,420	28,440	29,270	34,600	32,480	7,100	8,190	8,200	8,580
Roseville														
Center and Corridor Communities (Amtrak station area and Douglas/Sunrise)														
<i>Downtown Master Plan and remaining Amtrak station</i>	2,550	1,550	3,490	2,150	3,750	2,350	3,790	2,310	10,790	2,270	950	590	1,200	800
<i>Douglas West</i>	1,600	300	1,850	360	1,900	410	1,890	420	1,920	420	250	60	300	110
<i>Sunrise</i>	2,200	340	2,680	430	2,800	490	3,420	490	3,500	490	480	100	600	150
Established Communities	75,350	44,910	77,820	51,030	77,860	51,030	82,120	47,170	111,800	49,730	2,470	6,120	2,500	6,120
<i>West Roseville</i>	670	4,380	15,670	8,180	18,660	9,200	2,980	9,430	3,250	10,500	15,000	3,800	18,000	4,810
Developing Communities (listed below)														
<i>Creekview</i>	0	0	30	1,500	200	2,010	420	1,210	420	2,010	30	1,500	200	2,010
<i>Sierra Vista</i>	0	10	1,500	4,800	2,000	6,090	3,500	6,120	7,500	8,660	1,500	4,800	2,000	6,090
<i>Amoruso Ranch</i>	0	0	0	500	0	1,750	140	1,000	1,460	2,830	0	500	0	1,750
Jurisdiction Total	82,370	51,490	103,040	68,950	107,180	73,330	98,270	68,140	140,640	76,900	20,670	17,460	24,810	21,840

The shaded rows highlight communities that are moving from the "Developing Communities" category to the "Established Communities". These communities will be included in the Established Community total and not called out individually in the future.

Draft as of March 25, 2019

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2020 MTP/SCS Preferred Scenario TOTAL		2020 MTP/SCS Preferred Scenario TOTAL		2016 MTP/SCS (this is for reference only)		Build Out Estimate		2020 MTP/SCS Preferred Scenario GROWTH		2020 MTP/SCS Preferred Scenario GROWTH	
	Total in Year 2016		Total in Year 2035		Total in Year 2040		Total in Year 2036		Total at Build Out		Growth from 2016 to 2035		Growth from 2016 to 2040	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Review of 2035 and 2040 Draft Preferred Scenario	Total in Year 2016		Total in Year 2035		Total in Year 2040		Total in Year 2036		Total at Build Out		Growth from 2016 to 2035		Growth from 2016 to 2040	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Placer County Unincorporated														
Established Communities	25,990	21,440	38,070	24,200	41,070	24,600	34,960	22,100	72,310	30,650	12,090	2,760	15,080	3,160
Rural Residential Communities (includes agricultural areas)	7,800	22,360	8,100	23,410	8,200	23,660	8,330	25,420	27,200	46,530	300	1,050	400	1,290
Developing Communities (listed below)														
<i>Bickford Ranch</i>	0	10	50	1,500	50	1,890	200	1,430	50	1,890	50	1,500	50	1,880
<i>Placer Vineyards</i>	40	170	640	2,870	840	3,880	1,500	4,740	6,000	14,130	600	2,700	800	3,700
<i>Regional University</i>	0	0	240	1,200	350	1,450	380	1,450	1,400	3,230	240	1,200	350	1,450
<i>Riolo Vineyards</i>	30	10	80	940	80	940	150	940	170	930	50	930	50	930
<i>Placer Ranch</i>	0	0	300	600	500	1,000	2,000	2,900	20,160	5,830	300	600	500	1,000
Projects Not Identified for Growth in the 2020 MTP/SCS by 2040 (listed below)														
Curry Creek	0	0	0	0	0	0	0	0	unknown	unknown	0	0	0	0
Jurisdiction Total	33,860	43,990	47,490	54,720	51,100	57,400	47,520	58,980	127,280	103,190	13,630	10,730	17,240	13,410
PLACER COUNTY TOTAL	162,570	146,700	213,470	191,590	224,080	200,870	210,040	197,130	375,420	288,170	50,900	44,890	61,510	54,170

APPENDIX D

2040 REGIONAL TRANSPORTATION PLAN PROGRAMMED AND PLANNED MASTER PROJECTS LIST (FINANCIALLY CONSTRAINED) – TIER 1

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Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS	REGIONALLY SIGNIFICANT
Caltrans									
CAL20928	Caltrans D3	C- Maintenance & Rehabilitation	Auburn Mtce Station	Install wash facility	\$975,000	\$1,597,651	2036-2040	Planned	
CAL21280	Caltrans D3	G- System Management, Operations, and ITS	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	\$3,960,000	\$5,069,135	2026-2030	Planned	
CAL20838	Caltrans D3	C- Maintenance & Rehabilitation	Colfax Narrows Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3-35.1)	\$54,175,000	\$72,859,352	2031-2035	Planned	Regionally Significant
CAL20971	Caltrans D3	C- Maintenance & Rehabilitation	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	\$45,210,000	\$57,872,622	2026-2030	Planned	
CAL20571	Caltrans D3	A- Bike & Ped	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	\$10,000,000	\$10,506,250	2020-2025	Planned	
CAL20713	Caltrans D3	G- System Management, Operations, and ITS	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]	\$2,714,000	\$0	2020-2025	Programmed	
CAL20722	Caltrans D3	G- System Management, Operations, and ITS	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]	\$506,000	\$0	2020-2025	Programmed	
CAL21115	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21116	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Elm Avenue. Install ramp meters.	Eastbound I-80 at Elm Avenue. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	

CAL21106	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Newcastle Road. Install ramp meters.	Eastbound I-80 at Newcastle Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21100	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	\$380,000	\$536,930	2031-2035	Planned	
CAL21109	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Ophir Road. Install ramp meters.	Eastbound I-80 at Ophir Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21103	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Penryn Road. Install ramp meters.	Eastbound I-80 at Penryn Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21108	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at SR 193. Install ramp meters.	Eastbound I-80 at SR 193. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21118	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21102	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL20844	Caltrans D3	C- Maintenance & Rehabilitation	EB 3 location truck lane	In Placer County on Route 80 in 3 locations from Heather Glen to EB offramp to Nyack, construct truck climbing lanes: PMs (27.2/28.8, 39.5/41.3, 53.0/54.7) (EA 3H590)	\$57,168,000	\$66,297,353	2026-2030	Planned	Regionally Significant
CAL20845	Caltrans D3	C- Maintenance & Rehabilitation	EB Baxter/Drum Truck lane	On Placer 80 from Sawmill to approx. 0.2 mile east of Drum Forebay. Truck climbing lane.	\$77,990,000	\$88,238,527	2020-2025	Planned	
CAL21012	Caltrans D3	G- System Management, Operations, and ITS	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampshire Rocks. Truck climbing lane.(PM 64.2/66.3)	\$20,600,000	\$33,755,499	2036-2040	Planned	
CAL21011	Caltrans D3	C- Maintenance & Rehabilitation	EB Colfax 174 Grade	On Placer 80 from E. of Illinoistown OC to E. of SR 174. Truck climbing lane.	\$13,762,000	\$22,550,639	2036-2040	Planned	Regionally Significant

CAL21072	Caltrans D3	C- Maintenance & Rehabilitation	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	\$2,000,000	\$2,560,169	2026-2030	Planned	
CAL20846	Caltrans D3	C- Maintenance & Rehabilitation	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale. Truck climbing lane.	\$13,976,000	\$22,901,303	2036-2040	Planned	
CAL21054	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements	In Placer County from Sacramento County Line to 0.3 mile west of Gilardi Rd OC.	\$12,500,000	\$14,858,572	2026-2030	Planned	
CAL20969	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Applegate Pavement Rehabilitation	In Placer County from 0.8 miles west of Auburn Ravine Road OC to Route 174/80 Separation	\$53,000,000	\$63,000,345	2026-2030	Planned	
CAL21240	Caltrans D3	B- Road & Highway Capacity	I-80 Atlantic On-ramp Widening	Widen existing on-ramp and structure over Miners Ravine to provide a standard 2+1 on-ramp. Work involves earthwork, structures work, roadway work, electrical work.	\$2,180	\$2,290	2020-2025	Planned	Regionally Significant
CAL21036	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Auburn Pavement Rehabilitation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071).	\$5,300,000	\$6,457,535	2026-2030	Planned	
CAL20719	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Bridge Rehab (G13 Contingency Project)	In Placer and Nevada counties, I-80, at various locations (PM 28.7/R63.5) (G13 SHOPP Contingency Project) - Rehabilitate or replace bridges at six locations [#19-0038, #19-0112, #19-0113, #19-0114, #17-0023, #19-0118] (EFIS 0300020615 EA 2F570) (Toll Credits). Toll Credits for ENG, ROW	\$24,192,500	\$0	2020-2025	Programmed	
CAL20922	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Cold Plane & RHMA Overlay	I-80 Cold Plane & RHMA Overlay - In Placer County near Sierra College Blvd. to Penryn Rock Springs UC	\$750,000	\$750,000	2020-2025	Planned	
CAL20721	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing - Drainage system rehabilitation (PM 31.5/36.89) (EFIS 0300020600 EA 1E050) (Toll Credits). Toll Credits for ENG, ROW, CON	\$4,730,000	\$0	2020-2025	Programmed	

CAL20720	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation (Toll Credits). Toll Credits for ENG, ROW, CON	\$4,540,000	\$0	2020-2025	Programmed	
CAL21055	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC to 0.1 mile West of Yuba Pass OH 20/80 Separation.	\$10,800,000	\$13,158,751	2026-2030	Planned	
CAL20869	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements B	In Placer County, approx 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Rd OC.	\$15,000,000	\$18,732,945	2026-2030	Planned	
CAL20974	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Rehabilitation	From East of Gold Run OC to Beg Chain on Area. Drainage Rehab.	\$4,167,000	\$4,832,442	2026-2030	Planned	
CAL20708	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM M0.1/18.0); also in Placer County in the City of Roseville I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optics communication lines (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H540	\$3,800,000	\$0	2020-2025	Programmed	
CAL20770	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Gold Run Drainage Rehabilitation	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (SRR). Rehabilitate drainage systems.	\$5,386,000	\$0	2020-2025	Programmed	
CAL20947	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Guardrail upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.	\$3,750,000	\$4,038,340	2020-2025	Planned	
CAL20963	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Kingvale Pavement Rehabilitation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab. (Total Cost= \$93,134,000, Placer County share shown)	\$30,734,220	\$34,772,949	2020-2025	Planned	
CAL20973	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilitation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	\$5,386,000	\$5,800,133	2020-2025	Planned	

CAL21007	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilitation E	Near Loomis from King Road OC to Route 193 Interchange.	\$18,200,000	\$23,297,539	2026-2030	Planned	
CAL21039	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilitation F	In Placer County on Route 80 from Drum Forebay OC to approx 0.8 mile west of Yuba Gap.	\$22,000,000	\$36,049,562	2036-2040	Planned	
CAL21010	Caltrans D3	B- Road & Highway Capacity	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane. (Total Cost= \$33,423,000, Placer County share shown)	\$11,029,590	\$14,118,808	2026-2030	Planned	Regionally Significant
CAL21229	Caltrans D3	C- Maintenance & Rehabilitation	In Placer County at Gold Run at the Gold Run Safety Roadside Rest Area	Install back up generators	\$395,000	\$414,997	2020-2025	Planned	
CAL20992	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	\$4,700,000	\$6,016,397	2026-2030	Planned	Regionally Significant
CAL20991	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	\$4,700,000	\$6,016,397	2026-2030	Planned	Regionally Significant
CAL20989	Caltrans D3	G- System Management, Operations, and ITS	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	\$1,500,000	\$1,920,127	2026-2030	Planned	Regionally Significant
CAL20988	Caltrans D3	G- System Management, Operations, and ITS	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	\$5,200,000	\$6,656,440	2026-2030	Planned	Regionally Significant
CAL20990	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	\$1,500,000	\$1,920,127	2026-2030	Planned	Regionally Significant

CAL20987	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	\$5,700,000	\$7,296,482	2026-2030	Planned	Regionally Significant
CAL21299	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	\$1,250,001	\$2,048,271	2036-2040	Planned	
CAL21294	Caltrans D3	G- System Management, Operations, and ITS	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	\$800,000	\$800,000	2020-2025	Planned	
CAL20758	Caltrans D3	G- System Management, Operations, and ITS	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80): Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]. Toll Credits for ENG, ROW, CON	\$3,258,000	\$0	2020-2025	Programmed	
CAL21094	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	\$380,000	\$440,683	2026-2030	Planned	
CAL21093	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	\$900,000	\$1,043,724	2026-2030	Planned	
CAL21097	Caltrans D3	G- System Management, Operations, and ITS	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	\$900,000	\$1,474,755	2036-2040	Planned	
CAL21284	Caltrans D3	G- System Management, Operations, and ITS	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	\$2,555,000	\$2,963,017	2026-2030	Planned	
CAL20821	Caltrans D3	G- System Management, Operations, and ITS	PLA 80 Colfax WB Acceleration Lane Improvement	Improve acceleration lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	\$2,146,000	\$2,199,650	2020-2025	Planned	

CAL20760	Caltrans D3	G- System Management, Operations, and ITS	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I080, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]. Toll Credits for ENG, ROW, CON	\$586,000	\$0	2020-2025	Programmed
CAL20609	Caltrans D3	G- System Management, Operations, and ITS	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Rd., SB and NB Sierra College Blvd.	\$4,800,000	\$7,865,359	2036-2040	Planned
CAL21068	Caltrans D3	C- Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC A	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC (Total cost = \$7,000,000, Placer County share shown)	\$2,660,000	\$2,660,000	2020-2025	Planned
CAL20881	Caltrans D3	C- Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC B	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete gutter. EA4H110	\$4,142,000	\$4,351,689	2020-2025	Planned
CAL21230	Caltrans D3	C- Maintenance & Rehabilitation	Roseville Mtce Station	Rebuild crew rooms, offices and EQ barn	\$999,000	\$1,636,978	2036-2040	Planned
CAL20652	Caltrans D3	G- System Management, Operations, and ITS	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	\$9,414,900	\$15,427,410	2036-2040	Planned
CAL20615	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	\$172,000,000	\$281,842,028	2036-2040	Planned
CAL20616	Caltrans D3	G- System Management, Operations, and ITS	SHOPP - Collision Reduction	SHOPP - Collision Reduction	\$101,000,000	\$165,500,260	2036-2040	Planned

CAL20617	Caltrans D3	G- System Management, Operations, and ITS	SHOPP - Emergency Response	SHOPP - Emergency Response	\$2,000,000	\$3,277,233	2036-2040	Planned	
CAL20584	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	\$4,000,000	\$6,554,466	2036-2040	Planned	
CAL20618	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	\$1,900,000	\$3,113,371	2036-2040	Planned	
CAL20622	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	\$40,000,000	\$65,544,658	2036-2040	Planned	
CAL20619	Caltrans D3	A- Bike & Ped	SHOPP - Mobility	SHOPP - Mobility	\$21,100,000	\$34,574,807	2036-2040	Planned	
CAL20620	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	\$3,000,000	\$4,915,849	2036-2040	Planned	
CAL20621	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	\$114,000,000	\$186,802,274	2036-2040	Planned	
CAL21098	Caltrans D3	G- System Management, Operations, and ITS	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	\$900,000	\$1,474,755	2036-2040	Planned	
CAL21095	Caltrans D3	G- System Management, Operations, and ITS	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	\$900,000	\$1,474,755	2036-2040	Planned	
CAL20937	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 between 3.5 miles east of Lincoln and 0.1 miles east of Clark Tunnel Road. Widen shoulders and overlay.	\$7,708,000	\$8,938,917	2026-2030	Planned	
CAL21045	Caltrans D3	C- Maintenance & Rehabilitation	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Jct St 28. (Total Cost= \$8,905,000, Placer County share shown)	\$3,918,200	\$4,773,946	2026-2030	Planned	

CAL20638	Caltrans D3	G- System Management, Operations, and ITS	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67)	\$19,500,000	\$28,947,860	2036-2040	Planned	
CAL20541	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road. HMA overlay, Class II bike lanes, two new traffic signals. (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS 0300020616 EA 2F340] (Toll Credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	\$39,905,000	\$0	2020-2025	Programmed	
CAL20728	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Realignment A	In Auburn, from 0.3 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4) -Realign Roadway. Construct RSP or concrete retaining structure. Replace culverts. (EA 1H240) [CTIPS ID 107-0000-1063] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$5,364,000	\$0	2020-2025	Programmed	
CAL20849	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	\$2,600,000	\$3,328,220	2026-2030	Planned	
CAL20768	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Advance Mitigation	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113] (Toll Credits) (Total Project Cost \$2,639,000). Toll Credits for ENG, ROW, CON. EA 1H530	\$2,639,000	\$0	2026-2030	Programmed	
CAL20729	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Galleria Blvd. Ramp Meters	In Placer County on SR 65, at Galleria Blvd. - Install ramp meters [CTIPS ID 107-0000-1064] (Toll Credits for PE, ROW, CON) [EA 0F352, PPNO 6913A] [second child project of parent EA 0F350; first child is EA 0F351, PPNO 6913]. Toll Credits for ENG, ROW, CON	\$4,950,000	\$0	2020-2025	Programmed	

CAL20823	Caltrans D3	G- System Management, Operations, and ITS	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	\$45,000,000	\$66,802,753	2036-2040	Planned	
CAL21070	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	\$1,200,000	\$1,260,750	2020-2025	Planned	
CAL21079	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	\$1,200,000	\$1,260,750	2020-2025	Planned	
CAL20756	Caltrans D3	C- Maintenance & Rehabilitation	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 17/18 FY Minor A). Toll Credits for CON	\$1,422,000	\$0	2020-2025	Programmed	
CAL20612	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	\$2,680,000	\$3,185,678	2026-2030	Planned	
CAL20637	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	\$4,000,000	\$5,938,022	2036-2040	Planned	Regionally Significant
CAL21231	Caltrans D3	C- Maintenance & Rehabilitation	Tahoe City Mtce Station	Install wash facility	\$975,000	\$1,597,651	2036-2040	Planned	
CAL20879	Caltrans D3	C- Maintenance & Rehabilitation	Var Location Safety surface treatment A	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	\$2,390,000	\$2,449,750	2020-2025	Planned	
CAL21078	Caltrans D3	C- Maintenance & Rehabilitation	Var Location Safety surface treatment B	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	\$2,390,000	\$2,449,750	2020-2025	Planned	

CAL21013	Caltrans D3	C- Maintenance & Rehabilitation	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	\$20,292,000	\$33,250,805	2036-2040	Planned	
CAL21114	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21119	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Bell Road. Install ramp meters.	Westbound I-80 at Bell Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21112	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Elm Avenue. Install ramp meters.	Westbound I-80 at Elm Avenue. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21101	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21110	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Nevada St. Install ramp meters.	Westbound I-80 at Nevada St. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21105	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Newcastle Road. Install ramp meters.	Westbound I-80 at Newcastle Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21104	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Penryn Road. Install ramp meters.	Westbound I-80 at Penryn Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21113	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Russel Road. Install ramp meters.	Westbound I-80 at Russel Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21107	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 193. Install ramp meters.	Westbound I-80 at SR 193. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21111	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 49. Install ramp meters.	Westbound I-80 at SR 49. Install ramp meters.	\$380,000	\$486,432	2026-2030	Planned	

CAL21099	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 65. Install connector meter	Westbound I-80 at SR 65. Install connector meter	\$1,940,000	\$2,741,169	2031-2035	Planned	
CAL21117	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned	
CAL21215	Caltrans D3	C- Maintenance & Rehabilitation	Whitmore Sand house	Repair sand house	\$1,600,000	\$1,600,000	2020-2025	Planned	
CAL20639	Caltrans Division of Rail	E- Transit Capital (Major)	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	\$51,600,000	\$84,552,608	2036-2040	Planned	Regionally Significant
Capitol Corridor JPA									
VAR56134	Capitol Corridor Joint Powers Authority	F- Transit O&M (Rail)	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: \$728,000,000)	\$58,181,760	\$95,337,588	2036-2040	Planned	
CAL18320	Capitol Corridor JPA	E- Transit Capital (Major)	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	\$82,276,000	\$0	2020-2025	Programmed	Regionally Significant
VAR56199	Capitol Corridor JPA	E- Transit Capital (Major)	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips	\$195,000,000	\$0	2020-2025	Programmed	Regionally Significant

				added to Phase I-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.					
City of Auburn									
PLA25353	City of Auburn	C- Maintenance & Rehabilitation	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	\$1,416,480	\$0	2020-2025	Programmed	
PLA25821	City of Auburn	C- Maintenance & Rehabilitation	Street & Road Maintenance, Auburn	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 500,000 annually)	\$10,000,000	\$16,386,164	2036-2040	Planned	
City of Colfax									
PLA25146	City of Colfax	G- System Management, Operations, and ITS	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main)	\$14,700,000	\$24,087,662	2036-2040	Planned	
PLA20420	City of Colfax	C- Maintenance & Rehabilitation	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	\$600,000	\$695,816	2026-2030	Planned	
PLA25591	City of Colfax	G- System Management, Operations, and ITS	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	\$25,000,000	\$40,965,411	2036-2040	Planned	
PLA25490	City of Colfax	G- System Management, Operations, and ITS	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include new signal and intersection widening with sidewalks and curb ramps	\$550,000	\$577,844	2020-2025	Planned	
PLA25466	City of Colfax	G- System Management, Operations, and ITS	Main and Grass Valley Signal Improvements	Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG .02 kg/day; NOx .01 kg/day)	\$450,000	\$534,909	2026-2030	Planned	
PLA25237	City of Colfax	A- Bike & Ped	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	\$50,000	\$52,531	2020-2025	Planned	

PLA25676	City of Colfax	C- Maintenance & Rehabilitation	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	\$2,600,000	\$0	2020-2025	Programmed	
PLA25235	City of Colfax	C- Maintenance & Rehabilitation	S. Auburn/Central/Hwy.17 4 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	\$700,000	\$811,785	2026-2030	Planned	
PLA25822	City of Colfax	C- Maintenance & Rehabilitation	Street & Road Maintenance, Colfax	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 135,000 annually)	\$2,700,000	\$4,424,264	2036-2040	Planned	
City of Lincoln									
PLA18760	City of Lincoln	B- Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Lincoln Blvd / UPRR overcrossing.	\$10,000,000	\$11,038,129	2020-2025	Planned	Regionally Significant
PLA18810	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening A	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	\$7,800,000	\$8,194,875	2020-2025	Planned	Regionally Significant
PLA18790	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Blvd. South; 2 to 6 lanes from Del Webb Blvd. South to Twelve Bridges	\$8,992,396	\$10,689,133	2026-2030	Planned	Regionally Significant
PLA25771	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Dr. to Bella Breeze.	\$2,519,661	\$2,922,034	2026-2030	Planned	Regionally Significant
PLA25747	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Rd	Widen Ferrari Ranch Road from Caledon Circle East to SR-65 Interchange, lane reconfiguration for one additional lane	\$1,961,358	\$2,164,972	2020-2025	Planned	Regionally Significant
PLA25746	City of Lincoln	G- System Management, Operations, and ITS	Ferrari Ranch Rd Phase II Interchange	Ferrari Ranch Road interchange improvements	\$4,241,250	\$5,167,551	2026-2030	Planned	

PLA25739	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	\$3,625,000	\$4,001,322	2020-2025	Planned	Regionally Significant
PLA25169	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road	Widen Ferrari Ranch Road from 2 to 4 lanes from 0.2 miles west of Inghram Pkwy to 0.1 miles north of SR-193	\$5,412,211	\$5,686,204	2020-2025	Planned	Regionally Significant
PLA25467	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from Caledon Circle West to Moore Road (Village 7 boundary).	\$3,255,522	\$3,420,333	2020-2025	Planned	Regionally Significant
PLA25769	City of Lincoln	B- Road & Highway Capacity	Fiddymment Road Expansion	Widen Fiddymment Road to 6 lanes from Moore Road to Athens Ave	\$24,990,495	\$36,193,688	2031-2035	Planned	Regionally Significant
PLA25736	City of Lincoln	B- Road & Highway Capacity	Fiddymment Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddymment Road across Orchard Creek	\$4,350,000	\$5,044,666	2026-2030	Planned	Regionally Significant
PLA25668	City of Lincoln	C- Maintenance & Rehabilitation	Joiner Parkway Repaving Project	In Lincoln; from Moore Road to Venture Drive on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	\$3,071,654	\$0	2020-2025	Programmed	
PLA25164	City of Lincoln	B- Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Moore Rd.	\$7,001,921	\$11,473,463	2036-2040	Planned	Regionally Significant
PLA25677	City of Lincoln	C- Maintenance & Rehabilitation	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic	\$1,566,000	\$0	2020-2025	Programmed	Regionally Significant

				signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.. Toll Credits for ENG, CON					
PLA25775	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	\$9,880,000	\$12,037,821	2026-2030	Planned	Regionally Significant
PLA18710	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.	\$4,233,719	\$6,284,980	2036-2040	Planned	Regionally Significant
PLA25645	City of Lincoln	A- Bike & Ped	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	\$1,469,458	\$0	2020-2025	Programmed	
PLA25732	City of Lincoln	B- Road & Highway Capacity	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Rd to 1.0 miles east of Dowd Rd	\$2,809,772	\$4,069,388	2031-2035	Planned	Regionally Significant
PLA25733	City of Lincoln	B- Road & Highway Capacity	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 miles east of Dowd Rd to existing Nelson Ln	\$7,954,197	\$8,779,945	2020-2025	Planned	Regionally Significant
PLA25705	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	\$9,249,021	\$9,717,253	2020-2025	Planned	Regionally Significant
PLA25714	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	\$5,729,091	\$6,980,341	2026-2030	Planned	Regionally Significant
PLA25745	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	\$2,296,256	\$3,325,663	2031-2035	Planned	Regionally Significant

PLA25540	City of Lincoln	C- Maintenance & Rehabilitation	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	\$14,472,000	\$0	2020-2025	Programmed	
PLA25652	City of Lincoln	B- Road & Highway Capacity	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 4-lane bridge, including the McBean Park Bridge at Auburn Ravine.	\$11,818,131	\$0	2020-2025	Programmed	Regionally Significant
PLA25737	City of Lincoln	B- Road & Highway Capacity	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddymont Road to 0.5 miles east of existing Nelson Lane	\$4,493,949	\$7,363,859	2036-2040	Planned	Regionally Significant
PLA25768	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	\$8,700,000	\$10,089,333	2026-2030	Planned	Regionally Significant
PLA25595	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	\$12,114,449	\$13,372,085	2020-2025	Planned	Regionally Significant
PLA25734	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Interchange	Interchange at Nelson Lane and SR-65	\$40,600,000	\$51,971,432	2026-2030	Planned	Regionally Significant
PLA25735	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Widening	Widen Nelson Lane to 6 lanes from Nicolaus Road to Rockwell Lane	\$6,772,102	\$9,808,023	2031-2035	Planned	Regionally Significant
PLA15970	City of Lincoln	B- Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. 1 lane from Airport Rd. to Aviation Blvd.	\$3,999,142	\$5,791,950	2031-2035	Planned	Regionally Significant
PLA25305	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension	Construct New Road: Oak Tree Lane, 4 lanes between McBean Park Dr. and Ferrari Ranch Road.	\$8,471,567	\$8,900,440	2020-2025	Planned	Regionally Significant
PLA25743	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 4 lanes between Virginiatown Rd. and Fox Ln	\$1,332,543	\$0	2036-2040	Planned	Regionally Significant
PLA25742	City of Lincoln	B- Road & Highway Capacity	Oak Tree Lane Auburn Ravine Bridge	Construct 4 lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	\$7,975,000	\$9,716,763	2026-2030	Planned	Regionally Significant

PLA25773	City of Lincoln	B- Road & Highway Capacity	Oak Tree Lane Southern Widening	Widen 1 lane on Oak Tree Ln. from McBean Park Dr. to 0.35 miles south of McBean Park Dr	\$754,835	\$754,835	2020-2025	Planned	Regionally Significant
PLA25823	City of Lincoln	C- Maintenance & Rehabilitation	Street & Road Maintenance, Lincoln	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 1,400,000 annually)	\$28,000,000	\$45,881,260	2036-2040	Planned	
PLA25646	City of Lincoln	C- Maintenance & Rehabilitation	Street Resurfacing	On 1st (First) Street between Lincoln Boulevard and R Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	\$1,671,954	\$0	2020-2025	Programmed	
PLA19020	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr. from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	\$1,981,120	\$2,354,929	2026-2030	Planned	Regionally Significant
PLA20760	City of Lincoln	C- Maintenance & Rehabilitation	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	\$1,430,909	\$1,579,456	2020-2025	Planned	
City of Rocklin									
PLA19260	City of Rocklin	B- Road & Highway Capacity	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	\$11,000,000	\$16,329,562	2036-2040	Planned	Regionally Significant
PLA25722	City of Rocklin	B- Road & Highway Capacity	Monument Springs	2-lane extension and 2-lane bridge	\$2,147,226	\$2,255,929	2020-2025	Planned	Regionally Significant
PLA25635	City of Rocklin	C- Maintenance & Rehabilitation	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout : (Toll Credits for PE, ROW, CON).(Emission Benefits kg/day: ROG 0.26; NOx 0.21; PM2.5 0.01).. Toll Credits for ENG, ROW, CON	\$2,707,607	\$0	2020-2025	Programmed	

PLA25272	City of Rocklin	B- Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	\$240,000	\$347,592	2031-2035	Planned	Regionally Significant
PLA25718	City of Rocklin	B- Road & Highway Capacity	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	\$5,251,927	\$8,605,894	2036-2040	Planned	Regionally Significant
PLA25712	City of Rocklin	G- System Management, Operations, and ITS	Rocklin Rd. & Pacific Ave.	On Rocklin Rd. & Pacific Avenue construct ITS Master Plan downtown improvements.	\$4,000,000	\$4,202,500	2020-2025	Planned	
PLA25273	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	\$372,266	\$421,185	2020-2025	Planned	Regionally Significant
PLA19401	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening A	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on-ramps to Sierra College Blvd: widen from 4 to 6 lanes.	\$1,534,000	\$2,221,689	2031-2035	Planned	Regionally Significant
PLA25345	City of Rocklin	B- Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus.	\$26,150,000	\$29,586,325	2020-2025	Planned	Regionally Significant
PLA15400	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguilar Tributary.	\$3,800,000	\$5,503,533	2031-2035	Planned	Regionally Significant
PLA20460	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	\$2,750,000	\$3,982,820	2031-2035	Planned	Regionally Significant
PLA25721	City of Rocklin	B- Road & Highway Capacity	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	\$3,565,550	\$5,163,980	2031-2035	Planned	Regionally Significant
PLA25824	City of Rocklin	C- Maintenance & Rehabilitation	Street & Road Maintenance, Rocklin	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 5,400,000 annually)	\$108,000,000	\$176,970,576	2036-2040	Planned	

PLA17820	City of Rocklin	G- System Management, Operations, and ITS	Sunset Blvd. & Sierra College Blvd.	On Sunset Blvd. & Sierra College Blvd. construct ITS Master Plan improvements.	\$4,000,000	\$4,000,000	2020-2025	Planned	
PLA25156	City of Rocklin	B- Road & Highway Capacity	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	\$1,100,000	\$1,593,128	2031-2035	Planned	Regionally Significant
PLA15620	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street, including Bridge of UPRR.	\$4,177,406	\$6,845,166	2036-2040	Planned	Regionally Significant
PLA25268	City of Rocklin	B- Road & Highway Capacity	University Avenue Phase 1	University Avenue: Construct new four lane roadway from the intersection of Whitney Ranch Parkway north to the extension of West Ranch View Drive. One or more phases of this project may require federal permitting.	\$2,300,000	\$2,300,000	2020-2025	Programmed	
PLA25151	City of Rocklin	B- Road & Highway Capacity	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	\$3,500,000	\$3,677,188	2020-2025	Planned	Regionally Significant
PLA19290	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from Old Ranch House Rd. to Whitney Oaks Dr.	\$12,428,000	\$14,772,987	2026-2030	Planned	Regionally Significant
PLA25751	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to University Avenue.	\$3,083,809	\$3,489,047	2020-2025	Planned	Regionally Significant
City of Roseville									
PLA25647	City of Roseville	B- Road & Highway Capacity	Atlantic Eureka I-80 W/B On-ramp Widening	In Roseville, widen the Atlantic Street/Eureka Road/I-80 W/B On-ramp, including bridge widening over Miners Ravine, from 1-lane to 2-lanes plus an HOV bypass lane. (Toll Credits for CON). Toll Credits for CON	\$8,380,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25763	City of Roseville	B- Road & Highway Capacity	Atlantic/Vernon Roundabout	construct roundabout at intersection of Atlantic Street and Vernon Street	\$4,000,000	\$4,307,563	2020-2025	Planned	Regionally Significant

PLA15660	City of Roseville	B- Road & Highway Capacity	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.	\$6,106,889	\$0	2020-2025	Programmed	Regionally Significant
PLA15100	City of Roseville	B- Road & Highway Capacity	Baseline Road	In Roseville, Baseline Road from Fiddymment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	\$7,852,055	\$0	2020-2025	Programmed	Regionally Significant
PLA25758	City of Roseville	A- Bike & Ped	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	\$45,000,000	\$73,737,740	2036-2040	Planned	
PLA25528	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westbrook Dr ., Including south half of a 6-lane bridge over Kaseberg Creek.	\$6,000,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25539	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	\$6,350,000	\$0	2026-2030	Programmed	Regionally Significant
PLA25752	City of Roseville	B- Road & Highway Capacity	Blue Oaks over UPRR Bridge Widening	Construct 4 lane bridge over UPRR tracks and Industrial Ave. on westbound Blue Oaks Blvd. between Foothills Blvd. and Washington Blvd to widen existing 4 lane roadway to 8 lanes	\$23,000,000	\$25,387,696	2020-2025	Planned	Regionally Significant
PLA25707	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	\$5,700,000	\$7,296,482	2026-2030	Planned	Regionally Significant
PLA25753	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	\$1,600,000	\$2,048,135	2026-2030	Planned	Regionally Significant
PLA25754	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Westpark to Fiddymment	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddymment Rd.	\$3,000,000	\$3,840,254	2026-2030	Planned	Regionally Significant
PLA25710	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Woodcreek Oaks to Foothills	North of Pleasant Grove Blvd., construct 1 additional westbound lane to widen Blue Oaks to a construct 8 Lane Roadway from Woodcreek Oaks Blvd to Foothills Blvd	\$500,000	\$640,042	2026-2030	Planned	Regionally Significant

PLA19910	City of Roseville	A- Bike & Ped	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	\$11,790,629	\$0	2020-2025	Programmed	
PLA25318	City of Roseville	B- Road & Highway Capacity	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	\$4,000,000	\$4,873,612	2026-2030	Planned	Regionally Significant
PLA25666	City of Roseville	C- Maintenance & Rehabilitation	Fleet Rehabilitation	Rehabilitation of ten (10) buses to extend the useful life of the vehicles. (Transportation Development Credits/Toll Credits for CON). Toll Credits for CON	\$3,000,000	\$0	2020-2025	Programmed	
PLA25716	City of Roseville	A- Bike & Ped	Mahany Park Trail	Construct approximately 1.1 miles of Class I trail through Open Space behind Mahany Park to Fiddymont Road.	\$2,000,000	\$2,153,781	2020-2025	Planned	
PLA25527	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	\$5,300,000	\$0	2020-2025	Programmed	Regionally Significant
PLA15760	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, from Foothills Blvd to Wood Creek Oaks, widen Pleasant Grove Blvd from 4 to 6 lanes.	\$4,200,000	\$4,751,914	2020-2025	Planned	Regionally Significant
PLA25713	City of Roseville	E- Transit Capital (Minor)	Purchase 3 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	\$450,000	\$450,000	2020-2025	Planned	
PLA25756	City of Roseville	E- Transit Capital (Minor)	Purchase 3 Local Fixed Route Buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 buses to replace existing buses used on our local fixed route transit system.	\$2,000,000	\$2,000,000	2020-2025	Planned	
PLA25715	City of Roseville	C- Maintenance & Rehabilitation	Purchase 8 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 8 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	\$1,200,000	\$1,230,000	2020-2025	Planned	
PLA25711	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Extension	North of Pleasant Grove Blvd. and South of Blue Oaks Blvd., construct roadway segment between Foothills Blvd. and Washington Blvd. extending Roseville Parkway from it's current termination point at Washington Boulevard, through to Foothills Blvd.	\$22,500,000	\$25,456,685	2020-2025	Planned	Regionally Significant

				The segment will include a bridge over Industrial Blvd. and the UPRR tracks.					
PLA25762	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Widening @ Galleria	Construct additional eastbound and westbound through lanes on Galleria Blvd. between Creekside Ridge Dr. and Gibson Drive and add an additional left turn lane from SW bound Pleasant Grove Blvd. onto SE bound Roseville Parkway	\$8,000,000	\$8,615,125	2020-2025	Planned	Regionally Significant
PLA15850	City of Roseville	B- Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	\$2,500,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25825	City of Roseville	C- Maintenance & Rehabilitation	Street & Road Maintenance, Roseville	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 14,400,000 annually)	\$288,000,000	\$471,921,535	2036-2040	Planned	
PLA15911	City of Roseville	B- Road & Highway Capacity	Taylor Rd. Operational Improvements B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	\$17,200,000	\$25,533,497	2036-2040	Planned	Regionally Significant
PLA25538	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial A	In Roseville, from just west of Upland Dr., to Westbrook Blvd, construct new 4-lane arterial.	\$2,500,000	\$3,711,264	2020-2025	Programmed	Regionally Significant
PLA25820	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial B	In Roseville, from Westbrook Blvd, west to Sierra Vista Specific Plan western boundary, construct new 4-lane arterial including a bridge over Curry Creek.	\$5,500,000	\$6,222,745	2020-2025	Planned	Regionally Significant
PLA25673	City of Roseville	C- Maintenance & Rehabilitation	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	\$2,438,000	\$0	2020-2025	Programmed	
PLA25501	City of Roseville	B- Road & Highway Capacity	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway.	\$32,612,000	\$0	2020-2025	Programmed	Regionally Significant

				(CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)					
PLA25483	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. A	Construct 4 New lanes of the ultimate 6-lane Road: west of Fiddymt Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	\$7,500,000	\$8,485,562	2020-2025	Planned	Regionally Significant
PLA25481	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. B	Construct New Road: west of Fiddymt and north of Blue Oaks in proposed new Creekview Specific Plan.	\$6,000,000	\$8,907,034	2036-2040	Planned	Regionally Significant
PLA25755	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. between Blue Oaks and Pleasant Grove.	Construct 4 lane of ultimate 6-lane roadway between Blue Oaks Blvd. and Pleasant Grove Blvd.	\$4,500,000	\$4,500,000	2020-2025	Planned	Regionally Significant
Placer County Transportation Planning Agency									
PLA25626	PCTPA	G- System Management, Operations, and ITS	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County	\$250,000,000	\$819,308,220	2036-2040	Planned	
PLA25588	PCTPA	A- Bike & Ped	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	\$40,000,000	\$65,544,658	2036-2040	Planned	
PLA25632	PCTPA	E- Transit Capital (Vehicles)	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only.	\$63,153,000	\$103,483,544	2036-2040	Planned	
PLA25587	PCTPA	A- Bike & Ped	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.	\$52,000,000	\$85,208,055	2036-2040	Planned	
PLA25586	PCTPA	G- System Management, Operations, and ITS	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	\$20,000,000	\$32,772,329	2036-2040	Planned	
PLA25670	PCTPA	A- Bike & Ped	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations (Emissions Benefit in kg/day: ROG 0.06, NOx 0.04, PM2.5 0.01).	\$13,800,000	\$0	2020-2025	Programmed	

				Toll Credits for PE and ROW.. Toll Credits for ENG, ROW					
PLA25576	PCTPA	G- System Management, Operations, and ITS	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (Toll credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	\$18,655,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25440	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.	\$53,283,200	\$0	2020-2025	Programmed	Regionally Significant
PLA25649	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road	\$250,000,000	\$0	2026-2030	Programmed	Regionally Significant

				off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.					
PLA25602	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.	\$100,000,000	\$144,829,817	2031-2035	Planned	Regionally Significant
PLA25603	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	\$95,000,000	\$155,668,562	2036-2040	Planned	Regionally Significant
PLA Regional Service Expansion Lump Sum 1	PCTPA	F- Transit O&M (Bus)	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	\$475,000,000	\$778,342,809	2036-2040	Planned	
PLA25634	PCTPA	E- Transit Capital (Major)	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1- CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	\$82,526,000	\$135,228,460	2036-2040	Planned	
PLA25585	PCTPA	F- Transit O&M (BRT & Express)	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs (\$5,704,000) specifically for a three route BRT system for Fiscal years 2023-2040 for a TBD transit operator.	\$142,600,001	\$233,666,706	2036-2040	Planned	

PLA25468	PCTPA	C- Maintenance & Rehabilitation	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	\$1,256,813	\$0	2020-2025	Programmed	
PLA25543	PCTPA	C- Maintenance & Rehabilitation	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	\$2,703,927	\$0	2020-2025	Programmed	
PLA25631	PCTPA	F- Transit O&M (Bus)	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	\$224,910,000	\$368,541,224	2036-2040	Planned	
PLA25413	PCTPA	D-Programs & Planning	Planning, Programming, Monitoring 2011-2019	PCTPA plan, program, monitor (PPM) for RTPA related activities.	\$1,455,000	\$0	2020-2025	Programmed	
PLA25529	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp. (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	\$12,750,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25637	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening	\$35,250,000	\$39,882,140	2020-2025	Planned	Regionally Significant

				Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.					
PLA25638	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	\$12,000,000	\$15,361,015	2026-2030	Planned	Regionally Significant
PLA25826	PCTPA	C- Maintenance & Rehabilitation	Street & Road Maintenance, PCTPA	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$52,000,000 annually)	\$500,000,000	\$1,704,161,098	2036-2040	Planned	
Placer County									
PLA15105	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	\$19,200,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25463	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	\$29,000,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25671	Placer County	G- System Management, Operations, and ITS	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts. PE Only. Total Project Cost is \$7.5 million. (Emission Benefits in kg/day: ROG 0.25, NOx 0.19, PM2.5 0.01).. Toll Credits for ENG	\$7,500,000	\$0	2026-2030	Programmed	
PLA25448	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge, north of 19C-61	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	\$3,637,018	\$0	2020-2025	Programmed	
PLA25447	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge, south of 19C-62	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes.	\$3,248,002	\$0	2020-2025	Programmed	

				(Toll credits for CON). Toll Credits for CON					
PLA25536	Placer County	C- Maintenance & Rehabilitation	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$5,000,000	\$0	2020-2025	Programmed	
PLA25663	Placer County	A- Bike & Ped	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	\$249,700	\$0	2020-2025	Programmed	
PLA25449	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	\$10,400,000	\$0	2020-2025	Programmed	
PLA25474	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.). Toll Credits for CON	\$6,050,000	\$0	2020-2025	Programmed	
PLA18390	Placer County	B- Road & Highway Capacity	Dyer Lane Extension	Extend Dyer Lane west/north to Baseline Road at Brewer Road and east/north to Baseline Road west of Fiddymment Road and widen to four lanes in accordance with the Placer Vineyards Specific Plan.	\$10,025,700	\$11,343,159	2020-2025	Planned	Regionally Significant
PLA25725	Placer County	B- Road & Highway Capacity	Education Street	Construct 2 lane roadway and signal modifications - east of SR 49 to Quartz Drive	\$3,835,900	\$4,234,116	2020-2025	Planned	Regionally Significant
PLA25130	Placer County	B- Road & Highway Capacity	Fiddymment Road Widening	Widen Fiddymment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	\$11,550,000	\$14,784,976	2026-2030	Planned	Regionally Significant
PLA15220	Placer County	B- Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	\$8,452,200	\$10,819,531	2026-2030	Planned	Regionally Significant
PLA25541	Placer County	C- Maintenance & Rehabilitation	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE,	\$6,672,600	\$0	2020-2025	Programmed	

				ROW, CON). Toll Credits for ENG, ROW, CON					
PLA25661	Placer County	C- Maintenance & Rehabilitation	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$6,200,000	\$0	2020-2025	Programmed	
PLA25479	Placer County	B- Road & Highway Capacity	New Road: 16th St.	Construct New Road: 4 lanes from Sacramento/Placer County Line to Baseline Rd.	\$7,118,300	\$8,053,703	2020-2025	Planned	Regionally Significant
PLA15270	Placer County	B- Road & Highway Capacity	North Antelope Rd.	North Antelope Rd: Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	\$1,704,300	\$2,792,694	2036-2040	Planned	Regionally Significant
PLA15300	Placer County	B- Road & Highway Capacity	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	\$12,244,300	\$15,673,739	2026-2030	Planned	Regionally Significant
PLA18490	Placer County	B- Road & Highway Capacity	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	\$13,085,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25759	Placer County	F- Transit O&M (Bus)	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	\$6,000,000	\$6,788,449	2020-2025	Planned	
PLA25761	Placer County	F- Transit O&M (Bus)	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	\$2,500,000	\$2,828,521	2020-2025	Planned	
PLA25760	Placer County	F- Transit O&M (Bus)	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	\$4,000,000	\$4,525,633	2020-2025	Planned	
PLA25299	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and	\$70,000,000	\$0	2020-2025	Programmed	Regionally Significant

				four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.					
PLA25337	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddymnt Road. Includes signalized intersections at Fiddymnt Rd.	\$14,500,000	\$17,235,943	2026-2030	Planned	Regionally Significant
PLA20350	Placer County	B- Road & Highway Capacity	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	\$6,902,600	\$11,310,714	2036-2040	Planned	Regionally Significant
PLA25726	Placer County	B- Road & Highway Capacity	Richardson Drive	Construct 2 lane roadway - connection between Dry Creek Road and Bell Road	\$6,243,200	\$7,063,608	2020-2025	Planned	Regionally Significant
PLA15390	Placer County	B- Road & Highway Capacity	Sierra College Blvd. Widening A	Widen Sierra College Blvd. from 2 to 4 lanes from Route 193 to Loomis Town Limits.	\$15,400,000	\$17,423,686	2020-2025	Planned	Regionally Significant
PLA25598	Placer County	B- Road & Highway Capacity	SR 49 Widening A	Widen from 4 lanes to 6 lanes Bell Road to Locksley Lane	\$8,350,650	\$9,447,994	2020-2025	Planned	Regionally Significant
PLA25628	Placer County	B- Road & Highway Capacity	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	\$9,595,600	\$13,897,290	2031-2035	Planned	Regionally Significant
PLA25630	Placer County	G- System Management, Operations, and ITS	SR49 Signalizations/Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	\$5,705,100	\$8,469,253	2036-2040	Planned	
PLA25827	Placer County	C- Maintenance & Rehabilitation	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 19,000,000 annually)	\$380,000,000	\$622,674,247	2036-2040	Planned	
PLA25170	Placer County	B- Road & Highway Capacity	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymnt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	\$6,365,000	\$0	2020-2025	Programmed	Regionally Significant

PLA25044	Placer County	B- Road & Highway Capacity	Sunset Blvd. Widening A	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	\$37,500,000	\$0	2020-2025	Programmed	Regionally Significant
PLA25584	Placer County	A- Bike & Ped	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	\$8,000,000	\$9,051,266	2020-2025	Planned	
PLA25506	Placer County	C- Maintenance & Rehabilitation	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	\$45,247,021	\$0	2020-2025	Programmed	Regionally Significant
PLA15420	Placer County	B- Road & Highway Capacity	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	\$13,781,700	\$0	2020-2025	Programmed	Regionally Significant
PLA25535	Placer County	B- Road & Highway Capacity	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	\$19,892,750	\$0	2020-2025	Programmed	Regionally Significant
PLA20700	Placer County	B- Road & Highway Capacity	Watt Avenue	Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes.	\$14,582,700	\$16,498,987	2020-2025	Planned	Regionally Significant
PLA25513	Placer County	C- Maintenance & Rehabilitation	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	\$4,876,390	\$0	2020-2025	Programmed	
PLA25505	Placer County	C- Maintenance & Rehabilitation	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	\$23,938,000	\$0	2020-2025	Programmed	
South Placer Regional Transportation Authority									
PLA25592	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddymt Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	\$85,000,000	\$126,182,978	2036-2040	Planned	Regionally Significant
Town of Loomis									

PLA25264	Town of Loomis	A- Bike & Ped	Antelope Creek Bikeway	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	\$50,000	\$74,225	2036-2040	Planned	
PLA25277	Town of Loomis	C- Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	\$50,000	\$74,225	2036-2040	Planned	
PLA15290	Town of Loomis	B- Road & Highway Capacity	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	\$200,000	\$205,000	2020-2025	Planned	Regionally Significant
PLA25261	Town of Loomis	C- Maintenance & Rehabilitation	I-80/Brace Road Overcrossing Improvements	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	\$1,000,000	\$1,484,506	2036-2040	Planned	
PLA25262	Town of Loomis	G- System Management, Operations, and ITS	King Rd. Interchange Modification and Aux Lane	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.	\$500,000	\$742,253	2036-2040	Planned	
PLA25279	Town of Loomis	C- Maintenance & Rehabilitation	King Rd. Ops Improvements	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	\$10,000	\$14,845	2036-2040	Planned	
PLA25278	Town of Loomis	C- Maintenance & Rehabilitation	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	\$60,000	\$63,038	2020-2025	Planned	
PLA25274	Town of Loomis	C- Maintenance & Rehabilitation	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	\$40,000	\$47,547	2026-2030	Planned	
PLA25263	Town of Loomis	A- Bike & Ped	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	\$60,000	\$71,321	2026-2030	Planned	
PLA25280	Town of Loomis	C- Maintenance & Rehabilitation	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	\$40,000	\$47,547	2026-2030	Planned	

PLA20890	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Widening C	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	\$5,899,180	\$9,666,493	2036-2040	Planned	Regionally Significant
PLA20960	Town of Loomis	B- Road & Highway Capacity	Sierra College Boulevard Widening	In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes.	\$3,600,000	\$3,600,000	2020-2025	Planned	Regionally Significant
PLA25828	Town of Loomis	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 634,000 annually)	\$12,680,000	\$20,777,656	2036-2040	Planned	
PLA25269	Town of Loomis	C- Maintenance & Rehabilitation	Taylor Rd. Operational Improvements A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, \$800,000.	\$230,000	\$241,644	2020-2025	Planned	
Western Placer Consolidated Transportation Service Agency									
PLA25594	Western Placer Consolidated Transportation Service Agency	E- Transit Capital (Major)	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	\$55,490,317	\$90,927,346	2036-2040	Planned	
PLA25593	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Demand Response)	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	\$28,233,907	\$46,264,544	2036-2040	Planned	

APPENDIX E

2040 REGIONAL TRANSPORTATION PLAN PROJECT DEVELOPMENT ONLY MASTER PROJECTS LIST (FINANCIALLY UNCONSTRAINED) – TIER 2

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Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Caltrans								
CAL21227	Caltrans D3	G- System Management, Operations, and ITS	49 Corridor - Roundabouts/Median Barrier	Construct median barrier between Lorenson Rd and Lonestar Rd and roundabouts at Lorenson Rd and Lone Star Rd intersections. (EA 4H600)	\$21,800,000	-	Post-2040	Project Development Only
CAL20831	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Safety Corridor Improvements	Route 49 Safety Corridor Improvements (Grass Valley to Auburn). '4E170	-	-	Post-2040	Project Development Only
CAL20830	Caltrans D3	G- System Management, Operations, and ITS	I-80 Managed Lanes from Yolo/Sac County line to the I-80/SR65 IC	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	-	-	Post-2040	Project Development Only
CAL20630	Caltrans D3	B- Road & Highway Capacity	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR65 east to SR49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)(PM R4.160-17.374)	\$2,000,000	-	Post-2040	Project Development Only
CAL21000	Caltrans D3	G- System Management, Operations, and ITS	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct capacity & operational improvements to interchange.	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct operational improvements to interchange. SHOPP ID 18145	\$4,850,000	-	Post-2040	Project Development Only
CAL20837	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	\$2,160,000	-	Post-2040	Project Development Only
CAL20986	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	\$7,000,000	-	Post-2040	Project Development Only

CAL20981	Caltrans D3	G- System Management, Operations, and ITS	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	\$5,000,000	-	Post-2040	Project Development Only
CAL20633	Caltrans D3	B- Road & Highway Capacity	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	\$55,000,000	-	Post-2040	Project Development Only
PLA25136	Caltrans D3	B- Road & Highway Capacity	SR 267 Widening	In eastern Placer County, widen SR 267 from 2 lanes to 4 lanes from Nevada County line to Northstar Drive (PM 0.0/3.76).	\$10,000,000	-	Post-2040	Post-2040
CAL20640	Caltrans Division of Rail	E- Transit Capital (Major)	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	\$30,000,000	-	Post-2040	Project Development Only
Capitol Corridor JPA								
VAR56135	Capitol Corridor Joint Powers Authority	E- Transit Capital (Minor)	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: \$120,720,000)	\$9,647,942	-	Post-2040	Project Development Only
City of Auburn								
PLA25234	City of Auburn	B- Road & Highway Capacity	Baltimore Ravine Development	Construct New Road: various roadways in the Baltimore Ravine area of Auburn. Includes: widening and construction of new local roadways as a result of new development.	\$200,000	-	Post-2040	Post-2040
City of Lincoln								
PLA20740	City of Lincoln	B- Road & Highway Capacity	Airport Rd.	Construct New Road: 4 lanes from Northwest Rd. to Wise Rd. and from Nicolaus Rd to Southern extension. Widen Airport Rd from 2 to 4 lanes from Northwest Rd to Nicolaus Rd.	\$12,781,053	-	Post-2040	Post-2040
PLA25738	City of Lincoln	B- Road & Highway Capacity	Athens Avenue Expansion	Construct New / Widen: Athens Avenue to 4 lanes from 0.5 miles west of Dowd Road to Fiddymont Road	\$11,380,870	-	Post-2040	Post-2040
PLA18650	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd. Extension north of Venture	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	\$3,150,192	-	Post-2040	Project Development Only

PLA25304	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd. Extension to Wise Rd	Road Extension: 4 lanes from Venture Dr. to Wise Rd.	\$6,618,670	-	Post-2040	Post-2040
PLA25770	City of Lincoln	B- Road & Highway Capacity	Catlett Road Expansion	Widen Catlett Road to 4 lanes from 0.5 miles west of Dowd Road to Fiddymont Road	\$16,742,329	-	Post-2040	Post-2040
PLA25731	City of Lincoln	B- Road & Highway Capacity	Dowd Road Auburn Ravine Bridge	Construct 4 lane bridge on Dowd Road across Auburn Ravine	\$7,250,000	-	Post-2040	Post-2040
PLA25766	City of Lincoln	B- Road & Highway Capacity	Dowd Road Markham Ravine Bridge	Construct 4 lane bridge on Dowd Road across Markham Ravine	\$5,800,000	-	Post-2040	Post-2040
PLA25730	City of Lincoln	B- Road & Highway Capacity	Dowd Road Stream Bridge	Construct 4 lane bridge on Dowd Road across stream	\$4,350,000	-	Post-2040	Post-2040
PLA25767	City of Lincoln	B- Road & Highway Capacity	Dowd Road Widening	Widen Dowd Road from 2 lanes to 6 lanes from Athens Ave to "widening" (approx. 0.25 miles north of Catlett Rd)	\$10,581,952	-	Post-2040	Post-2040
PLA25729	City of Lincoln	B- Road & Highway Capacity	Dowd Road, Road Realignment, Widening, and extension	Road Realignment, Widening, and extension: 4 lanes from old intersection of Wise Rd and Dowd Rd to "widening" (approx. 0.25 miles north of Catlett Rd.	\$34,263,346	-	Post-2040	Post-2040
PLA20780	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway A	Construct new 2 lane road from E. 10th Street to Gladding Road	\$8,532,980	-	Post-2040	Post-2040
PLA25772	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway B	Construct new 2 lane road from Gladding Road to Nicolaus Road / 9th Street	\$2,776,952	-	Post-2040	Post-2040
PLA25741	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway Overcrossing	Construct new 2 lane overpass on Gladding Parkway over UPRR and Lincoln Blvd	\$8,855,935	-	Post-2040	Post-2040
PLA25776	City of Lincoln	B- Road & Highway Capacity	Gladding Road	Widen Gladding Road from 2 to 4 lanes from Oak Tree Ln to Wise Road	\$988,108	-	Post-2040	Post-2040

PLA18720	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd. Widening B	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from 12 Bridges Dr. to Athens Blvd.	\$6,596,957	-	Post-2040	Post-2040
PLA25728	City of Lincoln	B- Road & Highway Capacity	Nicolaus Road A	Widen Nicolaus Road from 2 lanes to 6 lanes from Dowd Road to 0.15 miles west of Airport Road	\$6,841,216	-	Post-2040	Post-2040
PLA25727	City of Lincoln	B- Road & Highway Capacity	Nicolaus Road B	Widen Nicolaus Road from 2 lanes to 4 lanes from Airport Road to 0.15 miles west of Airport Road, and from Dowd Road to William Road	\$5,140,253	-	Post-2040	Post-2040
PLA25765	City of Lincoln	B- Road & Highway Capacity	Nicolaus Road Interchange	Interchange at Nicolaus Road and SR-65	\$23,200,000	-	Post-2040	Post-2040
PLA25774	City of Lincoln	B- Road & Highway Capacity	Northwest Road	Construct New Road: 4 lanes, Northwest Road from Dowd Road to Airport Road	\$1,286,012	-	Post-2040	Post-2040
PLA25764	City of Lincoln	B- Road & Highway Capacity	Northwest Road Overcrossing	Overcrossing at Northwest Road and SR-65	\$6,960,000	-	Post-2040	Post-2040
PLA25744	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension Phase 3	Construct New Road: Oak Tree Lane, 4 lanes between Fox Ln. and Lincoln Blvd.	\$15,730,222	-	Post-2040	Post-2040
PLA25166	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr. Widening B	Widen: 4-6 lanes from Hwy. 65 Interchange to Lincoln Pkwy.	\$225,200	-	Post-2040	Post-2040
PLA25740	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Interchange	Interchange at Twelve Bridges and SR-65	\$5,089,500	-	Post-2040	Post-2040
PLA25310	City of Lincoln	B- Road & Highway Capacity	Wise Rd.	Road Realignment and Widening: 2 lanes to 6 lanes from Access Rd (approx. 0.25 miles NE of Lincoln Blvd) to Dowd Rd	\$23,433,432	-	Post-2040	Post-2040
PLA25748	City of Lincoln	B- Road & Highway Capacity	Wise Road	Road Realignment and Widening: 2 lanes to 4 lanes from McCourtney Rd to Access Rd (approximately 0.25 miles NE of Lincoln Blvd)	\$10,603,137	-	Post-2040	Post-2040

PLA25749	City of Lincoln	B- Road & Highway Capacity	Wise Road Interchange	Interchange at Wise Road and SR-65	\$31,900,000	-	Post-2040	Post-2040
PLA25777	City of Lincoln	B- Road & Highway Capacity	Wise Road Overcrossing	Overcrossing at Wise Road and Lincoln Blvd	\$9,048,000	-	Post-2040	Post-2040
City of Rocklin								
PLA25720	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening B	Widen Rocklin Rd. to 6 lanes from I-80 WB Ramps to West of Granite Drive.	\$236,875	-	Post-2040	Post-2040
City of Roseville								
PLA19810	City of Roseville	B- Road & Highway Capacity	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	\$7,000,000	-	Post-2040	Project Development Only
PLA15740	City of Roseville	B- Road & Highway Capacity	Galleria Blvd.	Widen: 6 lanes from Berry to Roseville Pkwy.	\$1,500,000	-	Post-2040	Post-2040
PLA15600	City of Roseville	B- Road & Highway Capacity	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	\$5,000,000	-	Post-2040	Project Development Only
Placer County Transportation Planning Agency								
PLA25719	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.	\$55,000,000	-	Post-2040	Project Development Only
Placer County								

PLA15070	Placer County	B- Road & Highway Capacity	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	\$60,000,000	-	Post-2040	Project Development Only
PLA25127	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	\$22,000,000	-	Post-2040	Project Development Only
PLA25757	Placer County	B- Road & Highway Capacity	Dyer Lane Widening	Widen Dyer Lane from Baseline Rd at Brewer Rd to Baseline Road near Fiddymont from 2 to 4 lanes in accordance with the Placer Vineyards Specific Plan.	\$10,025,700	-	Post-2040	Project Development Only
PLA20690	Placer County	B- Road & Highway Capacity	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	\$2,434,000	-	Post-2040	Project Development Only
PLA25724	Placer County	B- Road & Highway Capacity	SR 49 Widening B	Widen from 4 lanes to 6 lanes Locksley Lane to Dry Creek Road	\$8,350,650	-	Post-2040	Project Development Only
South Placer Regional Transportation Authority								
PLA20721	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	\$295,000,000	-	Post-2040	Project Development Only
Town of Loomis								
PLA25260	Town of Loomis	B- Road & Highway Capacity	Barton Rd. Widening	Widen: from Brace Rd. to S. Town limits to standard lane widths. Includes: bike lanes.	\$210,000	-	Post-2040	Post-2040
PLA25259	Town of Loomis	B- Road & Highway Capacity	Brace Rd.	Widen from Sierra College Blvd. to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	\$100,000	-	Post-2040	Post-2040

PLA25258	Town of Loomis	B- Road & Highway Capacity	Brace Rd. / Horseshoe Bar Rd.	Road Realignment: two existing intersections into one intersection. Includes: related signalization improvements.	\$60,000	-	Post-2040	Post-2040
PLA25708	Town of Loomis	B- Road & Highway Capacity	Brace Rd. Phase 2	Widen from I-80 Overpass to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	\$100,000	-	Post-2040	Project Development Only
PLA16350	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road at I-80 Overcrossing Widening	Widen Horseshoe Bar Rd. @ I-80 overcrossing 2 to 4 lanes and improve ramps.	\$15,000,000	-	Post-2040	Post-2040
PLA25597	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road Widening	Widen from Taylor Rd. to Highway 80 Interchange 2000 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	\$800,000	-	Post-2040	Post-2040
PLA15350	Town of Loomis	B- Road & Highway Capacity	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	\$1,200,000	-	Post-2040	Project Development Only
PLA20510	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	\$3,000,000	-	Post-2040	Project Development Only
PLA25600	Town of Loomis	B- Road & Highway Capacity	Webb St. Extension	Extend from Laird St. to future Doc Barnes Dr. 1800 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	\$1,000,000	-	Post-2040	Post-2040

APPENDIX F

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 quickly and cost effectively as possible. (PCTPA, project sponsors)</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. Obtain funding for and construct high priority regional road network projects shown in Figure 6.1-4. (PCTPA, SPRTA, Caltrans, jurisdictions)</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 #3. Identify deficiencies and/or future congestion impacts on the regional road network. (PCTPA, Caltrans, jurisdictions)</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 #4. Identify and pursue additional funding sources, as appropriate. (PCTPA, Caltrans, jurisdictions)</p>	<p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p>Short Range Action #5. Maintain street and highway system, including vegetation management. (Caltrans, jurisdictions)</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. (Jurisdictions)</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>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 #7. Consider the concept of complete streets when developing and implementing local roadway improvement projects. (Jurisdictions)</p>	<p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p>Short Range Action #8. Improve select rural roads to an urban standard that serve new Blueprint development on the urban edge. (Jurisdictions))</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 #9. Continue to participate in the Caltrans system planning and corridor planning processes. (PCTPA, jurisdictions, Caltrans)</p>	<p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p>Short Range Action #10. Consider access management strategies along older retail corridors to improve economic performance. (Jurisdictions, transit operators, Caltrans)</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 #11. Begin construct the Placer Parkway connecting from SR 65 to SR 70/99. (PCTPA, , SPRTA, Caltrans, jurisdictions, other state/federal agencies)</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. (PCTPA, Caltrans, jurisdictions, other state/federal agencies)</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>GOAL 2: PUBLIC TRANSIT</p>	
<p>Short Range Action #1. Continue to maximize available Federal Transit Administration (FTA) funds through the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities), 5311 (rural transit), Section 5307 (urban transit), and other FTA discretionary programs. (PCTPA, transit operators, WPCTSA)</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. (PCTPA, transit operators, WPCTSA)</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, Roseville, Placer County, and the Western Placer CTSA. (PCTPA, jurisdictions, transit operators, WPCTSA)</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 (Transit operators, WPCTSA)</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 its jurisdiction that it allocates LTF (funds). (PCTPA, transit operators, WPCTSA)</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 #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, WPCTSA</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, WPCTSA</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 #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</i>)</p>	<p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p>Short Range Action #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, WPCTSA</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 #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 E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p>Short Range Action #11. Continue to coordinate and consolidate social service transportation whenever possible. (<i>PCTPA, WPCTSA, social service agencies</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 #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, WPCTSA</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>

Short-Range & Long-Range Actions	RTP Objective
<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. (PCTPA, transit operators, WPCTSA)</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>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. (PCTPA, transit operators, WPCTSA, jurisdictions)</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 2040, with a focus on coordination and integration opportunities. (PCTPA, transit operators, WPCTSA, jurisdictions)</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>GOAL 3: PASSENGER RAIL</p>	
<p>Short 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: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Short Range Action #2. Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. (PCTPA, CCJPA, Caltrans, jurisdictions, UPRR)</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
<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>
<p>Short Range Action #4. Support the allocation of Proposition 1A high speed rail bond funding and other intercity rail funding to the Capitol Corridor from the California Transportation Commission. (PCTPA, CCJPA, and jurisdictions)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Short Range Action #5. 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 Range Action #6. Support the allocation Of Cap and Trade funding to the Capitol Corridor from the California Transportation Commission (PCTPA, CCJPA, and jurisdictions)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Short Range Action #7. 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). (Local jurisdictions, CCJPA, CPUC, Caltrans, PCTPA and FRA)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Long Range Action #1. Encourage expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (PCTPA, CCJPA, Nevada County Transportation Commission, Caltrans, Washoe County Regional Transportation Commission, jurisdictions, UPRR)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Long Range Action #2. Pursue implementation of regional rail service between Auburn and Oakland. (PCTPA, Regional Transit, Yolo County Transportation District, CCJPA, Solano Transportation Authority, Contra Costa Transportation Authority, Caltrans, UPRR)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Long Range Action #3. Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. (PCTPA, Caltrans, Yuba County, jurisdictions, UPRR)</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
GOAL 4: AVIATION	
<p>Short Range Action #1. Continue efforts to avoid conflicts over noise issues. (PCTPA, 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>Short Range Action #2. Continue to protect airspace and runway approaches. (PCTPA, airport operators)</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. 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 #4. Promote public awareness of airport services and benefits. (<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 #5. 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>
<p>Short Range Action #6. 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>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #7. 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 #8. 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 #9. 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 #10. 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 #11. 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>
<p>Short Range Action #12. Prepare a comprehensive update of the Placer County ALUCP, once the Caltrans Division of Aeronautics State Handbook update is completed. (<i>PCTPA</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>

Short-Range & Long-Range Actions	RTP Objective
<p>Long Range Action #1. Continue to implement the actions outlined in the short range action plan. <i>(PCTPA, 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 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 <i>(PCTPA, jurisdictions)</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>GOAL 5: GOODS MOVEMENT</p>	
<p>Short Range Action #1. Identify obstacles that prevent or impede goods movement. <i>(PCTPA, jurisdictions, industry)</i>.</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. <i>(PCTPA, jurisdictions)</i></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 separations of railroad tracks where necessary. <i>(PCTPA, jurisdictions, Caltrans)</i></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. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p>Short Range Action #5. Designate a subregional or countywide backbone truck route system <i>(PCTPA, jurisdictions, Caltrans)</i></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>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #5. Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods. <i>(PCTPA, jurisdictions, Caltrans)</i></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 (PCTPA, jurisdiction and industry)</i></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. <i>(Jurisdictions)</i></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. <i>(PCTPA)</i></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. <i>(PCTPA, Caltrans, jurisdictions, industry)</i></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 <i>(PCTPA, SACOG, APCDs, jurisdiction and industry)</i></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 <i>(PCTPA, Caltrans, jurisdictions, SACOG)</i></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
<i>GOAL 6: ACTIVE & ALTERNATIVE TRANSPORTATION (NEVS)</i>	
<p>Short Range Action #1. Identify issues and problems pertaining to active and alternative transportation. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, 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 active and alternative transportation projects. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, 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 active and alternative transportation as a viable transportation control measure for the mitigation of air quality and congestion problems. (PCTPA, jurisdictions, air district)</p>	<p>OBJECTIVE C: Integrate bicycle, pedestrian, 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. Work with PCTPA member agencies and Caltrans to connect the urbanized centers of the region through active and alternative transportation facilities. (PCTPA, jurisdictions, Caltrans)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #5. 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. (PCTPA, jurisdictions, Caltrans, transit operators)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p>
<p>Short Range Action #6. Encourage PCTPA member jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay projects. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p>
<p>Short Range Action #7. Pursue new revenue sources for active and alternative transportation development. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, 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 #8. Review existing abandoned railroad corridors for possible conversion to active and alternative transportation facilities. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, 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>
<p>Short Range Action #9. Promote the beneficial aspects of active and alternative transportation through Spare the Air, Bike-to-Work Month, and other similar programs. (PCTPA, jurisdictions, Caltrans)</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>

Short-Range & Long-Range Actions	RTP Objective
<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 bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, 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><i>GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT (TSM)</i></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>
<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.</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 technology to reduce work-related, education-related, and personal trips.</p>
<p>Short and Long Range Action #4. 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>

Short-Range & Long-Range Actions	RTP Objective
<p>Short and Long Range Action #5. 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 #6. 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 #7. Increase the awareness 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>
<p>Short and Long Range Action #8. 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.</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 #9. Continue to implement regional Transportation Demand Management (TDM) programs as a strategy for education and promotion of alternative travel modes for all types of trips toward reducing Vehicle Miles Traveled (VMT) by 10 percent.</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 technology 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. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology 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 technology 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>

Short-Range & Long-Range Actions	RTP Objective
<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 technology 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 technology 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>
<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 technology 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 technology 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 technology 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 technology 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 technology to reduce work-related, education-related, and personal trips.</p>

Short-Range & Long-Range Actions	RTP Objective
<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 technology to reduce work-related, education-related, and personal trips.</p>
<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 technology 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 technology to reduce work-related, education-related, and personal trips.</p>
<p>GOAL 8: RECREATIONAL TRAVEL</p>	
<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)</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>

Short-Range & Long-Range Actions	RTP Objective
<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)</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)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>
<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)</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)</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)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>

Short-Range & Long-Range Actions	RTP Objective
<i>GOAL 9: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING</i>	
<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. (PCTPA, jurisdictions, SACOG, Caltrans, PCAPCD, CCJPA, Nevada County, Sacramento County, El Dorado County, Yuba County, Sutter County)</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. (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>Short Range Action #3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. (PCTPA, jurisdictions, PCAPCD, Caltrans)</p>	<p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>
<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 satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<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. (<i>PCTPA, PCAPCD</i>)</p>	<p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</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 (<i>PCTPA, jurisdictions</i>)</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.(<i>PCTPA, jurisdictions, transit operators</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 satisfy regional air quality conformity standards.</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.(<i>PCTPA</i>)</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 #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. (<i>PCTPA</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 #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. (<i>PCTPA, jurisdictions, Caltrans, CCJPA</i>)</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. (<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 C: Ensure that transportation satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #13. 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. <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 B: Provide transportation infrastructure that meets existing and future needs.</p>
<p>Short Range Action #14. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities. <i>(PCTPA, jurisdictions, transit operators)</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 satisfy regional air quality conformity standards.</p>
<p>Short Range Action #15. Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. <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 satisfy regional air quality conformity standards.</p>
<p>Short Range Action #16. 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)</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 #17. 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 #18. 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 satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<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.</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 satisfy regional air quality conformity standards.</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.</p>	<p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>
<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.</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.</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.(PCTPA, jurisdictions, PCAPCD)</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 #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>
<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. (<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. 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>GOAL 10: FUNDING</p>	
<p>Regional Roadway Short Range Action #2. Obtain funding for and construct high priority regional road network projects shown in Figure 3-1. (<i>PCTPA, Caltrans, jurisdictions</i>)</p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Regional Roadway Short Range Action #4. Identify and pursue additional funding sources, as appropriate. (<i>PCTPA, Caltrans, 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>Regional Roadway Short Range Action #6. Develop Regional Transportation Improvement Program. (<i>PCTPA, jurisdictions</i>)</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. (<i>PCTPA, transit 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>Public Transit 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</i>)</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. (<i>PCTPA, jurisdictions, transit operators, CTSA</i>)</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. (<i>PCTPA, CCJPA, Caltrans, 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>Passenger Rail Short and Long Range Action #4. 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: 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 #5. 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>

Short-Range & Long-Range Actions	RTP Objective
<p>Aviation Short Range Action #6. 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)</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 #5. 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)</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.</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 #1. Encourage multi-agency package of projects for federal and State funding programs, where a regional strategy may improve chances of success. <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 G-1

FINANCIAL ELEMENT - DETAILED DESCRIPTIONS OF FUNDING PROGRAMS

FEDERAL

Surface Transportation Block Grant Program (STBGP)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The FAST Act provides an estimated annual average of \$11.7 billion for STBG, which States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the FAST Act continues all prior STP eligibilities and adds a few new ones. A State may now use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances. DOT may also, at a State's request, use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an STBG-eligible project.

Funding for Transportation Alternatives (TA) is set aside from the overall STBG funding amount. After accounting for this set-aside, FHWA distributes a percentage of a State's STBG funds based on population (suballocated), and the remaining funds are available for use anywhere in the State. The suballocated percentage starts at 51 percent in FY 2016, and then grows each year, to 55 percent in FY 2020.

The FAST Act also continues to require FHWA to set aside a portion of a State's STBG funds (equal to 15 percent of the State's FY 2009 Highway Bridge Program apportionment) for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines that the State's needs are insufficient to justify this amount. Finally, it allows—but does not require—the Governor of a border State to designate up to five percent of the State's STBG funds for border infrastructure projects eligible under the SAFETEA-LU Coordinated Border Infrastructure Program. Funds so designated must be derived from the portion of a State's STBG apportionment available for use in any area of the State.

Congestion Mitigation and Air Quality Program (CMAQ)

The CMAQ program, continued in the FAST Act at an estimated average annual funding level of \$2.4 billion, provides a funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas), as well as former nonattainment areas that are now in

compliance (maintenance areas). States with no nonattainment or maintenance areas may use their CMAQ funds for any CMAQ- or STBG-eligible project.

Under the FAST Act, a State with PM2.5 (fine particulate matter) nonattainment or maintenance areas must use a portion of its funds to address PM2.5 emissions in such areas. The FAST Act highlights diesel retrofits and port related equipment and vehicles as eligible projects to mitigate PM2.5. New exemptions from this PM2.5 priority set-aside are also included for certain circumstances outlined in the FAST Act. Highlighted CMAQ eligibilities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) and a new explicit eligibility for V2I communication equipment.

TRANSPORTATION ALTERNATIVES SET A SIDE

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

National Highway Performance Program

Provides an estimated average of \$23.3 billion per year for the NHPP, which will support the condition and performance of the National Highway System (NHS), enable the construction of new facilities on the NHS, and ensure that investments of Federal-aid funds in highway construction are directed to support progress toward achieving performance targets established in a State's asset management plan for the NHS. The FAST Act also makes the following changes to NHPP eligibilities:

- At a State's request, the Secretary now may use a State's NHPP apportionment to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible project.
- It provides specific NHPP eligibility for vehicle-to-infrastructure (V2I) communication equipment.
- It allows States to use NHPP funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a non-NHS bridge if the bridge is on a Federal-aid highway.

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)

Safety throughout all transportation programs remains DOT's number one priority. Consistent with this, the FAST Act continues the successful HSIP, providing estimated average annual funding of \$2.6 billion and reserving a portion of this funding for the Railway-Highway Crossings Program. The Act also reserves \$3.5 million per year from HSIP for work zone and guardrail safety training, Operation Lifesaver, and safety clearinghouses.

The FAST Act continues to require States to pursue under HSIP a data-driven, strategic, and performance-focused approach to improving highway safety on all public roads. The Act clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (most of which are infrastructure safety-related). It also adds several activities to the list, including V2I communication equipment and certain pedestrian safety improvements. As under MAP-21, States may not use HSIP funds to purchase, operate, or maintain an

automated traffic enforcement system that captures an image of a vehicle, except in school zones. [1401]

In order to improve data collection, MAP-21 required DOT to establish a new subset of the model inventory of roadway elements (MIRE) that are useful for the inventory of roadway safety, and to ensure that States adopted and used the subset. The FAST Act allows a State to opt out of collecting MIRE fundamental data elements for gravel or other unpaved roads. States must still collect crash data on these roads. If the State opts out, it may not use HSIP funds on projects on such roads unless or until it collects this data.

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

The FAST Act continues the Railway-Highway Crossings Program, providing funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. This funding continues as a set-aside from HSIP, which the FAST Act reserves at an average of \$235 million per year. 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.

Emergency Relief Program (ER)

The ER program assists Federal, State, tribal, and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. ER is funded by a permanent authorization of \$100 million per year, so it did not require additional funding authorization under the FAST Act. However, the FAST Act does make two other changes to the program. First, it clarifies the eligibility of debris removal on facilities eligible under the Emergency Relief for Federally Owned Roads program. Second, it eliminates the prior ability of facilities under the Federal Lands Access Program to qualify for 100 percent Federal share under ER.

Transportation Alternatives [1109]

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of STBG funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP,

encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects.

Similar to MAP-21, after the set-aside for the Recreational Trails Program, the FAST Act requires FHWA to distribute 50 percent of TA funds to areas based on population (suballocated), with the remainder available for use anywhere in the State.

States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs. The Act also newly allows each urbanized area of this size to use up to half of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects).

FTA Section 5307

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 5309

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

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.

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). 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.

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.

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts to achieve greenhouse gas reduction goals
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Fuel Taxes

The state gas tax is actually two separate components, a base excise tax (Prop. 111, 1990) and a price based excise tax (AB 105, 2011). The first component is the base excise tax of 30^c per gallon, which includes a 12^c increase due to SB-1. The second component is a price based excise tax of 17.3^c a gallon that is adjusted to inflation beginning July 2019. 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 three different programs administered by Caltrans Division of Aeronautics. These include discretionary grants for capital improvements, annual grants of \$10,000 each to general aviation airports, and matching funds for Federal Aviation Administration (FAA) grants.

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, 20% of the operating revenue for urban/suburban transit systems, and 10% of the operating revenue for rural transit systems and for CTSA services.

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 development that mitigate their impacts on local services. One common impact fee is for traffic generated by the new development on the road system. 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.

In 2002, Lincoln, Roseville, Rocklin, and Placer County formed the South Placer Regional Transportation Authority Joint Powers Authority to develop a regional traffic impact fee. This fee, known as the Regional Transportation and Air Quality Mitigation Fee Program, is set to generate \$125 million for specified transportation projects through 2022.

In addition, each jurisdiction in Placer County has imposed a traffic impact fee of some type.

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

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.

APPENDIX G-2

EXCERPT FROM SACOG DRAFT 2020 MTP/SCS FINANCIAL ELEMENT

Plan Finances

Transportation investments and programs included in the 2020 MTP/SCS are constrained to a reasonable estimate of future funding sources. The funding to support these investments comes from a number of federal, state, and local sources, each with specific purposes and restrictions. The dollar amounts are presented in both current year dollars and nominal or year of expenditure (YOE) values. The MTP/SCS uses current year dollars to illustrate the magnitude of investments in terms of project costs and revenues that are relevant to today. However, federal statute requires regional transportation plans to also provide costs and revenues in YOE dollars for transparency in the overall investments planned for in the MTP/SCS.

In total, SACOG forecasts \$34.9 billion in revenues (\$46.3 billion YOE) over the planning period. On average, this comes out to approximately \$1.6 billion (\$2.1 billion YOE) per year over 22 years.

Conversion between Current Year and Year of Expenditure (YOE) Dollars

The federal Fixing America's Surface Transportation Act (FAST Act) requires that all cost estimates be escalated to year of expenditure or nominal values to express a realistic estimate of future construction costs. The average rate of inflation used in the MTP/SCS is 2.5 percent based on the last 20 years of data on the California consumer price index reported by the California Department of Finance.

For revenue forecasting, the nominal rate of growth for each funding source is determined by extrapolating recent trends, either on a straight-line basis or in some cases using a trend curve. This methodology yields revenues in YOE dollars, which are then de-escalated using the inflation rates described above to yield current year dollars.

For project cost estimates, project sponsors provide SACOG with project costs in current year dollars, which are then uniformly escalated to YOE dollars using the inflation rate described above through the assumed completion timeframe for the project. Projects listed in the Metropolitan Transportation Improvement Program are already provided in year of expenditure dollars, so no adjustments are made to these projects.

Summary of Revenue Sources and Assumptions

The MTP/SCS must be financially constrained, meaning that the amount of funding planned and programmed must not exceed the amount of funding estimated to be reasonably available within the planning period. To meet this requirement, the revenue assumptions in the plan are based on existing federal, state, and local sources of funding or SACOG Board-approved assumptions of future funding for transportation purposes. Each funding source is extrapolated at historic rates of growth or by reasonable assumptions about future trends to determine the total amount of that source that will be available for implementation of the MTP/SCS. Attachments A and B describe the available revenues for

each funding source over five- and six-year increments throughout the planning period. In developing the MTP/SCS, SACOG has taken into consideration both transportation funding revenues and the costs of building, operating, and maintaining the regional transportation system over 22 years (Federal FFY 2018-19 through FY 2039-40).

Federal Funding

Federal funding assumptions are derived from the annual apportionments provided to SACOG by the federal government or from historic funding levels. The FAST Act, which was signed into law in 2015, sets the program structure and distribution formulas for federal transportation funds. SACOG projects funding from both the Federal Highway Administration and Federal Transit Administration Programs listed below, with revenue assumptions outlined in Table B.1.

Federal Highway Administration Programs

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Highway Bridge Program
- Other federal discretionary programs

Federal Transit Administration Programs

- Section 5307 Urbanized Area Formula Program
- Section 5309 Fixed-Guideway Capital Investment Grants
- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
- FTA 5311 Formula Grants for Rural Area
- FTA 5337 State of Good Repair Grants
- FTA 5339 Bus and Bus Facilities

Table B.1. Federal Revenue Sources and Assumptions

Federal Source	MTP/SCS
Congestion Mitigation and Air Quality (CMAQ)	<p>Base Year: 2019</p> <p>Key Assumptions: SACOG region will continue to receive CMAQ funds in a manner consistent with historic apportionments.</p> <p>Growth: 2.5% annual growth.</p>
Regional Surface Transportation Program (RSTP)	<p>Base Year: 2019</p> <p>Key Assumptions: SACOG region will continue to receive RSTP funds in a manner consistent with historic apportionments.</p> <p>Growth: 2.5% annual growth.</p>

Highway Bridge Program	<p>Base Year: 2019</p> <p>Key Assumptions: The region will continue to receive highway bridge program reimbursements for eligible activities that rehabilitate and replace structurally deficient bridges.</p>
FTA Funds: 5307, 5310, 5311, 5337, 5339	<p>Base Year: 2019</p> <p>Key Assumptions: SACOG region will continue to receive FTA funds in a manner consistent with historic apportionments.</p> <p>Growth: 2.5% annual growth.</p>
FTA 5309 Fixed-Guideway Capital Investment Grants	<p>Base Year: N/A</p> <p>Key Assumptions: Presume continuation of FTA grants for major rail expansion projects at up to 50% of new rail capital project costs.</p>

State Funding

Senate Bill 45 (SB 45) establishes the program structure and distribution formulas for most state transportation funds. The MTP/SCS assumes state funding will continue in a manner consistent with SB 45. Additionally, every two years, the California Transportation Commission (CTC) approves a STIP Fund Estimate that details the distribution of funding for state transportation programs that pass through the State Highway Account over a six-year period. The MTP/SCS’s assumptions for state revenues, shown in Table B.2, are derived primarily from the 2018 State Transportation Improvement Program Fund Estimate (STIP-FE).

The state funding programs assumed in the MTP/SCS include:

- State Highway Operations and Protection Program - (SHOPP)
- State Transportation Improvement Program - (STIP) including;
 - Interregional - ITIP
 - Regional - RTIP
- State Cap and Trade Program
- State Transit Assistance - (STA)
- State Highway Maintenance
- Proposition 1B- Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA)

Table B.2. State Revenue Sources and Assumptions

State Source	MTP/SCS
State Highway Operations and Protection Program (SHOPP)	Base Year: 2019

	<p>Key Assumptions: Based on transfers from the State Highway Account (SHA), Federal Trust Fund, and the new excise tax on gasoline.</p> <p>Includes adjustments resulting from ABX8 6 and ABX8 9 (Gas Tax Swap) including 12% of the revenues generated by the new excise tax on gasoline following transfers for bond debt service.</p> <p>Growth: 1% average annual growth</p>
<p>Interregional Transportation Improvement Program (STIP- ITIP)</p>	<p>Base Year: 2019</p> <p>Key Assumptions: ITIP will continue to receive 25% of the total STIP allocations from the Federal Highway Trust Fund, State Highway Account, Public Transportation Account</p> <p>Growth: 4% average annual growth</p>
<p>Regional Transportation Improvement Program (STIP- RTIP)</p>	<p>Base Year: 2019</p> <p>Key Assumptions: RTIP will continue to receive 75% of the total STIP allocations from the Federal Highway Trust Fund, State Highway Account, Public Transportation Account and the new excise tax on gasoline.</p> <p>Growth: 4% average annual growth</p>
<p>State Cap and Trade Program</p>	<p>Base Year: 2019</p> <p>Key Assumptions: Cap and Trade revenues are made up of the 35% of auction proceeds that are allocated to Affordable Housing & Sustainable Communities, Intercity Rail, and Low Carbon Transit Programs. The region's capture of these revenues assumes SACOG member agencies receive revenues roughly equivalent the region's share of statewide population</p> <p>Growth: 5% average annual growth</p>
<p>State Transit Assistance (99313, 99314, State of Good Repair)</p>	<p>Base Year: 2019</p> <p>Key Assumptions: STA will continue to receive funding from sales taxes on diesel fuels consistent with current funding formulas.</p> <p>Growth: 1% average annual growth</p>

State Discretionary	<p>Base Year: N/A</p> <p>Key Assumptions: Assumes the region will capture roughly 5% of statewide competitive discretionary program funding.</p> <p>Growth: 2% average annual growth</p>
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Local Funding

Local revenues are based on historic funding from local sources for each city, county, transportation commission, and transit operator in the region. Local funding sources provide the majority of the funds that support the MTP/SCS and include:

- Local Transportation Fund (LTF)
- Sacramento County Measure A - (1/2-cent)
- Sacramento County New Measure A - (1/2-cent)
- Placer County Sales Tax – (1/2 -cent)
- Gas Tax Subventions
- Gas Tax Swap (Excise Tax Subventions)
- Other Local Funds
- Developer Contributions
- Transit Fares
- Roadway User Fees

Note on Local-Option County Sales Taxes in the MTP/SCS

The MTP/SCS includes two new local option countywide sales tax measures in Sacramento County and Placer County. In Sacramento County this would institute a new ½-cent sales tax or equivalent measure to support road investments, maintenance, and transit within the county of Sacramento. Placer County is also pursuing a new ½ cent sales tax measure to support transportation investments in that county. While one or both of these local option measures may go forward in the first four years of the MTP/SCS, the plan takes a conservative approach by not including any new revenue in the plan assumptions until 2025 and then continuing through the end of the planning horizon in 2036.

Note on Roadway User Fees in the MTP/SCS

Advancements in technologies enabling greater use of electric and alternative fuel and highly efficient vehicles will continue to impact gas tax revenues. In California, the California Energy Commission estimates that statewide demand for gasoline will decrease by one to two percent annually over the next decade. At the same time, SACOG projections indicate that the total number of vehicle miles traveled (VMT) will increase by roughly 16 percent, despite a decrease in per capita VMT of nearly 8 percent by 2040. This additional demand on the roadways, paired with decreasing gas consumption, creates a

significant challenge for a gas tax-based system and necessitates exploration of a replacement.

The MTP/SCS includes revenues from both tolling specific facilities and from a mileage-based fee that would replace existing state fuel taxes. This assumption is supported by both national and statewide efforts to explore mileage-based systems. In 2009, the National Surface Transportation Infrastructure Financing Commission identified direct user fees, such as tolling and mileage fees, as the most viable replacement for fuel taxes in the long term. Currently, at least ten states, including California are exploring or testing mileage fees in some capacity. SACOG supports further research, development, and demonstration of mileage-based user fees specific to the Sacramento region to help build and maintain our regional transportation system. The 2020 MTP/SCS commits SACOG to developing partnerships with the state, universities, local/regional leaders, and others to test, pilot, and implement direct user fees, both tolling and mileage based. The revenue forecast for the plan conservatively estimates that revenues generated from user fees will not be available until the last 10 years of the plan. However, testing and implementation efforts will begin immediately.

Table B.3. Local Revenue Sources and Assumptions

Local Source	MTP/SCS
Local Transportation Fund (LTF)	<p>Base Year: 2018</p> <p>Key Assumptions: ¼-percent general sales tax for transportation will remain in place at existing rate.</p> <p>Growth: 3% annual average growth</p>
Measure A	<p>Base Year: 2018</p> <p>Key Assumptions: ½-cent general sales tax in Sacramento County will remain in place at existing rate.</p> <p>Growth: 3% annual average growth</p>
New Measure A	<p>Base Year: N/A</p> <p>Key Assumptions: Equivalent of 1/2-percent general sales tax will begin in 2020 and last through the horizon year of the plan in 2040.</p> <p>Growth: 3% annual average growth</p>
Placer ½ cent sales tax	<p>Base Year: N/A</p> <p>Key Assumptions: Equivalent of 1/2-percent general sales tax will begin in 2020 and last through the horizon year of the plan in 2040.</p> <p>Growth: 3% annual average growth</p>

<p>Gas Tax Subventions (Sec. 2103-2107.5) and SB1 Road Maintenance and Rehabilitation Account (Sec. 2031)</p>	<p>Base Year: 2018</p> <p>Key Assumptions: Subventions will continue to flow to cities and counties based on existing formulas.</p> <p>Growth: 1% annual average growth</p>
<p>Other Local Funds</p>	<p>Base Year: 2017</p> <p>Key Assumptions: Based on 19-year historic average of budget information provided by local jurisdictions to the California State Controller. Contains all revenues from local sources dedicated to local streets and roads.</p> <p>Nominal Growth Rate: 2% average annual growth</p>
<p>Developer Contributions</p>	<p>Base Year: 2017</p> <p>Key Assumptions: Developer investments in new roadways keep pace with housing growth over the life of the plan.</p> <p>Growth: 2% annual average growth</p>
<p>Transit Fare revenues</p>	<p>Base Year: 2017</p> <p>Key Assumptions: Based on SACOG ridership projections and average fare per rider. Assumes future fare increases keep pace with inflation. Average fare per rider increases as more choice riders that pay closer to full fares increases to \$1.24 by 2040 (in 2019 dollars).</p>
<p>Roadway User Fees</p>	<p>Base Year: N/A</p> <p>Key Assumptions: Net revenue captured from roadway user fees including tolling and mileage-based fees that would replace the fuel tax. Revenues based on vehicle miles traveled on the region’s roadways. For estimating purposes, fees vary by location and time of day. The mileage-based user fee would replace the current gasoline tax and is estimated to range from 1 to 4 cents per mile.</p>

APPENDIX H

PLACER COUNTY 2040 REGIONAL TRANSPORTATION PLAN CHECKLIST

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Regional Transportation Plan Checklist for RTPAs

(Revised December 2016)

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

Name of RTPA: Placer County Transportation Planning Agency

Date Draft RTP Completed: 08/28/2019

RTP Adoption Date: 12/4/2019

What is the Certification Date of the Environmental Document (ED)? 12/4/2019

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

By completing this checklist, the 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 450.216(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)
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 include Project Intent i.e. Plan Level Purpose and Need Statements?

Yes/No	Page #
Yes	1-1
Yes	1-3 & at the end of each action element.
Yes	1-3, Ch. 5,6,8
Yes	1-1, 1-2

Consultation/Cooperation

1. Does the RTP contain a documented public involvement process that meets the requirements of Title 23, CFR part 450.210(a)?

Yes	2-21, App, A & B
-----	------------------

	Yes/No	Page #
2. Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))	Yes	2-21, App, A & B
3. Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))	Yes	2-17
4. Did the 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? (23 CFR 450.316(b) “Should” for RTPAs)	Yes	2-18, App, A & B
5. Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	2-18 & EIR, App B
6. 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 450.216(j))	Yes	9-1, NOP & EIR process
7. 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 450.216(j))	Yes	2-4
8. Did the 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)? (23 CFR part 450.216(i))	Yes	2-16, 2-17, 2-18
9. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	2-21
10. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	2-19, Appendix B
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	2-4, 2-10, 6.2-17
12. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	1.7

13. If the RTPA made the election allowed by Government Code 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to Government Code 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?

Yes/No	Page #
N/A	

Modal Discussion

1. Does the RTP discuss intermodal and connectivity issues?
2. Does the RTP include a discussion of highways?
3. Does the RTP include a discussion of mass transportation?
4. Does the RTP include a discussion of the regional airport system?
5. Does the RTP include a discussion of regional pedestrian needs?
6. Does the RTP include a discussion of regional bicycle needs?
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1)
(For RTPAs located along the coast only)
8. Does the RTP include a discussion of rail transportation?
9. Does the RTP include a discussion of maritime transportation (if appropriate)?
10. Does the RTP include a discussion of goods movement?

Yes	Ch. 4
Yes	6.1-2
Yes	6.2-1
Yes	6.4-1
Yes	6.6-2
Yes	6.6-15
N/A	
Yes	6.3-1
N/A	
Yes	6.5-1

Programming/Operations

1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?

Yes	6.7-1
Yes	6.1-10, 6.1-20, 6.1-21, 6.1-22, 6.1-31, 6.5-9, 6.6-5, 6.6-16, 6.6-17, 6.8-4, 6.10-9

Yes/No	Page #
	6.10-15, 6.10-17, 7-9, 7-13, 6.10-13, 6.10-14
Yes	App. E

3. Does the RTP contain a list of un-constrained projects?

Financial

- Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10) (“Should” for RTPAs)?
- Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (Government Code 65080(b)(4)(A))
- Do the projected revenues in the RTP reflect Fiscal Constraint? (Government Code 65080(b)(4)(A))
- Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))
- Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) (“Should” for RTPAs)
- 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? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))
- Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)
- Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)

Yes	Ch 8
Yes	1-4, 6-4, 8-18
Yes	8-19, 8-19
Yes	App. D
Yes	8-10
Yes	8-15, 8-16
Yes	2-11
Yes	2-11

Environmental

- Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?
- Does the RTP contain a list of projects specifically identified as TCMs, if applicable?

Yes	9.1
No	

3. Does the RTP specify mitigation activities? (23 CFR part 450.216(k))
4. Where does the EIR address mitigation activities?
5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?
6. Does the RTP specify the TCMs to be implemented in the region? (**federal nonattainment and maintenance areas only**)

Yes	9.2 & App. J
Yes/No	Page #
Exe. Summary and appropriate chapters	
No	
N/A	

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

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

December 4, 2019

 Date

Michael W. Luken

 Print Name

Executive Director

 Title

APPENDIX I

TRANSPORTATION PLANNING ACRONYMS & DEFINITIONS

The following is a list of common acronyms used in transportation planning. Each acronym is accompanied by a brief definition.

AB	Assembly Bill <i>Legislation that originates in the California assembly.</i>
ADA	Americans with Disabilities Act <i>Federal act that requires equal accessibility for persons with disabilities. It mostly comes into play with transit issues.</i>
ATP	Active Transportation Program <i>A competitive annual statewide and regional funding program for bicycle and pedestrian projects.</i>
ADT	Average Daily Traffic <i>Unit of measurement for the average amount of traffic that travels daily on a specific roadway(s).</i>
ALUC	Airport Land Use Commission <i>The designated body that deals with the compatibility of land use around airports to ensure the safety of the public while maintaining the integrity of the airport. PCTPA is the ALUC for Placer County.</i>
ALUCP	Airport Land Use Compatibility Plan <i>The plan that governs how jurisdictions will deal with land use around airports.</i>
APCD	Air Pollution Control District <i>The designated agency that deals with air quality requirements for both stationary source and mobile source (transportation-based) pollution. The Placer County Air Pollution Control District is the APCD for our area.</i>
ARB	Air Resources Board (California) <i>California agency responsible for protecting the State's air.</i>
CAAA	Clean Air Act Amendments <i>The federal law that sets air quality standards for the nation, including procedures for meeting these standards and penalties for non compliance.</i>
CALTRANS	California Department of Transportation <i>The California Department of Transportation (Caltrans) is primarily responsible for the planning, design, construction, maintenance, and operation of the State's transportation system.</i>
CASP	California Aviation System Plan <i>The California Aviation System Plan (CASP) is prepared by Caltrans every five years as required by the Public Utilities Code. The CASP integrates regional aviation system planning on a statewide basis.</i>

CCAA	California Clean Air Act <i>The State law that sets air quality standards for California, including procedures for meeting these standards and penalties for non compliance.</i>
CEQA	California Environmental Quality Act <i>The law that requires an assessment of the environmental impact of specified governmental actions, including procedures for making determinations.</i>
CIP	Capital Improvement Program <i>Jurisdictions and agencies prepare a Capital Improvement Program (CIP) which forecasts capital improvement needs, revenues and expenditures over a period of time varying from two to up to ten years.</i>
CMA	Congestion Management Agency <i>Under Proposition 111, passed in 1990, each county with an urbanized population of 50,000 or more was required to designate a CMA to perform specified duties to better integrate transportation, land use, and air quality. These duties were subsequently made voluntary, although PCTPA continues to administer a Transportation Demand Management program. PCTPA retains the designation as the CMA for Placer County.</i>
CMAQ	Congestion Mitigation and Air Quality <i>A funding program provided under Federal transportation legislation that targets a certain portion of Federal transportation dollars to projects that reduce congestion and/or improve air quality. PCTPA programs these funds through SACOG.</i>
CMP	Congestion Management Program <i>Under Proposition 111, passed in 1990, each county with an urbanized population of 50,000 or more was required to designate a CMA and adopt a program for integrating transportation, land use, and air quality decisions made by local jurisdictions. The CMP requirement was later made voluntary, although PCTPA continues to assist with transportation control measures.</i>
CO	Carbon Monoxide <i>A colorless, odorless, poisonous gas emitted by vehicle combustion.</i>
CTC	California Transportation Commission <i>A nine-member board, appointed by the Governor, that governs the State Transportation Improvement Program and other specified transportation funding programs.</i>
CTSA	Consolidated Transportation Service Agency <i>A designation conferred by the Regional Transportation Planning Agency on a transit provider to coordinate and consolidate the efforts of the county's paratransit providers. The CTSA is eligible to receive Transportation Development Act funding.</i>

DOT	Department of Transportation <i>The federal department responsible for transportation programs established by Congress.</i>
EIR	Environmental Impact Report <i>An environmental document prepared to comply with the California Environmental Quality Act that provides an assessment of the environmental impacts of a proposed governmental action, as well as mitigation measures and findings.</i>
EIS	Environmental Impact Statement <i>An environmental report that documents the actions and processes implemented to comply with the National Environmental Protection Act. The Environmental Impact Statement (EIS) is required for any project involving federal funding.</i>
EPA	Environmental Protection Agency <i>The federal agency responsible for environmental protection and environmental programs established by Congress.</i>
FAST ACT	Fixing Americas Surface Transportation Act <i>The federal surface transportation bill authorized into law on December 4, 2015. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.</i>
FHWA	Federal Highway Administration <i>The federal agency charged with overseeing compliance with federal requirements for highway projects. The FHWA also acts as a conduit to other federal agencies, such as US Fish & Wildlife, Army Corps of Engineers, and US Environmental Protection Agency, on transportation related permits, air quality conformity, and environmental documents.</i>
FSP	Freeway Service Patrol <i>A Freeway Service Patrol (FSP) is an umbrella term for a variety of programs implemented by government agencies, typically state Highway Patrols or Departments of Transportation, to reduce traffic congestion and improve highway safety by having specially marked and equipped vehicles patrol designated sections of roadway and provide incident management and motorist assistance.</i>
FTA	Federal Transit Administration <i>The federal agency charged with overseeing compliance with requirements for federally funded transit projects.</i>
FY	Fiscal Year <i>Begins July 1 of each year and ends June 30 the following year.</i>

HCP	<p>Habitat Conservation Plan <i>Regional planning mechanism designed to protect an area’s unique ecological assets, while clearing regulatory obstacles toward continued economic growth and development.</i></p>
HOV	<p>High Occupancy Vehicle <i>A passenger vehicle with 2 or more occupants sometimes referred to as a carpool.</i></p>
IIP	<p>Interregional Improvement Program <i>A programming document prepared by the Caltrans District that designates the projects and amounts to be funded by the county's share of Interregional Choice funding. Every two years, the Caltrans ITIP, along with the RTIPs from California's 58 counties, are adopted into the State Transportation Improvement Program (STIP).</i></p>
ITIP	<p>Interregional Transportation Improvement Program <i>The portion of the State Transportation Improvement Program that is controlled by Caltrans. ITIP funds are used by Caltrans to fund and construct projects of statewide importance on the state highway system.</i></p>
ITS	<p>Intelligent Transportation Systems <i>Refers to techniques that use technology to improve transportation safety and mobility. Techniques may include changeable message signs to alert drivers of upcoming problems, sensors to detect ice on pavement, traffic monitoring cameras, and so on.</i></p>
LOS	<p>Level of Service <i>A letter designation indicating the level of traffic congestion on a particular roadway or intersection, with "A" being free-flowing and "F" being gridlock.</i></p>
LTF	<p>Local Transportation Fund <i>A funding source provided under the Transportation Development Act and administered by the regional transportation planning agency, for jurisdictions to operate local transit systems. The LTF is funded by 1/4% of the statewide sales tax, returned to the county of origin.</i></p>
MAP-21	<p>Moving Ahead for Progress in the 21st Century <i>The successor legislation to SAFETEA-LU, MAP-21 covers the years 2012 – 2014, and has been extended three times under continuing resolutions. Funding levels for MAP-21 have remained essentially unchanged from SAFETEA-LU.</i></p>
SAFETEA-LU	<p>Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users <i>The successor legislation to TEA-21, SAFETEA-LU covers the years 2004 - 2009. While funding levels increased, programs from TEA-21 remained essentially unchanged.</i></p>
MPO	<p>Metropolitan Planning Organization</p>

A federally designated agency that provides transportation planning and programming and other duties as specified for federal programs for a metropolitan area, as designated in the federal census. The Sacramento Area Council of Governments is the MPO for the six county Sacramento area.

MTP	Metropolitan Transportation Plan <i>A federally required transportation planning document which inventories existing transportation systems, forecasts needs, and designates a funding-constrained list of projects for a 20 year horizon. This document is prepared by the Sacramento Area Council of Governments.</i>
MTIP	Metropolitan Transportation Improvement Program <i>A federally required document which lists federally funded and "regionally significant" transportation projects over a four year horizon. This document is then used to demonstrate air quality conformity, which is required for a transportation project to proceed.</i>
NEPA	National Environmental Protection Act <i>The federal law which outlines the processes required to determine the environmental impact of federal projects.</i>
NHS	National Highway System <i>The National Highway System consists of 163,000 miles of interstate highways and major primary roads.</i>
OWP	Overall Work Program <i>The document PCTPA prepares each year to outline the work the agency will be undertaking, including the specific activities, products, time lines, and budgets.</i>
PA & ED	Project Approval and Environmental Document <i>Project Approval and Environmental Document (PA&ED) include commitments between partners that apply to the PA&ED phase of the project covered by an agreement.</i>
PDT	Project Development Team <i>A Project Development Team (PDT) is an interdisciplinary team composed of key members of the project team and selected external stakeholders.</i>
PMP	Pavement Management Program <i>A Pavement Management Program (PMP) is a maintenance plan for streets.</i>
PS&E	Plans, Specifications and Estimate <i>This component includes all work to develop contract plans, specifications engineer's estimate, and contract bid documents, allocation of funds, contract award, and contract approval. In addition, environmental commitments must be resolved.</i>
PSR	Project Study Report <i>Project Study Reports (PSRs) are engineering reports whose purpose is to document agreement on the scope, schedule, and estimated cost of a project so that it can be considered for inclusion in a future programming document such as the STIP. PSRs are prepared for State highway projects. PSRs are also used by</i>

Caltrans for certain projects funded under the State Highway Operation and Protection Program (SHOPP) and for certain locally funded projects on the State highway system.

- RCRC** **Regional Council of Rural Counties**
An organization of rural counties that share information, and advocate for rural issues at the state level.
- RCTF** **Rural Counties Task Force**
A group of regional transportation planning agencies from rural counties that share information on rural transportation issues, and represent the rural perspective on policy issues with Caltrans and the California Transportation Commission.
- RFP** **Request for Proposal**
A Request for Proposal (RFP) is an early stage in a procurement process, issuing an invitation for suppliers, often through a bidding process, to submit a proposal on a specific commodity or service.
- RIP** **Regional Improvement Program**
Regional Improvement Program, funded through 75% of new STIP funding and subdivided by formula into county shares.
- R-O-W** **Right-of-Way**
Right-of-way is a strip of land granted for a transportation facility. It can also refer to legally granted access for a public throughway.
- RSTP** **Regional Surface Transportation Program**
One of the funding programs included in the federal transportation legislation. RSTP funds are the most flexible funding pot, and can be used for most transportation purposes.
- RTIP** **Regional Transportation Improvement Program**
A programming document adopted by the regional transportation planning agency (RTPA) that designates the projects and amounts to be funded by the county's share of Regional Choice funding. Every two years, the RTIPs from California's 58 counties, along with Caltrans ITIP, are adopted into the State Transportation Improvement Program (STIP).
- RTP** **Regional Transportation Plan**
A state required transportation planning document that inventories existing transportation systems, forecasts needs, and designates a funding-constrained list of projects for a 20 year horizon. This document is prepared by PCTPA.
- RTPA** **Regional Transportation Planning Agency**
A state designation for the countywide agency charged with certain tasks under California law, including administration of the Transportation Development Act,

adoption of the Regional Transportation Improvement Program, and adoption of the Regional Transportation Plan.

- SACOG** **Sacramento Area Council of Governments**
The Metropolitan Planning Organization for the Sacramento region, SACOG also acts as the RTPA for Sacramento, Yolo, Sutter, and Yuba Counties.
- SAFE** **Service Authority for Freeway Emergencies**
A Service Authority for Freeway Emergencies administers a freeway callbox program.
- SECAT** **Sacramento Emergency Clean Air and Transportation Program**
A \$70 million program that combines \$20 million of Congestion Mitigation and Air Quality funds with \$50 million from the Traffic Congestion Relief Program to fund projects to repower older diesel engines with low polluting ones.
- SHOPP** **State Highway Operation Protection Program**
A program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation without increasing roadway capacity. The SHOPP is a four -year program of projects, approved by the CTC separately from the STIP cycle.
- SIP** **State Implementation Plan**
A State Implementation Plan (SIP) is the framework for the state's program to protect the air. It is not a single plan, but an accumulated record of a number of air pollution documents showing what the state has done, is doing, or plans to do to assure compliance with federal National Ambient Air Quality Standards (NAAQS) for "criteria" pollutants.
- SOV** **Single Occupancy Vehicle**
A vehicle with a driver only, and no additional passengers.
- S RTP** **Short Range Transit Plan**
A document that assesses the existing conditions for a transit system, projects short term (usually five year) demand, and outlines a plan for meeting those needs. While PCTPA usually develops these plans, they are adopted by the jurisdiction's governing board.
- SSTAC** **Social Service Transportation Advisory Council**
An appointed committee which advises the PCTPA Board on the Unmet Transit Needs process, as required under the Transportation Development Act.
- STA** **State Transit Assistance**
A funding source provided under the Transportation Development Act. Revenues come through the state budget process.

STIP	State Transportation Improvement Program <i>The programming document that is adopted every two years by the California Transportation Commission to designate the projects, schedule, and funding amount for the state's portion of the federal gas tax funds. Placer projects are included in the STIP via PCTPA's adopted Regional Transportation Improvement Program.</i>
TAC	Technical Advisory Committee <i>Public works and planning staff from each of the jurisdictions, Caltrans, and the Placer County Air Pollution Control District staff make up PCTPA's Technical Advisory Committee, which reviews and advises staff on issues before the Board.</i>
TART	Tahoe Area Regional Transit <i>The transit provider for the Tahoe area, including Truckee.</i>
TCM	Transportation Control Measure <i>Essentially interchangeable with Transportation Demand Management (TDM) and Transportation Systems Management (TSM), these describe techniques to reduce congestion and air quality problems by encouraging people to use alternative transportation or carpool. Some techniques include increased transit frequency, carpool match listing programs, or providing bike maps to employers.</i>
TDA	Transportation Development Act <i>Passed in 1971, the TDA requires every county to provide transit service to its residents, based on criteria of unmet transit needs that are reasonable to meet. The required transit service is funded by 1/4% of the state's sales tax, returned to the Regional Transportation Planning Agency in the county of origin.</i>
TDM	Transportation Demand Management <i>Strategies designed to reduce vehicular demand upon the existing transportation system.</i>
TEA	Transportation Enhancement Activities <i>One of the funding programs included in the federal transportation legislation (see ISTEA and TEA-21). TEA funds are targeted to provide enhancements over and above those normally provided for transportation projects, such as streetscape improvements, additional landscaping, or transportation museums.</i>
TMA	Transportation Management Association <i>A private non-profit association, usually made up of large employers, to develop and encourage use of TCMs. The Truckee/North Tahoe Transportation Management Association is the only TMA currently operating in Placer County.</i>
TRO	Trip Reduction Ordinance <i>An ordinance specifying requirements for employers to encourage their employees to use alternative transportation. Local jurisdictions were required to adopt these ordinances as part of Proposition 111, which passed in 1990, but compliance was later made voluntary.</i>

TRPA	Tahoe Regional Planning Agency <i>Amongst its many functions, TRPA is also the Regional Transportation Planning Agency and Metropolitan Planning Organization for the Tahoe Basin, including a portion of Placer County.</i>
TSM	Transportation System Management <i>Strategies designed to improve the efficiency and effectiveness of the existing transportation system.</i>
VMT	Vehicle Miles Traveled <i>Unit of measurement of how far a vehicle or vehicles have traveled in a day, month or year.</i>
YTD	Year-to-Date <i>Year-To-Date (YTD) represents the period starting January 1 of the current year and ending today.</i>
ZEV	Zero Emission Vehicle <i>A vehicle that produces no tailpipe pollutants. Electric vehicles and fuel cell vehicles are considered ZEVs.</i>

APPENDIX J

MITIGATION MONITORING, & REPORTING PROGRAM EXCERPT

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TABLE 3.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AESTHETICS				
Impact 3.1-2: Substantial adverse effects on scenic resources or substantial degradation of visual character	<p>Mitigation Measure 3.1-1: The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:</p> <ul style="list-style-type: none"> • Design transportation systems in a manner where the surrounding landscape dominates. • Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material). • Design transportation systems such that landscape vegetation blends in and complements the natural landscape. • Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design. • Design grades to blend with the adjacent landforms and topography. 	Implementing Agency	Prior to Design Approval	
	<p>Mitigation Measure 3.1.2: Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic resources including historic buildings, trees, rocks, or scenic water features.</p> <p>If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.</p> <p>If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of</p>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.</p>			
<p>Impact 3.1-3: Creation of new sources of light and glare</p>	<p>Mitigation Measure 3.1-3: The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:</p> <ul style="list-style-type: none"> • Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used. • Luminaries will be directed away from habitat and open space areas adjacent to the project site. • Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways. • Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes. • Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences. 	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AGRICULTURAL RESOURCES				
Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract	<p>Mitigation Measure 3.2-1: Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance).</p> <p>If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.</p>	Implementing Agency	Prior to Design Approval	
Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands	<p>Mitigation Measure 3.2-2: Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities, and provide recommendations to the implementing agency.</p>	Implementing Agency	Prior to Design Approval	
AIR QUALITY				
Impact 3.3-2: Short-term - Conflict with, or Obstruct, the Applicable Air Quality Plan, Cause a Violation of Air Quality Standards, Contribute Substantially to an Existing Air Quality Violation, or Result in a Cumulatively Considerable Net Increase of a Criteria Pollutant in a Non-Attainment Area	<p>Mitigation Measure 3.3-1: The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with APCD Rule 228 (Fugitive Dust Emissions). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.</p>	Implementing Agency	Prepare DCP prior to Design Approval, implement DCP during construction.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Impact 3.3-3: Occasional Localized Carbon Monoxide Concentrations from Traffic Conditions at Some Individual Locations	Mitigation Measure 3.3-2: The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.	Implementing Agency	Prior to Design Approval	
Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures	Mitigation Measure 3.3-3: Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and Placer County APCD Rule 228 –Fugitive Dust, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the APCD.	Implementing Agency	Prior commencement of construction activities	
CULTURAL AND TRIBAL RESOURCES				
Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5	Mitigation Measure 3.4-1: During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act. If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.</p>			
<p>Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074</p>	<p>Mitigation Measure 3.4-2: During environmental review of individual RTP improvement projects, the implementing agencies shall:</p> <ul style="list-style-type: none"> • Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual projects. • Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area • Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified. <p>In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate “substantial adverse changes” to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.</p> <p>Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:</p>	<p>Implementing Agency</p>	<p>Prior to Design Approval, and during construction activities</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> If an improvement project is located in an area rich with cultural materials, the implementing agency 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. If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery. The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources. 			
Impact 3.4-3: Potential to directly or indirectly destroy a unique paleontological resource	Mitigation Measure 3.4-3: During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.	Implementing Agency	Prior to Design Approval	
Impact 3.4-4: Potential to disturb human remains, including those interred outside formal cemeteries	Mitigation Measure 3.4-4: Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated	Implementing Agency	Prior to Design Approval, and	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:</p> <ul style="list-style-type: none"> • The Placer County Coroner has been informed and has determined that no investigation of the cause of death is required. • If the remains are of Native American origin, either of the following steps will be taken: <ul style="list-style-type: none"> ○ The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. ○ The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs: <ul style="list-style-type: none"> ▪ The Native American Heritage Commission is unable to identify a descendent. ▪ The descendant identified fails to make a recommendation. ▪ The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. 		during construction	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
GREENHOUSE GAS EMISSIONS				
Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	<p>Mitigation Measure 3.5-1: The PCTPA should continue to explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The PCTPA should continue to participate and host programs that are deemed feasible by the PCTPA for the region to incentivize alternative transportation modes (e.g. Spare the Air program, Commuter Club, , and the \$10 Youth Summer Pass program,).</p>	Implementing Agency	On-going	
	<p>Mitigation Measure 3.5-2: The PCTPA should consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</p>	Implementing Agency	On-going	
	<p>Mitigation Measure 3.5-3: Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:</p> <ul style="list-style-type: none"> • Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed. • Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste. • Promote efforts to reduce peak energy demand in the design and operation of RTP projects. • Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects. • Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects. 	Implementing Agency	On-going	
	<p>Mitigation Measure 3.5-4: The PCTPA should coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse</p>	Implementing Agency	On-going	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>gas emissions. Some local agencies in Placer County have adopted a local CAP (Roseville, 2009 and Rocklin 2012), or are in the process of preparing a local CAP to address climate change and greenhouse gas emissions. Separately, Placer County also released a Draft Sustainability Plan in 2019. Local and regional CAPs should include the following components:</p> <ul style="list-style-type: none"> • Baseline inventory of GHG emissions from community and municipal sources. • A target reduction goal consistent with AB 32 and SB 32. • Policies and measures to reduce GHG emissions. • Quantification of the effectiveness of the proposed policies and measures. • A monitoring program to track the effectiveness and implementation of the CAP(s). <p>PCTPA’s role in the development of local and regional CAPs should include:</p> <ul style="list-style-type: none"> • Assistance in seeking and securing funding for the development of local and regional CAPs. • Collaboration with local and regional agencies throughout their respective planning processes. 			
	<p>Mitigation Measure 3.5-5: PCTPA has included alternative vehicle fueling/charging stations in the RTP. PCTPA should consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, PCTPA should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles. 	Implementing Agency	On-going	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> To the extent that is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. 			
LAND USE AND POPULATION				
Impact 3.6-1: Physical division of an established community	<p>Mitigation Measure 3.6-1: Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.</p>	Implementing Agency	Prior to Design Approval	
TRANSPORTATION AND CIRCULATION				
Impact 3.7-2: The Proposed project could result in the alteration of present patterns of vehicular, bicycle, and pedestrian circulation, increased traffic delay, and increased traffic hazards during construction of future projects	<p>Mitigation Measure 3.7-1: The implementing agencies shall develop a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period. As part of the traffic control plan, project proponents shall coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities.</p>	Implementing Agency	Prior to the commencement of construction	

CUMULATIVE IMPACTS				
Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses	<i>Implement mitigation measure 3.2-1.</i>	Implementing Agency	Prior to Design Approval	
Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change	<i>Implement mitigation measures 3.5-1 through 3.5-5.</i>	Implementing Agency	On-going	

APPENDIX K

RESPONSE TO COMMENTS ON THE DRAFT RTP

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Caltrans Comments on the Draft 2040 Placer County RTP

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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PCTPA

November 1, 2019

Mr. Aaron Hoyt
Senior Planner
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

Dear Mr. Hoyt:

Thank you for the opportunity to review and comment on the Placer County Transportation Planning Agency (PCTPA) Draft Regional Transportation Plan (RTP). After consulting with the Office of Regional Planning at the California Department of Transportation (Caltrans) Headquarters, we have concluded that the plan meets many requirements outlined for an RTP.

General Comments

- Caltrans would like to commend PCTPA for providing a detailed and informative Executive Summary.
- Caltrans would also like to commend PCTPA for providing a comprehensive and easy-to-understand funding overview.
- We also appreciate the thorough descriptions of the patterns, characteristics, and issues affecting the multimodal transportation system of the region.
- The RTP indicates on page 2-21, that a full list of organizations PCTPA consulted with are included in Appendix B, however the list of organizations was not provided. PCTPA will need to include a complete list of public, private, state and federal organizations that they consulted and coordinated with in the development of their RTP. It would also be helpful if they provided meeting dates or summaries describing the outcomes of those meetings.

1-1

1-2

Consultation/Cooperation

- Per Title 23 CFR §450.316(a)(vii), the RTPA shall document and describe how the RTPA considers the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households. Neither the RTP nor Appendices A and B identify the specific strategies that were used to seek out and consider the needs of traditionally underserved communities. PCTPA must include additional information to identify, specifically, how the needs of low-income and minority households were considered in the development of the RTP.
- Per Title 23 CFR §450.316(3)(b), the RTPA must consult with the appropriate state and local representatives, including representatives from environmental and economic

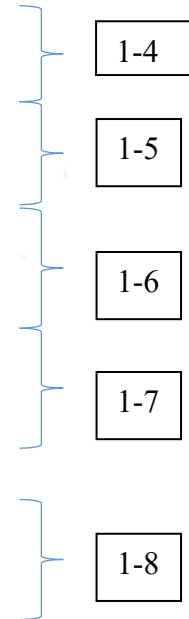
1-3

1-4

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Aaron Hoyt
November 1, 2019
Page 2

- communities, including airport, transit and freight. Appendix B provides information regarding the public involvement process but does not provide details about the
- consultation process with representatives from airport, transit, and freight. PCTPA must provide additional information that documents this consultation process.
 - Per Title 23 CFR §450.216(j), the RTPA should involve the federal land management agencies during the preparation of the RTP. It is unclear how PCTPA involved federal and state land management agencies in preparing the RTP. PCTPA should add details to demonstrate how these agencies were involved in the development of the RTP.
 - Per Title 23 CFR §450.316(c), the RTP should be developed in consultation with Tribal Governments, addressing tribal concerns in the RTP. It is difficult to determine how this requirement was satisfied. PCTPA should document within the body of the RTP or in Appendix B what the concerns of the United Auburn Indian Community are and how PCTPA plans to address them.
 - Per Title 23 CFR §450.201(a), the RTP should contain a discussion describing the private sector involvement. It is not clear how this requirement was satisfied. The strategies listed in 2-19 and in Appendix B refer to strategies that were used for public involvement. PCTPA must demonstrate how they involved the private sector in the development of the RTP.



Financial

- PCTPA provides a list of constrained and unconstrained projects in Appendices B and C, however it is difficult to determine which projects are regionally significant. PCTPA must clearly distinguish which projects are regionally significant within their listing of projects.

If you have any questions regarding these comments or require additional information, please contact Shannon Roberts, Intergovernmental Review Coordinator for Placer County at (530) 740-4989 or by email at Shannon.T.Roberts@dot.ca.gov.

Sincerely,

KEVIN YOUNT
East Branch Planning, Chief

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Response to Caltrans Comment Letter

Comment 1-1

Thank you for the comments. No text edits were made.

Comment 1-2

PCTPA's public coordination and public outreach process consisted of presentations to civic groups, popup booths at community events, coordination with local agencies, and direct email and social media campaign to generate participation in the RTP and EIR development. The direct email campaigns consisted of various stakeholder emails that PCTPA has established through prior planning efforts such as the annual Unmet Transit Needs, Short-Range Transit Plan development, Regional Bikeway Plan update, the Interstate 80/Highway 65 Interchange project, our quarterly newsletter, and our partners in the Public Information Offices at each of the Placer County jurisdictions. The stakeholder list was used to notify stakeholder of three on-line surveys that occurred in the spring of 2019 (see page 2-19 of the RTP). The stakeholder list surpassed 5,000 emails. Social media was also used in each of the three on-line surveys to further expand the participation effort.

Comments 1-3, 1-4, 1-5, and 1-7 further discuss engagement with individual groups. Appendix B was updated to identify a listing of agencies that PCTPA reached out and or made presentation to during the RTP & EIR development process.

Comment 1-3

Coordination with traditionally underserved communities relies on PCTPA's longstanding relationships with non-profit and social service agencies in Placer County. These relationships have been built up over time through the Unmet Transit Needs process as a mechanism to reach out to and understand the transportation needs of individuals who may rely on transit for daily needs. The non-profit and social service agencies have access to low income and traditionally underserved individuals in Placer County who may rely on a government assistance program, work training programs, or non-emergency transit services to medical appointments. A short list of these organization included in the RTP outreach database include: Chapa-De Indian Health Program, Child Advocates of Placer County, Best Step Transportation Collaborative, Breathe CA of Sacramento-Emigrant Trails, Placer County Adult System of Care, Latino Leadership Council, Placer County Collaborative Network, Placer Independent Resource Services, and Seniors First.

Comment 1-4

The comment requested additional documentation of coordination with environmental, economic, airport, transit and freight representatives in the development of the RTP. The following response clarifies PCTPA's coordination efforts with these groups and refers the commenter to the appropriate section of the RTP where the efforts are documented.

Environmental representatives consist of members from each of the incorporated cities and the county who are developing a habitat conversation plan in Placer County called the Placer County Conservation Plan (see section 6.10-2 of the RTP). PCTPA is also a participating member of the PCCP. PCTPA also coordinated with SACOG in the outreach to federal and state land agencies to identify any potential transportation projects within their boundaries. This joint outreach between PCTPA and SACOG is critical when our individual plans overlap and are on the same schedule. Representatives of local environmental interest groups such as the Sierra Club and the Alliance for Environmental Leadership were included in the RTP outreach database.

Placer County's economy has blossomed into a regional jobs hub for the Sacramento region. Placer County is home to a regional shopping mall, an automall, hospitals, financial institutions and wholesale trade and retail (see section 3.3 of the RTP). A balanced transportation system that provides access and mobility for all can be an attractor or detractor for businesses deciding to locate in Placer County. Coordination with local agencies and input from chambers of commerce helps us keep our finger on the pulse of the issues encountered by local agencies attempting to retain and attract business. The top issue identified is congestion in the State Route 65 corridor and a top opportunity to attract business relocating from the bay area is additional public transit. Each of the Chambers of Commerce, who have hundreds of members, in each of the Placer County communities were included in the RTP outreach database.

Within Placer County, the incorporated cities of Lincoln and Auburn and Placer County and serve as the municipal airport operators. PCTPA staff also serves as the Airport Land Use Commission (ALUC) ensuring that compatible land uses are developed with in each of the airport compatibility zones. PCTPA's role as the ALUC and projects provided by local agencies are discussed in the Chapter 6.4, Aviation Action Element.

PCTPA staff also serves as the Western Placer Consolidated Transportation Services Agency providing specialized transportation services within Placer County. Transit services in Placer County are provided by three separate operators managed by the Cities of Auburn and Roseville, and Placer County. PCTPA hosts the Transit Operators Working (TOWG) Group that is comprised of staff from the jurisdictions operating public transit and those who contract for public transit services within Placer County. The TOWG meets quarterly to discuss transit needs, coordination efforts, planning, and grant funding. Chapter 6.2, Public Transit, pages 6.2-16 and 6.2-24, discusses each of these activities, respectively. The identification of public transit needs and projects identified in the RTP are put forth by the transit operators based on needs identified in their individual Short-Range Transit Plans.

PCTPA coordinates with SACOG, Caltrans, and local agencies on goods movement trends, issues, and opportunities within the greater Sacramento region. Goods movement in the greater Sacramento Area and specifically Placer County occurs primarily by truck. While Roseville is home to the Union Pacific Railroad J.R. Davis Yard, the largest yard west of the Mississippi, there are no transfer of goods between trains and the trucking industry. PCTPA's has encountered the greatest success with the goods movement industry through direct contact via local agencies since they have land use discretion and are the first line of contact for local roadway trucking issues. The California Trucking Association (CTA) has been a supporter of the I-80/SR 65 Interchange and SR 65 Widening projects for federal and state grant applications and is also a participant of the Placer Sacramento Gateway Plan (see page 3-10 of the RTP). The CTA was included in the RTP outreach database. Through the Placer Sacramento Gateway Plan, PCTPA hopes to increase the dialogue between regional and local agencies and the goods movement sector.

No text edits were made to the RTP Chapters regarding the engagement with environmental, economic, airport, transit, and freight representatives. However, Appendix B was updated to identify a listing of organizations that PCTPA reached out to during the RTP outreach process.

Comment 1-5

PCTPA involved federal and state land management agencies in preparation of the RTP and EIR through the EIR Notice of Preparation. These agencies included the Department of Conservation, Fish & Game Region 2, Department of Forestry and Fire Protection, Regional Water Quality Control Board, and the State Water Resources Control Board. PCTPA also coordinated with SACOG in the outreach to federal and state land agencies to identify any potential transportation projects within their boundaries.

Appendix B was updated to identify a listing of agencies that PCTPA reached out to during the RTP & EIR development process.

Comment 1-6

Pages 2-17 and 2-18 of the draft 2040 RTP describes the consultation process with the United Auburn Indian Community Rancheria (UAIC). The consultation is summarized here. PCTPA and SACOG jointly met with UAIC on August 27, 2018. The purpose of the meeting was to discuss PCTPA's RTP and SACOG's MTP/SCS update since the plans overlap and were on the same schedule. Issues raised by the UAIC centered around access to the Thunder Valley Casino and future transportation improvements to provide greater access. Also discussed was the coordination efforts on future transportation projects where cultural resources may be encountered.

No text edits were made.

Comment 1-7

Private Sector Involvement occurs through communications to and participation in local civic clubs. Organizations such as the Chambers of Commerce, Rotaries, and Lions Club serve as an interested and engaged audience to share information with and gain feedback on RTP transportation projects. Many of the members of these organizations are owners of small businesses or work for larger corporations in Placer County. Organizations such as the Newcastle Golden Spikes Lions Club, Loomis Basin Chamber of Commerce, Foresthill Chamber of Commerce, the Building Industry Association, and De Silva Gates Construction are included in the RTP outreach database. PCTPA is also a member of the Auburn, Lincoln, Loomis, Rocklin, Roseville Chambers of Commerce and the Sacramento Metropolitan Area Chamber of Commerce.

Appendix B was updated to identify a listing of organizations that PCTPA reached out to during the RTP outreach process.

Comment 1-8

PCTPA updated Appendix D – 2040 RTP Programmed & Planned Master Project List, to identify the “Regionally Significant” projects that are not exempt from air quality analysis. The determination of “Regionally Significant” is based on SACOG’s 2020 MTP/SCS Appendix I: Air Quality Conformity Analysis. Appendix I is available at the following weblink <https://www.sacog.org/post/draft-final-2020-mtpscs-and-final-eir-now-available>.