



A G E N D A

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

**Wednesday, December 4, 2019
9:00 a.m.**

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

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

NAME OF CASE: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)
- D. Approval of Action Minutes: October 23, 2019** **Action**
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. FY 2019/20 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$1,110,737 Pg. 5
 2. FY 2019/20 State Transit Assistance (STA) Funds – Western Placer Consolidated Transit Services Agency - \$108,829 Pg. 7

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| H. | Consent Calendar: Western Placer Consolidated Transportation Services Agency
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | Action
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| | 1. Authorize filing FY 2020 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$1,110,737 | Pg. 10 |
| | 2. Authorize filing FY 2020 Western Placer CTSA Claim for State Transit Assistance (STA) - \$108,829 | Pg. 11 |
| I. | Adoption of the Final Environmental Impact Report for the Placer County 2040 Regional Transportation Plan
<i>Staff presentation: Aaron Hoyt</i> | Action
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| J. | Adoption of the Final Placer County 2040 Regional Transportation Plan
<i>Staff presentation: Aaron Hoyt</i> | Action
Pg. 55 |
| K. | Placer-Sacramento Gateway Draft Plan Presentation
<i>Staff presentation: David Melko</i> | Action
Pg. 77 |
| L. | Highway 49 Sidewalk Gap Closure Environmental Approval
<i>Staff presentation: Aaron Hoyt</i> | Info
Pg. 78 |
| M. | Regional Surface Transportation Block Grant Program Guidelines for Fiscal Years 2023-2025
1. Adopt revised Regional Surface Transportation Block Grant Program (RSTBGP) Guidelines, as shown in Attachment 1, for fiscal years 2023-2025.
2. Allocate RSTBGP funds according to adopted Guidelines.
<i>Staff presentation: Kathleen Hanley</i> | Action
Pg. 79 |
| N. | Congestion Mitigation and Air Quality Guidelines and Call for Projects for Fiscal Years 2023-2025
<i>Staff presentation: Kathleen Hanley</i>
1. Adopt revised Congestion Mitigation and Air Quality (CMAQ) Guidelines for fiscal years 2023-2025
2. Direct staff to issue a Call for Projects based on adopted CMAQ Guidelines
<i>Staff presentation: Kathleen Hanley</i> | Action
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| O. | Placer County Freeway Service Patrol (FSP) Change Order No. 7
Authorize the Executive Director to issue Change Order No. 7 to Placer County Freeway Service Patrol Contractor Services Agreement 15-FSP-01, as shown in Attachment 1.
<i>Staff presentation: David Melko</i> | Action
Pg. 86 |
| P. | Selection of Chair and Vice Chair for 2020
<i>Staff presentation: Mike Luken</i> | Action
Pg. 88 |
| Q. | Board Direction to Staff | |
| R. | Informational Items | Info |
| | 1. PCTPA TAC Minutes – November 20, 2019 | Pg. 89 |
| | 2. Status Reports | |
| | a. PCTPA – December 4, 2019 | Pg. 91 |
| | b. AIM Consulting – Report for October | Pg. 108 |
| | c. FSB – Report for October | Pg. 111 |
| | d. Key Advocates – Report for October | Pg. 115 |
| | e. Capitol Corridor Performance Report – October 2019 | Pg. 119 |
| | 3. PCTPA Receipts and Expenditures – September & October 2019
WPCTSA Financial Reports – September 30, 2019 | <i>Under separate cover</i> |
| S. | Adjourn to Closed Session – Conference Room A | |
| | 1. Closed session pursuant to Government Code 54957: Public Employee Performance Evaluation – Executive Director | |
| | 2. Closed session pursuant to Government Code 54957.6: Conference with Labor Negotiator | |
| | a. Agency Designated Representative: Agency Chair
Unrepresented Employee: Executive Director | |
| T. | Open Session | Action |
| | 1. Executive Director Employment Agreement Amendment: Potential action to approve an amendment to the Executive Director’s compensation and benefits. | Pg. 123 |

Next Regularly Scheduled PCTPA Board Meeting
January 22, 2020
9:00 AM

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

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Following is a list of our 2020 Placer County Transportation Planning Agency (PCTPA) meetings.

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

PCTPA Board Meetings – 2020	
Wednesday, January 22	Wednesday, July 22
Wednesday February 26	Wednesday, August 26
Wednesday, March 25	Wednesday, September 23
Wednesday, April 22	Wednesday, October 28
Wednesday, May 27	Wednesday, December 2
Wednesday, June 24	



MINUTES

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

**October 23, 2019
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, CA 95603**

ROLL CALL

John Allard
Ken Broadway
Jan Clark-Crets
Jim Holmes, Chair
Paul Joiner
Cheryl Maki
Kirk Uhler
Jaime Wright

STAFF

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

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

There was no closed session held on this item.

APPROVAL OF ACTION MINUTES – SEPTEMBER 25, 2019

Upon motion by Maki and second by Joiner, the action minutes of September 25, 2019 were unanimously approved.

AGENDA REVIEW

Mike Luken asked, and the Board concurred, that Item J., FY 2019/20 Budget Amendment #1 - Western Placer Consolidated Transportation Services Agency be moved to after Item L., FY 2019/20 Overall Work Program and Budget - Budget Amendment #1.

PUBLIC COMMENT

No public comment.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

1. City of Lincoln Funding Agreement for Projects Using Low Carbon Transit Operations Program (LCTOP) Funds - \$72,642

2. Authorization for Investment of PCTPA Funds with the Local Agency Investment Fund

PUBLIC WORKSHOP: 2019 UNMET TRANSIT NEEDS PROCESS AND SCHEDULE

Kathleen Hanley provided an overview and gave a presentation on the 2019 Annual Unmet Transit Needs process as required by the Transportation Development Act. Hanley reported that the final Unmet Transit Needs report will be approved by the Board in February 2020.

Chair Holmes opened the Public Workshop and testimony was received by:

Lee Bastien, Sheridan MAC
Tink Miller, Placer Independent Resources Service Agency
Patrician West, Resident – Sheridan
Sheila Hayes, Resident – Sheridan
Walter Lawyer, Resident – City of Lincoln

Chair Holmes closed the Public Workshop at 9:26 a.m.

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)

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

2. Authorization for Investment of WPCTSA Funds with the Local Agency Investment Fund

HEALTH EXPRESS SERVICE LETTER OF TASK AGREEMENT AND MASTER AGREEMENT

Kathleen Hanley gave an overview of WPCTSA’s non-emergency medial transportaton service, Health Express, and proposed contract with MV Transportation.

Hanley introduced Debbie Tyler, Manager, and Stephanie Vierstra, Executive Director, from Seniors First who provided information on the operations of the Health Express and My Rides programs.

Public Comment was received from Patricia West, Sheridan resident, Tink Miller, Placer Independent Resource Service, and Walter Lawyer, City of Lincoln resident,

It was moved, seconded (Joiner/Broadway) and passed by unanimous vote to authorize the Executive Director to negotiate and sign Letter of Task Agreement #20-01 and Master Agreement with MV Transportation, Inc. to provide Health Express Service.

FY 2019/20 OVERALL WORK PROGRAM (OWP) AND BUDGET – AMENDMENT #1

Luke McNeel-Caird summarized the notable changes to the Overall Work Program and Budget, which were provided to the Board, adding that staff is bring the Board a balanced budget of \$6,629,217.

It was moved, seconded (Maki/Holmes) and passed by unanimous vote that the Board authorize the Executive Director to adopt Resolution No. 19-27, approving the FY 2019/20 Overall Work Program and Budget (OWP) – Amendment #1; and submit the OWP to Caltrans.

FY 2019/20 BUDGET AMENDMENT #1 – WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

It was moved, seconded (Maki/Holmes) and passed by unanimous vote to adopt the FY 2019/20 Budget Amendment #1 for the Western Placer Consolidated Transportation Services Agency as provided to the Board

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) ADOPTION

Luke McNeel-Caird provided an overview of the RTIP. Staff memo reflects recommending that the maximum amount of funds allowable be programmed in PPM as an offset of administrative funding from the Transportation Development Act (TDA)’s Local Transportation Fund (LTF). Staff recommended the \$723,000 be spread over the five year RTIP period, with \$145,000 in FY 2020/21, \$144,000 in FY 2021/22 through FY 2023/24, and \$146,000 in FY 2024/25, a decrease from the \$165,000 programmed in the current fiscal year.

It was moved, seconded (Joiner/Broadway) and passed by unanimous vote to adopt Resolution 19-28, adopting the 2020 Regional Transportation Improvement Program (RTIP) for Placer County.

PLACER-SACRAMENTO GATEWAY PLAN PROJECT OVERVIEW

David Melko provided an overview of the Placer-Sacramento Gate Plan “Gateway Plan” and introduced Ron Milam, Fehr and Peers, who went over the Candidate Project, including the State’s Solutions for Congested Corridors Program (SCCP) requirements, data collection and analysis, public engagement, and stakeholder and community feedback. Melko went over the next steps in the process which includes an SCCP grant application. Luke McNeel-Caird added that highway capacity increasing improvements are not allowed through an SCCP grant.

TRANSPORTATION FUNDING OUTREACH STRATEGY UPDATE

Mike Luken updated the Board on the Subcounty District Legislation, AB 1413, which was signed by the Governor, the sales tax analysis which will be updated to include the legislation that allows either all of the incorporated area or none of the incorporated area, the transportation funding outreach activities, and the polling research that will be taking place in October 2019 and January 2020.

Luken introduced Mark Watts, Smith, Watts, and Hartman acknowledged the tenacity of the Board in helping get AB 1413 passed.

EXECUTIVE DIRECTOR’S REPORT

Mike Luken provided an Executive Director’s written report which included the most recent information on the SAFE Rule, Transportation Development Act (TDA) Statewide Task Force, and Baseline Road.

The next scheduled PCTPA Board meeting is December 4, 2019.

ADOURN

Chair Holmes adjourned the meeting at approximately 10:43. a.m.

Mike Luken, Executive Director

Jim Holmes, Chair

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

TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the December 4, 2019 agenda for your review and action.

1. FY 2019/20 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$1,110,737
Western Placer CTSA is submitting a claim for \$1,110,737 in LTF funds for FY 2019/20 for transit purposes. The Western Placer CTSA claim is in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends conditional approval, subject to the Western Placer CTSA authorization to submit said LTF claim.
2. FY 2019/20 State Transit Assistance (STA) Funds – Western Placer Consolidated Transit Services Agency - \$108,829
Western Placer CTSA is submitting a claim for \$108,829 in STA funds for FY 2019/20 for transit purposes. The Western Placer CTSA claim complies with the approved STA apportionment and with all applicable STA requirements. Staff recommends conditional approval, subject to the Western Placer CTSA authorization to submit said STA claim.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
ARTICLE 4.5 LOCAL TRANSPORTATION
FUNDS TO THE WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY**

RESOLUTION NO. 19-33

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 4, 2019 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

WHEREAS, the Placer County Transportation Planning Agency has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin, in accordance with the Transportation Development Act, as amended; and

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

WHEREAS, the Agency has made all of the following findings:

- (1) That the proposed community transit service is responding to a transportation need currently not being met in the community of the claimant.
- (2) That the service shall be integrated with existing transit services, if appropriate.

- (3) That the claimant has prepared an estimate of revenues, operating costs, and patronage.
- (4) That the claimant is in compliance with Section 99268.3, 99268.4, 99268.5, or 99268.9, whichever is applicable to it, or with regional, countywide, or county sub-area performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the Agency for any or all types of community transit services.
- (5) That the claimant is in compliance with Sections 99155 and 99155.5.

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

To Western Placer CTSA for projects conforming to Article 4.5 of the Act: \$1,110,737

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

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
STATE TRANSIT ASSISTANCE FUNDS
TO THE WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY**

RESOLUTION NO. 19-34

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 4, 2019 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

WHEREAS, the Placer County Transportation Planning Agency has been designated by the Secretary of the State of California, Business and Transportation Agency, as the transportation planning agency for Placer County excluding that portion of the County in the Lake Tahoe Basin, pursuant to the provisions of the Transportation Development Act of 1971, Chapter 1400, Statutes of 1971; and Chapters 161 and 1002, Statutes of 1990; and Chapters 321 and 322, Statutes of 1982; and

WHEREAS, it is the responsibility of the Placer County Transportation Planning Agency, under the provisions of the Act, to review transportation claims and to make allocations of money from the State Transit Assistance Fund based on the claims; and

WHEREAS, the Auditor of each county is required to pay monies in the fund to the claimants pursuant to allocation instructions received from the Placer County Transportation Planning Agency; and

WHEREAS, the Placer County Transportation Planning Agency has reviewed the claim for funds established to be available in the State Transit Assistance fund of Placer County and has made the following findings and allocations:

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
 - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
 - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
 - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
 - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

NOW, THEREFORE, BE IT RESOLVED that the Agency hereby approves the request for State Transit Assistance Funds for FY 2019/2020 in the amount of \$108,829 for community transit services (section 6731.1).

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor is to pay the claimants in accordance with the above allocations.



Western Placer

Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: December 4, 2019

Below are the Consent Calendar items for the December 4, 2019 agenda for your review and action.

1. Authorize filing FY 2020 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$1,110,737
Authorize Western Placer CTSA staff to submit to PCTPA a claim for \$1,110,737 in FY 2019/2020 LTF funds for transit purposes.
2. Authorize filing FY 2020 Western Placer CTSA Claim for State Transit Assistance (STA) - \$108,829
Authorize Western Placer CTSA staff to submit to PCTPA a claim for \$108,829 in FY 2019/2020 STA funds for transit purposes.

ML:ss

CLAIM FOR LOCAL TRANSPORTATION FUNDS
PUBLIC TRANSPORTATION SYSTEM PURPOSES

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

FROM: CLAIMANT: Western Placer Consolidated Transportation Services Agency
ADDRESS: 299 Nevada Street
Auburn, CA 95603
CONTACT PERSON: Michael Luken, Executive Director
Phone: 530-823-4030 Email: mluken@pctpa.net

The Western Placer Consolidated Transportation Service hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2019/20 for public transportation system purposes (P.U.C. 99262) in the amount of \$ 1,110,737 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget. Claimant must submit a complete Fiscal and Compliance Audit for the prior fiscal year prior to issuance of instructions to the County Auditor to pay the claimant.

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: _____
(signature)

TITLE: PCTPA Chair

TITLE: Executive Director

DATE: Dec 4, 2019

DATE: Dec 4, 2019

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM: CLAIMANT: Western Placer Consolidated Transportation Services Agency
ADDRESS: 299 Nevada Street
Auburn, CA 95603
CONTACT PERSON: Michael Luken, Executive Director
Phone: 530-823-4030 Email: mluken@pctpa.net

The Western Placer Consolidated Transportation Services Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 108,829 for Fiscal Year 2019/20, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ _____
Transit Capital (6730a):	\$ _____
Contracted Transit Services (6731b):	\$ _____
Community Transit Services Provided by WPCTSA (6731.1):	\$ <u>108,829</u>

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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: _____
(signature)

TITLE: PCTPA Chair

TITLE: Executive Director

DATE: December 4, 2019

DATE: December 4, 2019

TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: Aaron Hoyt, Senior Planner

**SUBJECT: ADOPTION OF THE FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE PLACER COUNTY 2040 REGIONAL TRANSPORTATION
PLAN**

ACTION REQUESTED

Approve Resolution No. 19-32 adopting the Final Environmental Impact Report, adopting a Statement of Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the Placer County 2040 Regional Transportation Plan (RTP).

BACKGROUND

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

The projects contained in the Placer County 2040 RTP are integrated into the larger six-county regional planning efforts led by the Sacramento Area Council of Governments' (SACOG) through our Memorandum of Understanding (MOU). SACOG's Metropolitan Transportation Plan (MTP) meets the federal planning requirement and the state's requirement to develop a Sustainable Communities Strategy (SCS) pursuant to Senate Bill 375.

California Environmental Quality Act (CEQA) requires the preparation of an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. The Draft EIR evaluates the Draft 2040 RTP on a programmatic level with respect to policies, programs, and projects potential impact on the environment. The Draft EIR also serves as a programmatic-level environmental document to evaluate subsequent planning and permitting actions associated with the 2040 RTP. Many subsequent actions will require subsequent and/or supplemental analysis as the details of the action become clear from the development of detailed project planning, design, and engineering.

PCTPA, as the 2040 RTP preparer, is also the CEQA lead agency responsible for preparing the EIR. PCTPA contracted with the De Novo Planning Group to prepare the EIR for the Placer County 2040 RTP.

PCTPA Board of Directors
Adoption of the Final EIR for the 2040 RTP
December 4, 2019
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DISCUSSION

The Draft 2040 RTP EIR was released on August 28, 2019 initiating a 45-day public review period that concluded on October 14, 2019. One comment letter was received from the California Department of Fish and Wildlife (CDFW) on the EIR. After evaluation of the comment letter and a discussion with CDFW, PCTPA prepared a response to comments letter that is incorporated into the Final EIR. The comments did not alter the conclusion of the Draft EIR.

The Final 2040 RTP EIR identifies potentially significant and significant and unavoidable environmental impacts. Mitigation measures are recommended for potentially significant impacts to reduce or eliminate the impact to a less than significant level. However, significant and unavoidable impacts remain on agricultural resources and greenhouse gas emissions and climate change, under both existing and cumulative settings. PCTPA has reviewed the significant and unavoidable impacts and weighed those findings and against the economic, legal, social, technological, and other benefits provided by the project (RTP).

The following actions define the steps necessary to approve the Final 2040 RTP EIR.

- Findings Regarding Significant Impacts and Project Alternatives (CEQA Guidelines Section 15091) – These findings are presented in Attachment A-1 to the resolution and explain how PCTPA addressed each identified significant impact, including the mitigation measures adopted or an explanation of why such measures are infeasible. These findings also explain how PCTPA addressed the use of project alternatives to reduce or avoid the significant impacts of the Placer County 2040 RTP.
- Statement of Overriding Considerations (CEQA Guidelines Section 15093) – These findings are presented in Attachment A-1 to the resolution and document PCTPA's decision to adopt the Placer County 2040 RTP despite the fact that unavoidable significant impacts will result based on the overriding benefits of the RTP.
- Mitigation Monitoring Program – When a lead agency makes findings on significant effects identified in an EIR, that agency must also adopt a program for reporting or monitoring mitigation measures that were adopted or made conditions of project approval (CEQA Guidelines Section 15091(d), 15097). The Mitigation Monitoring program is included in Attachment A-2.

Staff, with the concurrence of the TAC, recommends that the Board approve Resolution No. 19-32 certifying the Final 2040 RTP EIR, adopting a Statement of Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the Placer County 2040 RTP.

The full Final RTP and EIR is available on the project website <http://pctpa.net/rtp2040/>.

AH:LM:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT, ADOPTING A FINDINGS OF FACT, A STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE 2040 PLACER COUNTY REGIONAL TRANSPORTATION PLAN

RESOLUTION NO. 19-32

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 4, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair
Placer County Transportation Planning Agency

Executive Director

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

WHEREAS, California Government Code Section 29532.1(c) identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin;

WHEREAS, PCTPA is the lead agency for the preparation of an Environmental Impact Report for the 2040 Placer County Regional Transportation Plan (RTP);

WHEREAS, PCTPA issued and distributed an Initial Study and Notice of Preparation for the 2040 Placer County Environmental Impact Report (SCH #20190600004), including to the State Office of Planning and Research, on June 6, 2019, which was circulated for a 30-day review period;

WHEREAS, PCTPA publicly noticed and held a public scoping meeting on June 26th, to solicit

comments from the public and potential responsible and trustee agencies;

WHEREAS, the Draft Environmental Impact Report was completed and filed with the State Office of Planning and Research on August 28, 2019;

WHEREAS, PCTPA commenced a 45-day public review period to solicit comments on the Draft Environmental Impact Report on October 14, 2019;

WHEREAS, the State Office of Planning and Research provided a letter indicating that PCTPA has complied with the State Clearinghouse review requirements;

WHEREAS, PCTPA received one comment letter from the California Department of Fish and Wildlife during the 45-day public review period;

WHEREAS, PCTPA evaluated all comments on environmental issues received during the comment period on the Draft EIR and prepared written responses to these comments, which are included in the Final EIR, which was released to the public and filed with the State Office of Planning and Research, and for which a Notice of Availability was circulated on November 22, 2019;

WHEREAS, the Final Environmental Impact Report identified certain significant and potentially significant adverse effects on the environment caused by the Project (the RTP);

WHEREAS, PCTPA desires, in accordance with CEQA, to declare that, despite the occurrence of significant environmental effects that cannot be substantially lessened or avoided through the adoption of feasible mitigation measures or feasible alternatives, there exist certain overriding economic, social, and other considerations for approving the Project that the PCTPA believes justify the occurrence of those impacts;

WHEREAS, PCTPA specifically finds that where one reason for approving the Project and rejecting alternatives is given in its findings or in the record, where more than one reason for rejecting or modifying mitigation measures is given in the record, and where more than one reason is given for adopting the Statement of Overriding Considerations, the PCTPA would have made its decision on the basis of any one of those reasons.

NOW, THEREFORE, BE IT RESOLVED, by the PCTPA Board of Directors that:

Section 1. Pursuant to Section 15090 of the CEQA Guidelines, the PCTPA hereby certifies that: a) the Final 2040 RTP EIR has been completed in compliance with CEQA; b) the Final RTP EIR was presented to the PCTPA, and the PCTPA reviewed and considered the information contained in the Final RTP EIR prior to taking action on the Final RTP EIR; and c) the Final RTP EIR reflects the independent judgment and analysis of PCTPA.

Section 2. As set forth in Section 15043 of the CEQA Guidelines a public agency may approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that:

- There is no feasible way to lessen or avoid the significant effect; and
- Specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project. The

PCTPA hereby makes that decision as set forth more fully in Attachment A-1, attached hereto.

Section 3. Attachment A-1 of this Resolution provides the findings required under Section 15043 and 15093 of the CEQA Guidelines relating to accepting adverse impacts of the project due to overriding considerations. PCTPA has reviewed the findings and determines that the economic, legal, social, technological, and other benefits of the project have been balanced against the unavoidable environmental risks that may result, and finds that the specific economic, legal, social, technological, and other benefits outweigh the unavoidable adverse environmental effects. PCTPA, therefore, after reviewing the record and hearing the comments provided, finds the adverse environmental effects of the project to be outweighed by the benefits provided to the County by the project. PCTPA hereby makes the findings as set forth in Attachment A-1 and adopts the Statement of Overriding Considerations attached hereto as Attachment A-1 (Statement of Overriding Considerations).

Section 4. Exhibit A-1 of this Resolution provides Findings of Fact required under Section 15043 and 15091 of the CEQA Guidelines for significant effects of the project, feasibility of mitigation measures, and feasibility of alternatives. PCTPA, after reviewing the record and hearing the comments provided, hereby finds and adopts the various findings of fact attached hereto as Attachment A-1.

Section 5. After considering the EIR and in conjunction with making these findings, the PCTPA hereby finds that, pursuant to Section 15092 of the CEQA Guidelines, approval of the adopted 2040 Placer County RTP will result in significant effects on the environment; however, PCTPA has eliminated or substantially lessened these significant effects where feasible, and as set forth in Attachment A-1 has determined that remaining significant effects are found to be unavoidable under Section 15091 and acceptable under Section 15093.

Section 6. PCTPA has considered the 2040 Placer County RTP alternatives and concludes, based on substantial evidence in the record that only the adopted RTP alternative (fiscally constrained) can be feasibly implemented in light of economic, legal, social, technological, and other reasons, as discussed herein, and therefore adopts the Fiscally Constrained alternative as the Project.

Section 7. These findings made by PCTPA are made after independent consideration and are supported by the documents provided and comments received which taken together demonstrate substantial evidence in the record.

BE IT FURTHER RESOLVED, by the PCTPA Board of Directors that:

Section 8. PCTPA hereby adopts the Mitigation Monitoring Plan (Final EIR, Attachment A-2) attached hereto to ensure implementation of feasible mitigation measures identified in the EIR. PCTPA finds that these mitigation measures are fully enforceable as policies and/or Implementation measures of the Project, and shall be binding upon the affected local jurisdictions.

Section 9. PCTPA hereby directs staff to immediately commence to: a) file of a Notice of Determination documenting these decisions; and b) retain a copy of the certified Final EIR as a public record.

**FINDINGS FOR THE
2040 PLACER COUNTY
REGIONAL TRANSPORTATION PLAN UPDATE**
REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(Public Resources Code, Section 21000 et seq)

I. INTRODUCTION

The California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) requires Placer County Transportation Planning Agency (PCTPA), as the CEQA lead agency, to: 1) make written findings when it approves a project for which an environmental impact report (EIR) was certified, and 2) identify overriding considerations for significant and unavoidable impacts identified in the EIR.

This document explains PCTPA’s findings regarding the significant and potentially significant impacts identified in the environmental impact report (EIR) prepared for the 2040 Placer County Regional Transportation Plan (RTP or Project). The statement of overriding considerations in section VII identifies economic, social, technical, and other benefits of the Project that override any significant environmental impacts that would result from the Project.

As required under CEQA, the Final EIR describes the Project, adverse environmental impacts of the project, and Mitigation Measures and alternatives that would substantially reduce or avoid those impacts. The information and conclusions contained in the EIR reflect PCTPA’s independent judgment.

The Final EIR (which includes the Draft EIR, comments, responses to comments, and revisions to the Draft EIR) for the Project, examined the Proposed Project and several alternatives to the Project including the: (1) No Project Alternative; (2) Road Emphasis Alternative; (3) Transit Enhancement Alternative; and (4) Financially Unconstrained Alternative.

The Findings and Statement of Overriding Considerations are presented for adoption by PCTPA Board, as PCTPA’s findings under CEQA and the CEQA Guidelines (Cal. Code Regs., title 14, § 15000 et seq.) relating to the Project. The Findings provide the written analysis and conclusions of this Board regarding the Project’s environmental impacts, Mitigation Measures, alternatives to the Project, and the overriding considerations, which in this Board’s view, justify approval of the Project, despite its environmental effects.

II. GENERAL FINDINGS AND OVERVIEW

Background

PCTPA is required to adopt and submit an updated RTP (Regional Transportation Plan) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every five years. The RTP is a long-range, 20-year minimum, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, aviation, rail and goods movement. The purpose of the RTP is to serve as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program (FTIP) for all transportation projects that require federal approval. The 2040 RTP Program EIR covers a programmed and planned (Tier 1-financially constrained) list of projects and as well as a list of projects identified for development activities only (Tier 2-financially unconstrained). The programmed and planned list of projects represents the financially constrained investments that are either budgeted (funded) in the FTIP or are anticipated to be funded over the horizon of the RTP. The project development only list of projects consists of projects that are not fully funded through construction and are identified for preconstruction efforts through the environmental phase of the project.

The 2040 Placer County Regional Transportation Plan (RTP) introduces a planning framework that is updated from the 2036 RTP, to reflect current priorities and practices at the regional, State, and federal levels. This framework provides guidance to policy makers as they make decisions impacting the region's transportation system. Over the 20-year time horizon of this long-range plan, the goals, policies, and objectives will produce a more coordinated and comprehensive transportation system that effectively and efficiently utilizes the region's resources to the benefit of the citizens of Placer County. The goals, policies, and objectives reflect the desired outcomes of the 2040 RTP.

Project Overview

The proposed project is the adoption and implementation of PCTPA 2040 Regional Transportation Plan (RTP). The RTP has been prepared to fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission Regional Transportation Plan Guidelines. More specifically, the RTP is a twenty-year, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, aviation, rail, and goods movement. PCTPA is required to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every five years.

The secondary purpose of the RTP is to serve as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program (FTIP) for all transportation projects that contain federal transportation dollars or require federal approval.

The RTP contains three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. California law (Government Code Section 65080 (b)) states that each RTP shall include a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies and quantifies regional needs expressed within both short- and long-range planning horizons; and,
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action Element** identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. It includes regionally significant multimodal projects that currently have funding in place or that are projected to have funding in the future (Fiscally Constrained), while it also identifies other improvement projects that are needed but do not have funding (Fiscally Unconstrained).

The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the fiscally constrained transportation investments described in the Action Element. It also identifies potential funding shortfalls and sources for the unconstrained project list.

POLICY ELEMENT

The 2040 RTP builds upon the 2036 RTP goals, policies, objectives, and performance measures in order to provide a simplified and more clearly articulated vision of the future that emphasizes the fundamental values reflected in past RTPs.

The purpose of the RTP is to guide the long-range planning and development of transportation projects in Placer County.

The process of updating the RTP provides an opportunity to participate in both planning and priority setting. The process allows the community to focus their attention on transportation in the context of the Placer County as well as the entire Sacramento region, building both local and regional coalitions. The longer time frame of twenty years gives the community a chance to step back from day-to-day concerns and deliberate on how to achieve the desired transportation system.

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

- Support well-planned growth and land use patterns;
- Improve environmental quality through better stewardship of the transportation system;
- Fit within a financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain;
- Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets;

- Improve access and mobility opportunities for all people to jobs, services and housing; and Provide real, viable travel choices for all people within a diverse county.

ACTION ELEMENT

The Action Element identifies programs and actions to implement the 2040 RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element consists of short-term and long-term activities that address regional transportation issues and needs.

The Action Element represents the heart of the RTP. It describes, by mode of transportation, the current conditions, recent planning activities, and priorities. Federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to ten years and the long-term horizon as projects or activities 20 years and beyond.

The Action Element must be consistent with the financial constraints identified in the Financial Element, and must conform to the State Implementation Plan. Regionally significant projects are listed below by transportation mode, and are grouped into Tier 1 and Tier 2 categories.

FINANCIAL ELEMENT

The Financial Element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in Tier 1 of the Action Element. The purpose of the Financial Element is to:

- Inventory existing and potential funding sources from federal, state and local perspectives.
- Summarize costs to operate and maintain the current transportation system.
- Summarize street and road candidate projects with both available funding (Tier 1) and potential funding shortfalls (Tier 2) and the cost to build the projects.
- Summarize deferred maintenance for the region and the resulting shortfall.

Tier 1 investments contain the highest priority and most urgent investment needs, and are separated into short term and long-term categories. Enough funding is anticipated to be available over the life of the RTP to develop and construct or implement these improvements. Tier 1 improvements constitute the “financially constrained” element of the RTP.

Also included in the RTP is a vision element, titled “Tier 2,” which includes additional projects and improvements that are needed and important to the regional system but which are not able to be funded at this time. Tier 2 improvements constitute the “financially unconstrained” element of the RTP.

The tables below describe the projects summary for the Financially Constrained and Financially Unconstrained cases.

PROCEDURAL BACKGROUND

NOP Public Circulation and Initial Study: PCTPA circulated a Notice of Preparation (NOP) of an EIR for the proposed project on June 6, 2019 to trustee and responsible agencies, the State Clearinghouse (SCH# 2019060004), and the public. PCTPA received two comment letters on the NOP. A copy of each letter is provided in Appendix A of this Draft EIR and the comments are summarized below.

Central Valley Regional Water Quality Control Board (CVRWQCB). The CVRWQCB noted that a Construction Storm Water General Permit would be required, if the project were to disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres. The letter noted that this would require a General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. The comment letter also noted that Phase 1 and II Municipal Separate Storm Sewer System Permits may also be required. The CVRWQCB also noted that other permits may be required for the proposed project, including an Industrial Storm Water General Permit, a Clean Water Act Section 404 Permit, a Clean Water Section 401 Permit, and/or a Low or Limited Threat General NPDES Permit. The letter also lists Waste Discharge Requirements that may be necessary and includes language describing requirements under the Irrigated Lands Regulatory Program.

Native American Heritage Commission. The Native American Heritage Commission (NAHC) provided guidance for and lists many of the requirements of AB 52 consultation. The comment requests AB 52 consultation, as necessary, to avoid any damaging effects to any tribal cultural resource, as feasible. The letter describes that AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. The comment also includes a discussion of SB 18 and how and when it applies, as well as some of its provisions. The comment advises that legal counsel should be sought to ensure compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Notice of Availability and Draft EIR: PCTPA published a public Notice of Availability (NOA) for the Draft EIR on August 28, 2019, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2019060004) and the County Clerk, and was published in the adjudicated newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review from August 28, 2019 through October 14, 2019. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis

of potentially significant and significant and unavoidable impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

Final EIR: PCTPA received one (1) comment letters during the Draft EIR public review period. The California Department of Fish and Wildlife submitted a letter requesting further review of the impacts to wildlife movement. No additional oral or written comments were received. In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received.

Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. Each response is provided in the Final EIR.

RECORD OF PROCEEDINGS AND CUSTODIAN OF RECORD

For purposes of CEQA and the findings set forth herein, the record of proceedings for PCTPA’s findings and determinations consists of the following documents and testimony, at a minimum:

- The NOP, comments received on the NOP, and all other public notices issued by PCTPA in relation to the Project (e.g., Notice of Availability).
- The Draft EIR and Final EIR, including comment letters, and technical materials cited in the documents.
- All non-draft and/or non-confidential reports and memoranda prepared by PCTPA and consultants in relation to the EIR.
- Minutes and transcripts of the discussions regarding the Project and/or Project components at public hearings held by PCTPA.
- Staff reports associated with PCTPA Board meetings on the Project.
- Those categories of materials identified in Public Resources Code Section 21167.6.

These documents are not specifically included in the Final EIR, but they are available by the custodian of the administrative record. PCTPA is the custodian of the administrative record. The documents and materials that constitute the administrative record are available for review at the Placer County Transportation Planning Agency, 299 Nevada St., Auburn CA 95603.

FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible Mitigation Measures available which would substantially lessen the significant environmental effects of such projects[.]” Further, the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible Mitigation Measures which will avoid or substantially lessen such significant effects.” (*Id.*) Section 21002 also provides that “in the event specific economic, social, or other conditions make infeasible such project alternatives or such Mitigation Measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate and principles established by the Legislature in Public Resources Code section 21002 are implemented, in part, through the requirement in Public Resources Code section 21081 that agencies must adopt findings before approving projects for which an EIR is required.

CEQA Guidelines section 15091 provides the following direction regarding findings:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the Mitigation Measures or project alternatives identified in the final EIR.

(See also Pub. Resources Code, § 21081, subd. (a)(1)-(3).)

As defined by CEQA, “feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. (Pub. Resources Code, § 21061.1; see also CEQA Guidelines, § 15126.6(f)(1) [determining the feasibility of alternatives].) The concept of “feasibility” also encompasses the question of whether a particular alternative or Mitigation Measure promotes the underlying goals and objectives of a project. (See *Association of Irrigated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1400 [court upholds findings rejecting a “reduced herd” alternative to a proposed dairy as infeasible because the alternative failed to meet the “fundamental objective” of the project to produce milk]; *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1508 [agency decision-makers, in rejecting alternatives as infeasible, appropriately relied on project objective articulated by project applicant].) Moreover, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001-1002.

With respect to a project for which significant impacts cannot be feasibly avoided or substantially lessened, a public agency may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the project’s benefits

outweigh its significant unavoidable adverse environmental effects. (Pub. Resources Code, §§ 21001, 21002.1(c), 21081(b).)

CEQA Guidelines section 15093 provides the following direction regarding a statement of overriding considerations:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

(b) When the lead agency approves a project, which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

MITIGATION MONITORING PROGRAM

A Mitigation Monitoring Program has been prepared for the Project and has been adopted concurrently with these Findings. (See Pub. Resources Code, § 21081.6, subd. (a)(1).) PCTPA will use the Mitigation Monitoring Program to track compliance with Project Mitigation Measures.

CONSIDERATION OF THE ENVIRONMENTAL IMPACT REPORT

In adopting these Findings, this Board finds that the Final EIR was presented to this Board, the decision-making body of the lead agency, which reviewed and considered the information in the Final EIR prior to approving the Project. By these findings, this Board ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Final EIR. The PCPTA Board finds that the Final EIR was completed in compliance with CEQA. The Final EIR represents the independent judgment of PCTPA.

SEVERABILITY

If any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void, or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the Project, shall continue in full force and effect unless amended or modified by PCTPA.

III. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

A. AGRICULTURAL RESOURCES

1. **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.**
 - (a) **Potential Impact.** The potential for the Project to cause a conversion of farmlands or conflict with existing zoning for agricultural use or a Williamson Act Contract is discussed on pages 3.2-8 through 3.2-9 of the Draft EIR.
 - (b) **Mitigation Measures.** The following Mitigation Measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.2-1 would reduce farmland impacts to the greatest extent feasible. There is no additional feasible mitigation available that would reduce this impact to a less than significant level.
 - (c) **Findings.** Based upon the EIR and the entire record before this Board, this Board finds that:
 - (1) **Effects of Mitigation and Remaining Impacts.** Due to the importance of the region's agricultural resources, any impacts on Farmland Mapping & Monitoring Program (FMMP) designated farmland are considered significant and unavoidable. Implementation of Mitigation Measure 3.2-1 would reduce impacts to existing farmlands to the greatest extent feasible, including compensation for unavoidable conversion at a 1:1 ratio, if necessary. However, even after implementation of Mitigation Measures included in the RTP and EIR, the proposed project will still contribute to a net loss of agricultural land in Placer County. Therefore, this is considered a significant and unavoidable impact. There is no additional feasible mitigation available that would reduce this impact to a less than significant level.
 - (2) **Overriding Considerations.** The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts to farmland impacts in the region, as more fully stated in the Statement of Overriding Considerations in Section VII.

B. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

1. **IMPACT 3.5-1: GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT**
 - (a) **Potential Impact.** The potential for the Project to generate greenhouse gas emissions that may have a significant impact on the environments is discussed on pages 3.5-20 through 3.2-24 of the Draft EIR.

- (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measures 3.5-1, 3.5-2, 3.5-3, 3.5-4, and 3.5-5.
- (c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that:
 - (1) Effects of Mitigation and Remaining Impacts. While Mitigation Measure 3.5-1, 3.5-2, 3.5-3, 3.5-4, and 3.5-5 would reduce per capita VMT levels throughout Placer County, thereby reducing overall greenhouse gas emissions beyond what would be expected without mitigation, the proposed project would still contribute to an overall significant increase in GHG emissions generated by the County. There is no additional feasible mitigation available that would reduce this impact to a less than significant level.
 - (2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with an increase in greenhouse gas emissions, as more fully stated in the Statement of Overriding Considerations in Section VII.

C. CUMULATIVE

1. IMPACT 4.2: CUMULATIVE IMPACT ON AGRICULTURAL AND FOREST LAND AND USES

- (a) Potential Impact. The potential for the Project to result in a cumulative impact on agricultural land and uses is discussed on pages 4.0-3 of the Draft EIR.
- (b) Mitigation Measures. Mitigation Measure 3.2-1 (as previously described in Impact 3.2.1).
- (c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that:
 - (1) Effects of Mitigation and Remaining Impacts. Due to the importance of the region's agricultural resources, any impacts on FMMP designated farmland are considered significant and unavoidable. Implementation of Mitigation Measure 3.2-1 would reduce impacts to existing farmlands to the greatest extent feasible, including compensation for unavoidable conversion at a 1:1 ratio, if necessary. However, even after implementation of Mitigation Measures included in the RTP and EIR, the proposed project will still contribute to a net loss of agricultural land in Placer County. There is no additional feasible mitigation available that would reduce this impact to a less than significant level. Therefore, this is a cumulatively considerable and significant and unavoidable impact.
 - (2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project

associated with a conversion of agricultural land to non-agricultural uses, as more fully stated in the Statement of Overriding Considerations in Section VII.

2. **IMPACT 4.5: INCREASED TRANSPORTATION GREENHOUSE GAS EMISSIONS MAY CONTRIBUTE TO CLIMATE CHANGE**

- (a) **Potential Impact.** The potential for the Project to generate greenhouse gas emissions that may have a cumulative impact on the environment is discussed on pages 4.0-4 through 4.0-5 of the Draft EIR.
- (b) **Mitigation Measures.** Mitigation Measures 3.5-1, 3.5-2, 3.5-3, 3.5-4, and 3.5-5 (as previously described in Section 3.5).
- (c) **Findings.** Based upon the EIR and the entire record before this Board, this Board finds that:
 - (1) **Effects of Mitigation and Remaining Impacts.** While Mitigation Measure 3.5-1, 3.5-2, 3.5-3, 3.5-4, and 3.5-5 would reduce per capita VMT levels throughout Placer County, thereby reducing overall greenhouse gas emissions beyond what would be expected without mitigation, the proposed project would still contribute to an overall significant increase in GHG emissions generated by the County. There is no additional feasible mitigation available that would reduce this impact to a less than significant level. Therefore, this is a cumulatively considerable and significant and unavoidable impact.
 - (2) **Overriding Considerations.** The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with an increase in cumulative greenhouse gas emissions, as more fully stated in the Statement of Overriding Considerations in Section VII.

IV. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT IMPACTS WHICH ARE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

A. AESTHETICS

IMPACT 3.1-2: SUBSTANTIAL ADVERSE EFFECTS ON SCENIC RESOURCES OR SUBSTANTIAL DEGRADATION OF VISUAL CHARACTER

- (a) **Potential Impact.** The potential for the Project to adversely affect scenic vistas and resources or substantially degrade the visual character is discussed on pages 3.1-8 and 3.1-9 of the Draft EIR.
- (b) **Mitigation Measures.** The following Mitigation Measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.1-1 and 3.1-2.

(c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that the potential for adverse effects on scenic resources or substantial degradation of visual character will be mitigated to a less than significant level as Mitigation Measure 3.1-1 and 3.1-2 would require projects to include design measures to avoid or reduce removal of scenic features and scenic views. Any remaining impacts related to this environmental topic after implementation of Mitigation Measure 3.1-1 and 3.1-2 would not be significant.

1. IMPACT 3.1-3: CREATION OF NEW SOURCES OF LIGHT AND GLARE

(a) Potential Impact. The potential for the Project to create new sources of light and glare near sensitive receptors is discussed at pages 3.1-9 and 3.1-10 of the Draft EIR.

(b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.1-3.

(c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that the impacts to light and glare will be mitigated to a less than significant level as Mitigation Measure 3.1-3 would require lighting that is directed downward and away from adjacent sensitive land uses, installation of shields to avoid light spillage, and, where necessary, installation of dense landscaping to block light from sensitive land uses, and would also require use of non-glare finishes for luminary mountings. Any remaining impacts related to light and glare after implementation of Mitigation Measure 3.1-3 would not be significant.

B. AGRICULTURAL AND FOREST RESOURCES

1. IMPACT 3.2-2: POTENTIAL TO CONFLICTS WITH FOREST OR TIMBER ZONING OR RESULT IN THE CONVERSION OF FOREST LANDS OR TIMBER LANDS

(a) Potential Impact. The potential for the Project to adversely affect scenic vistas and resources or substantially degrade the visual character is discussed on pages 3.2-9 and 3.2-10 of the Draft EIR.

(b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.2-2.

(c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that the impacts to forest or timber will be mitigated to a less than significant level as Mitigation Measure 3.2-2 would require that a qualified arborist, forester, and/or biologist to assess the potential impacts of tree removal. Any remaining impacts related to forestlands or timberlands after implementation of Mitigation Measure 3.2-2 would not be significant.

C. AIR QUALITY

1. **IMPACT 3.3-2: SHORT-TERM - CONFLICT WITH, OR OBSTRUCT, THE APPLICABLE AIR QUALITY PLAN, OR RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT IN A NON-ATTAINMENT AREA**
 - (a) **Potential Impact.** The potential for the Project to have short-term air quality impacts is discussed at pages 3.3-24 through 3.3-25 of the Draft EIR.
 - (b) **Mitigation Measures.** The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.3-1.
 - (c) **Findings.** Based upon the EIR and the entire record before this Board, this Board finds that the short-term air quality impacts will be mitigated to a less than significant level as Mitigation Measure 3.3-1 would ensure that a dust control plan shall be prepared in accordance with APCD Rule 228 (Fugitive Dust Emissions). Any remaining impacts related to short-term air quality after implementation of Mitigation Measure 3.3-1 would not be significant.

2. **IMPACT 3.3-3: OCCASIONAL LOCALIZED CARBON MONOXIDE CONCENTRATIONS FROM TRAFFIC CONDITIONS AT SOME INDIVIDUAL LOCATIONS**
 - (a) **Potential Impact.** The potential for the Project to impact occasional localized carbon monoxide concentrations from traffic conditions at individual locations is discussed on pages 3.3-25 through 3.3-26 of the Draft EIR.
 - (b) **Mitigation Measures.** The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.3-2.
 - (c) **Findings.** Based upon the EIR and the entire record before this Board, this Board finds that the localized CO impacts will be mitigated to a less than significant level as Mitigation Measure 3.3-2 would ensure individual RTP projects will be screened at the time of design in order to reduce the potential for the formation of CO hot spots. Any remaining impacts related to CO concentration after implementation of Mitigation Measure 3.3-2 would not be significant.

3. **IMPACT 3.3-5: IMPACT 3.3-5: POTENTIAL TO RELEASE ASBESTOS FROM EARTH MOVEMENT OR STRUCTURAL ASBESTOS FROM DEMOLITION/RENOVATION OF EXISTING STRUCTURES**
 - (a) **Potential Impact.** The potential for the Project to result in impacts from the release asbestos from earth movement, or structural asbestos from demolition/renovation of existing structures is discussed on pages 3.1-26 through 3.1-27 of the Draft EIR.

- (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.3-3.
- (c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that the asbestos impacts will be mitigated to a less than significant level as Mitigation Measure 3.3-3 would ensure that the implementing agency will assess the site for the presence of asbestos, and, in the event that asbestos is present, the implementing agency will comply with state and local regulations, including ARB's ACTM and Placer County APCD Rule 228 – Fugitive Dust. Any remaining impacts related to asbestos after implementation of Mitigation Measure 3.3-3 would be less than significant.

E. CULTURAL AND TRIBAL RESOURCES

1. IMPACT 3.4-1: POTENTIAL TO CAUSE A SUBSTANTIAL ADVERSE CHANGE TO A SIGNIFICANT HISTORICAL RESOURCE, AS DEFINED IN CEQA GUIDELINES §15064.5
 - (a) Potential Impact. The potential for the Project to have an impact on significant historic resources is discussed at page 3.4-10 of the Draft EIR.
 - (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.4-1.
 - (c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that impacts to significant historical resources will be mitigated to a less than significant level, as Mitigation Measure 3.4-1 would first require projects to perform a site-specific study to identify the potential for significant historical resources to be present, and, if present, to avoid, preserve, or otherwise mitigate potentially significant impacts to the resources. Any remaining impacts related to historical resources after implementation of Mitigation Measure 3.4-1 would not be significant.
2. IMPACT 3.4-2: DAMAGE TO OR THE DESTRUCTION OF ARCHAEOLOGICAL RESOURCES
 - (a) Potential Impact. The potential for the Project to have a significant archaeological resource is discussed at page 3.4-11 through 3.4-11 of the Draft EIR.
 - (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.4-2.
 - (c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that impacts to archaeological resources will be mitigated to a less than significant level as Mitigation Measure 3.4-2 would ensure consultations with Native American organizations and a records search shall be conducted. 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 areas. Additionally, implementing agencies and contractors performing improvements to the projects shall adhere to project-specific requirements. Any remaining impacts related human remains after implementation of Mitigation Measure 3.4-2 would not be significant.

3. IMPACT 3.4-3: POTENTIAL TO DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE

- (a) Potential Impact. The potential for the Project to have an impact on significant paleontological resources is discussed at pages 3.4-12 through 3.4-13 of the Draft EIR.
- (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.4-3.
- (c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that impacts to significant paleontological resources will be mitigated to a less than significant level as Mitigation Measure 3.4-3 would ensure that all individual projects either avoid known paleontological resources, or take steps to implement amelioration methods to reduce impacts to known paleontological resources. Any remaining impacts related to paleontological resources after implementation of Mitigation Measure 3.4-3 would not be significant.

4. IMPACT 3.4-4: DISTURBANCE OF HUMAN REMAINS

- (a) Potential Impact. The potential for the Project to have an impact on significant paleontological resources is discussed at pages 3.4-13 through 3.4-14 of the Draft EIR.
- (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.4-4.
- (c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that impacts to significant human remains will be mitigated to a less than significant level as Mitigation Measure 3.4-4 would ensure that all individual projects, in the event of discovery or recognition of any human remains during construction or excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, project-specific measures will be taken. Any remaining impacts related to disturbance of humans after implementation of Mitigation Measure 3.4-4 would be less than significant.

I. LAND USE AND POPULATION

1. IMPACT 3.6-1: PHYSICAL DIVISION OF AN ESTABLISHED COMMUNITY.

- (a) Potential Impact. The potential for the Project result in the physical division of an established community is discussed on pages 3.6-6 through 3.6-7 of the Draft EIR.
- (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.6-1.
- (c) Findings. Based upon the EIR and the entire record before this Board, this Board finds that the potential for the Project to physically divide an established community will be mitigated to a less than significant level as Mitigation Measure 3.6-1 would ensure that all individual projects are designed to maintain the cohesiveness of the existing communities to the greatest extent feasible, and where full design mitigation is not feasible, measures would be incorporated into the design to minimize the impacts associated with project implementation. Any remaining impacts after implementation of Mitigation Measure 3.6-1 would not be significant.

L TRANSPORTATION AND CIRCULATION

1. 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.

- (a) Potential Impact. The potential for the Project to 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 is discussed on page 3.7-24 of the Draft EIR.
- (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.7-1.
- (c) Findings. Although required permits would be obtained prior to construction of RTP projects, construction of RTP projects could lead to traffic delays, temporary reductions in roadway capacity and levels of service, damage to property, or injury. Mitigation Measure 3.7-1 would require the preparation of a traffic control plan for all construction projects. Implementation of a traffic control plan would ensure continued emergency vehicle access during construction activities. Any remaining impacts after implementation of Mitigation Measure 3.7-1 would be less than significant.

2. IMPACT 3.7-4: ALTERATION OF EMERGENCY ACCESS DURING CONSTRUCTION OF FUTURE PROJECTS

- (a) Potential Impact. The potential for the Project to result in alteration of emergency access during construction of future projects is discussed on page 3.7-4 of the Draft EIR.
- (b) Mitigation Measures. The following Mitigation Measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.7-1.
- (c) Findings. The proposed project could result in the alteration of emergency access during construction of future projects. Mitigation Measure 3.7-1 would require the preparation of a traffic control plan for all construction projects. Implementation of a traffic control plan would ensure continued emergency vehicle access during construction activities. Any remaining impacts after implementation of Mitigation Measure 3.7-1 would be less than significant.

V. FINDINGS AND RECOMMENDATIONS REGARDING THOSE IMPACTS WHICH ARE LESS THAN SIGNIFICANT OR LESS THAN CUMULATIVELY CONSIDERABLE

Specific impacts within the following categories of environmental effects were found to be less than significant as set forth in more detail in the Draft EIR.

Aesthetics: The following specific impacts were found to be less than significant: 3.1-1.

Air Quality: The following specific impacts were found to be less than significant: 3.3-1 and 3.3-4.

Greenhouse Gas Emissions: The following specific impacts were found to be less than significant: 3.5-2 and 3.5-3.

Land Use and Population: The following specific impacts were found to be less than significant: 3.6-2, 3.6-3, and 3.6-4.

Traffic and Circulation: The following specific impacts were found to be less than significant: 3.7-1, 3.7-3, 3.7-4, 3.7-5.

The project was found to have a less than cumulatively considerable contribution to specific impacts within the following categories of environmental effects as set forth in more detail in the Draft EIR.

Aesthetics: The following specific impact was found to be less than cumulatively considerable: Impact 4.1.

Air Quality: The following specific impact was found to be less than cumulatively considerable: Impact 4.3.

Cultural and Tribal Resources: The following specific impact was found to be less than cumulatively considerable: Impact 4.4.

Land Use and Planning and Population: The following specific impact was found to be less than cumulatively considerable: 4.6.

Transportation and Circulation: The following specific impact was found to be less than cumulatively considerable: 4.7.

The above impacts are less than significant or less than cumulatively considerable for one of the following reasons:

- The EIR determined that the impact is less than significant for the Project.
- The EIR determined that the Project would have a less than cumulatively considerable contribution to the cumulative impact.
- The EIR determined that the impact is beneficial (would be reduced) for the Project.

VI. FINDINGS AND RECOMMENDATIONS REGARDING THOSE IMPACTS DETERMINED IN THE INITIAL STUDY TO HAVE NO IMPACT, A LESS THAN SIGNIFICANT IMPACT, OR A LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION

An Initial Study was prepared and circulated with a Notice of Preparation at the beginning of the process. The Initial Study found that there were a variety of environmental topics that would have no impact, a less than significant impact, or a less than significant impact with certain measures that would avoid, minimize, or mitigate the impact to an insignificant level. The Initial Study concluded that the environmental topics did not warrant more detailed analysis in the EIR. The Initial Study was circulated for public comment, and no public comments received conflicted with these determinations. As such, the following environmental topics were scoped out of the EIR: Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Public Services, Recreation, Utilities and Service Systems, and Wildfire. The findings of fact for each topic is presented below:

IV. Biological Resources: The Initial Study found that impacts within this topic would have a less than significant impact with mitigation. Mitigation Measure BIO-1 would reduce Impact a) to a less than significant level. Mitigation Measures BIO-2, BIO-3, and BIO-4 would reduce Impacts b) and c) to a less than significant level. Mitigation Measure BIO-5 would reduce Impact d) to a less than significant level. Lastly, Mitigation Measure BIO-6 would reduce Impacts e) and f) to a less than significant level.

VII. Geology and Soils: The Initial Study found that impacts within this topic would have a less than significant impact with mitigation. Mitigation Measure GEO-1 would reduce Impacts a.i) and a.ii) to a less than significant level. Mitigation Measures HYDRO-1 and HYDRO-2 would reduce impact b) to a less than significant level. Mitigation Measure GEO-2 would reduce Impacts a.iii), a.iv), and c) to a less than significant level. Lastly, Mitigation Measure GEO-3 would reduce Impact d) to a less than significant level.

- IX. Hazards and Hazardous Materials:** The Initial Study found that impacts within this topic would have a less than significant impact with mitigation. Mitigation Measure HAZ-1 would reduce this impact d) to a less than significant level. All other impacts were less than significant.
- X. Hydrology and Water Quality:** The Initial Study found that impacts within this topic would have a less than significant impact with mitigation. Mitigation Measures HYDRO-1, HYDRO-2, HYDRO-3, and HYDRO-4 would reduce Impacts a) and e) to a less than significant level. Mitigation Measures HYDRO-5, HYDRO-6, and HYDRO-7 would reduce Impacts c.i), c.ii), c.iii.), and c.iv) to a less than significant level. All other impacts were less than significant.
- XII. Mineral Resources:** The Initial Study found that impacts within this topic would have a less than significant impact.
- XIII. Noise:** The Initial Study found that impacts within this topic would have a less than significant impact with mitigation. Mitigation Measure NOISE-1 would reduce Impact a) to a less than significant level. Mitigation Measure NOISE-2 would reduce Impact b) to a less than significant level.
- XV. Public Services:** The Initial Study found that impacts within this topic would have a less than significant impact.
- XVI. Recreation:** The Initial Study found that impacts within this topic would have a less than significant impact.
- XIX. Utilities and Service Systems:** The Initial Study found that impacts within this topic would have a less than significant impact with mitigation. Mitigation Measures UTILITIES-1, UTILITIES-2, UTILITIES-3, UTILITIES-4 would reduce Impact a) to a less than significant level. Mitigation Measure UTILITIES-5 would reduce Impact b) to a less than significant level. Mitigation Measure UTILITIES-6 would reduce Impact c) to a less than significant level. Mitigation Measure UTILITIES-7 would reduce Impacts d) and e) to a less than significant level.
- XX. Wildfire:** The Initial Study found that impacts within this topic would have a less than significant impact with mitigation. Mitigation Measure WILDFIRE-1 would reduce Impacts a), b), c), and d) to a less than significant level.

VII. PROJECT ALTERNATIVES

A. IDENTIFICATION OF PROJECT OBJECTIVES

An EIR is required to identify a range of reasonable alternatives to the project. The “range of potential alternatives to the project shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant effects.” (CEQA Guidelines Section 15126.6(c).) “Among the factors that may be taken into account

when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).” (CEQA Guidelines Section 15126.6(f)(1).)

Chapter 2.0 (page 2.0-1 through 2.0-4) of the Draft EIR identifies the Project’s goals and objectives. The purpose of the 2040 Placer County RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in PCTPA planning area. The 2040 Placer County RTP provides short-term and long-term strategies for implementation, which includes realistic and fiscally constrained alternatives. The following goals and objectives, by transportation mode and strategy, have been identified for the 2040 Placer County RTP.

The RTP contains ten specific goals, each with supporting policies and objectives, for highways/streets/roadways, public transit, passenger rail, aviation, goods movement, bicycle, pedestrian, and low-speed vehicles, transportation systems management (TSM), recreational travel, integrated land use, air quality, and transportation planning, and funding:

1. Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and the movement of goods through and within the region.
2. Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.
3. Improve the availability and convenience of passenger rail service.
4. Promote general and commercial aviation facilities and services that complement the regional transportation system.
5. Provide for the safe and efficient movement of goods through, within, and into Placer County.
6. Promote a safe, convenient, and efficient transportation system for bicyclists, pedestrians, and users of low speed vehicles, as part of a balanced overall transportation system.
7. Provide an economical alternative to the single-occupant vehicle travel through the use of alternative transportation methods.
8. Promote a transportation system that integrates all available modes and facilitates recreational travel and activities.
9. By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental benefit.
10. Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.

B. ALTERNATIVE CONSIDERATION

1. NO PROJECT ALTERNATIVE

The No Project Alternative is discussed on pages 5.0-3 and 5.0-4 through 5.0-6 of the Draft EIR. As required by CEQA, this alternative assumes that the adopted 2036 RTP would remain in place and would guide improvements to the transportation network.

Findings: The No Project Alternative is rejected as an alternative because it would not achieve the Project's objectives. Environmental benefits of this alternative over the proposed project including the reduction of impacts to aesthetics, agricultural and forest resources, and cultural and tribal resources, while impacts to air quality, greenhouse gases and climate change impacts, land use planning & population, and transportation are worse than the Project.

Explanation: This alternative would not realize the benefits of the Project nor achieve the Project objectives. The improvements under the prior RTP would not be funded because there would be a lapse in the requirement to update the RTP as required by the CTC.

2. ROAD EMPHASIS ALTERNATIVE:

The Road Emphasis Alternative is discussed on pages 5.0-3 and 5.0-6 through 5.0-7 of the Draft EIR.

Findings: The Road Emphasis Alternative is rejected because it would require shifting funds from the Financially Unconstrained Alternative to fund roadway improvements, operation, and maintenance. However, funding under the Financially Unconstrained Alternative is not anticipated to be available at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available under this alternative. Environmental benefits of this alternative over the proposed project include traffic/circulation impacts, while impacts that are worse than the Project include impacts related to aesthetics, agricultural and forest resources, air quality, cultural and tribal resources, greenhouse gases, and land use and population.

Explanation: This alternative focuses investments, and implements projects based on a road emphasis that are included in the Financially Constrained (programmed and planned projects), and would require shifting funds from the Financially Unconstrained Alternative to fund roadway improvements, operation, and maintenance. It should be noted that funding under the Financially Unconstrained Alternative is not anticipated to be available at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available under this alternative.

3. TRANSIT ENHANCEMENT ALTERNATIVE

The Transit Enhancement Alternative is discussed on pages 5.0-3 and 5.0-7 through 5.0-9 of the Draft EIR.

Findings: The Transit Enhancement Alternative is rejected because it is not considered fiscally feasible and because it will not achieve the Project's objectives. Environmental benefits of this alternative over the proposed project include the reduction of cultural and tribal resources, while there would be an equal level of environmental impact related to aesthetics, agricultural and forestry resources, air quality, and greenhouse gases, while impacts that are worse than the Project include land use and population and transportation and circulation.

Explanation: The Transit Enhancement Alternative focuses investment into transit modes, while also funding the locally-funded transportation improvements included in the Financially Constrained Alternative. This alternative would require shifting funds from the Financially Unconstrained Alternative to fund transit capital, operational, and maintenance. It should be noted that funding under the Financially Unconstrained Alternative is not anticipated to be available at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available. It should also be noted that the increase in transit service under this alternative would not result in a proportionate increase in ridership, particularly in the smaller communities and more rural areas.

4. FINANCIALLY UNCONSTRAINED ALTERNATIVE

The Financially Unconstrained Alternative is discussed on pages 5.0-4 and 5.0-9 through 5.0-11 of the Draft EIR.

Findings: The Financially Unconstrained Alternative is rejected because it is not considered fiscally feasible. Environmental benefits of this alternative over the proposed project include land use and population and transportation and circulation, while impacts would be worse than the Project for aesthetics, agricultural and forestry resources, air quality, cultural and tribal resources, and greenhouse gases.

Explanation: The Financially Unconstrained Alternative includes all of the individual projects identified under the Financially Constrained Alternative (discussed above and in Section 2.0 Project Description) plus numerous additional projects that are needed but not yet funded over the planning horizon. This alternative includes all projects without regard to whether or not they can be funded. It should be noted that funding under the Financially Unconstrained Alternative is not anticipated to be available at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available.

5. ENVIRONMENTALLY SUPERIOR ALTERNATIVE:

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives

(CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

As discussed in Chapter 5.0 of the Draft EIR and summarized in Table 5.4-1 of the Draft EIR, the Financially Constrained Alternative (the proposed project) has the lowest overall impact (score of 14) and is deemed the environmentally superior alternative because it provides the greatest reduction of potential impacts in comparison to the other alternatives. The Transit Enhancement Alternative ranks second with a score of 15, and the Financially Unconstrained Alternative ranks third with a score of 18, the No Project Alternative ranks fourth with a score of 20, and the Road Emphasis Alternative ranks fifth with a score of 21.

VIII. STATEMENTS OF OVERRIDING CONSIDERATIONS RELATED TO THE 2040 PLACER COUNTY RTP FINDINGS

As described in detail in Section III of these Findings, the following significant and unavoidable impacts could occur with implementation of the Project:

- 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.
- Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Impact 4.2: Cumulative Impact on Agricultural Land and Uses.
- Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change.

The adverse effects listed above, and described in detail in Section III, are substantive issues of concern to PCTPA. However, PCTPA has developed a Regional Transportation Plan that emphasizes reductions in traffic congestion while improving human mobility, safety enhancements, community connectivity, socioeconomic growth that supports a sustainable broad-based economy, preservation and enhancement of community character and the environment, and ensures the implementation of a feasible funding plan, to preserve and enhance the existing countywide transportation system.

Based on the entire record and the EIR, the economic and social benefits of the Project throughout Placer County outweigh and override any significant unavoidable environmental effects that would result from future Project implementation as more fully described in Section III Findings and Recommendations Regarding Significant and Unavoidable Impacts. PCTPA Board has determined that any environmental detriment caused by the proposed project has been minimized to the extent feasible through the Mitigation Measures identified herein, and, where mitigation is not feasible, has been outweighed and counterbalanced by the significant transportation, environmental, and health and safety benefits throughout the region.

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This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the 2040 RTP. This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR. There were no revisions made in response to public comments. Therefore, no revisions to the Draft EIR have been incorporated into this FMMRP.

3.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR. Agencies considering approval of subsequent activities under the 2040 RTP project would utilize this EIR as the basis in determining potential environmental effects and the appropriate level of environmental review of a subsequent activity.

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

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

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

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

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>improvements or width of 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 	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>include landscaping to block light from sensitive land uses, such as residences.</i>			
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	<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,</p>	Implementing Agency	Prepare DCP prior to Design Approval, implement DCP	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Quality Violation, or Result in a Cumulatively Considerable Net Increase of a Criteria Pollutant in a Non-Attainment Area	<i>cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.</i>		during construction.	
Impact 3.3-3: Occasional Localized Carbon Monoxide Concentrations from Traffic Conditions at Some Individual Locations	Mitigation Measure 3.3-2: <i>The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.</i>	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: <i>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.</i>	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: <i>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.</i> <i>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</i>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.</i></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: <i>During environmental review of individual RTP improvement projects, the implementing agencies shall:</i></p> <ul style="list-style-type: none"> • <i>Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual projects.</i> • <i>Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area</i> • <i>Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified.</i> <p><i>In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate "substantial adverse changes" to significant archaeological resources, in consultation with qualified</i></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)
	<p><i>archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.</i></p> <p><i>Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:</i></p> <ul style="list-style-type: none"> • <i>If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</i> • <i>If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.</i> • <i>The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.</i> 			
<p>Impact 3.4-3: Potential to directly or indirectly destroy a unique paleontological resource</p>	<p>Mitigation Measure 3.4-3: <i>During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local</i></p>	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.</p>			
<p>Impact 3.4-4: Potential to disturb human remains, including those interred outside formal cemeteries</p>	<p>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 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. 	<p>Implementing Agency</p>	<p>Prior to Design Approval, and during construction</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> ▪ The 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. 			
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. 	Implementing Agency	On-going	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> 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. 			
	<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 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. 	Implementing Agency	On-going	
	<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</p>	Implementing Agency	On-going	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, PCTPA should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles. • To the extent that is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. • A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. 			
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	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
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	<i>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.</i>	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	

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TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: Aaron Hoyt, Senior Planner

**SUBJECT: ADOPTION OF THE FINAL PLACER COUNTY 2040 REGIONAL
TRANSPORTATION PLAN**

ACTION REQUESTED

Approve Resolution No. 19-31 adopting the Placer County 2040 Regional Transportation Plan (RTP).

BACKGROUND

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

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

PCTPA staff kicked off the development of the Placer County 2040 RTP in parallel with the SACOG MTP/SCS update in late 2017. The update was closely coordinated between SACOG, local agency staff, and the United Auburn Indian Community to ensure consistency in the identification of transportation projects, forecasted population growth, revenue projections, and public outreach. Updates at these milestones were also presented to the Board and public for comment and direction. Over 2,000 residents who live in and/or work in Placer County participated in a joint SACOG/PCTPA workshop at Sierra College and on-line surveys to provide valuable input on the formation of the draft Placer County 2040 RTP.

The RTP consists of the following components:

- Policy Element that identifies the priorities and action to guide the implementation of the 2040 RTP across the geographically diverse communities.

PCTPA Board of Directors
Adoption of the Final 2040 RTP
December 4, 2019
Page 2

- Growth projections identifying an additional; 54,000 new homes, 141,000 more residents, and 61,000 new jobs by 2040.
- A reasonably foreseeable revenue estimate of \$6.9 billion (current dollars or \$10.3 billion in year of expenditure) available to implement multimodal projects by 2040.
- An expenditure plan that focuses on maintaining the infrastructure we have by investing in the following:
 - Maintenance and rehabilitation of existing infrastructure (44%)
 - Reducing congestions on highway and local roadways (18%)
 - Investing in transit systems and expansions (22%)
 - Implementing active transportation infrastructure (3%)
 - Managing the transportation system through technological and operational improvements (13%)

The RTP will result in the following benefits when implemented:

- A 18% reduction in congested travel
- A 9% reduction in congestion on goods movement corridors
- A 185% increase in transit ridership
- A 38% increase in bikeways leading to a 45% increase in walking and biking trips
- A 8% reduction in Vehicle Miles Traveled and CO₂ per capita

DISCUSSION

The Draft 2040 RTP was released in conjunction with the draft 2040 RTP EIR on August 28, 2019 initiating a 45-day public review period that concluded on October 14, 2019. Caltrans District 3 East Planning Branch submitted a comment letter on the Draft Placer County 2040 RTP. The comment letter commended PCTPA on the detailed and informative Executive summary and the summary of issues affecting the multimodal transportation system in the region. The comment letter also sought additional details on the outreach process. All comments have been considered and incorporated into the Final Placer County 2040 RTP which was released on November 22, 2019 for review. The Final Placer County 2040 RTP Executive Summary is attached.

With TAC concurrence, staff recommends that the Board adopt the Placer County 2040 Regional Transportation Plan by resolution following certification of the associated Final Environmental Impact Report.

The full Final RTP and EIR is available on the project website <http://pctpa.net/rtp2040/>.

AH:LM:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ADOPTION OF THE
2040 PLACER COUNTY REGIONAL
TRANSPORTATION PLAN**

RESOLUTION NO. 19-31

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 4, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair
Placer County Transportation Planning Agency

Executive Director

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

WHEREAS, California Government Code Section 29532.1(c) identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin;

WHEREAS, the 2040 Placer County Regional Transportation Plan was developed to fulfill the requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082), using specific guidance from the California Transportation Commission Regional Transportation plan Guidelines (2017), as well as federal planning requirements under the FAST-Act, and the California Environmental Quality Act (CEQA);

WHEREAS, the 2040 Placer County Regional Transportation Plan provides a clear vision of Placer County's transportation goals, objectives and policies, which result in the development of a balanced, comprehensive, multi-modal transportation system over the next twenty years;

WHEREAS, the 2040 Placer County Regional Transportation Plan documents the actions and funding recommendations intended to meet both short- and long-range needs of Placer County's transportation systems within the plan's horizon;

WHEREAS, the draft 2040 Placer County Regional Transportation Plan was distributed for public comments during a 45-day review period, beginning August 28, 2019 and concluding October 14, 2019;

WHEREAS, a public hearing was noticed and held on September 25, 2019, to receive comments on the draft 2040 Placer County Regional Transportation Plan;

WHEREAS, the PCTPA Board of Directors, by Resolution No. 19-31 has certified the Environmental Impact Report on the 2040 Placer County Regional Transportation Plan (SCH #20190600004), has adopted findings of fact, a statement of overriding considerations, and a mitigation monitoring and reporting program pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.) supporting adoption of the 2040 Placer County Regional Transportation Plan; and

WHEREAS, all of the comments provided have been considered and addressed in the final 2040 Placer County Regional Transportation Plan.

THEREFORE, BE IT RESOLVED that the Placer County Transportation Planning Agency hereby adopts the 2040 Placer County Regional Transportation Plan.

BE IT FURTHER RESOLVED that the Executive Director is authorized to submit the 2040 Placer County Regional Transportation Plan to Caltrans.

Executive Summary



RTTP 2040

Placer County Regional Transportation Plan

Introduction

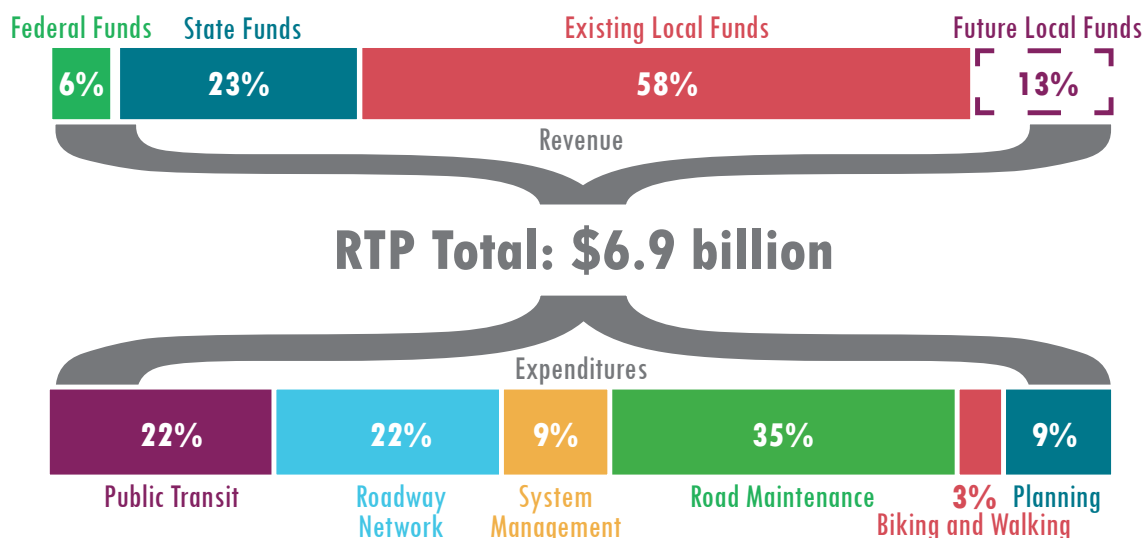


About PCTPA

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

The Regional Transportation Plan

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



SACOG and the MTP

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

A Vision For 2040

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

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

PHASE 2 Prosperity Strategy

Ongoing, Due Mid 2019

DRIVERS



Food and Ag Cluster



Health Sciences Cluster



Innovation



Workforce

ENABLERS



Infrastructure



Governance



PHASE 3

Start Mid 2019



Implementation

The Prosperity Plan

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

About Placer County

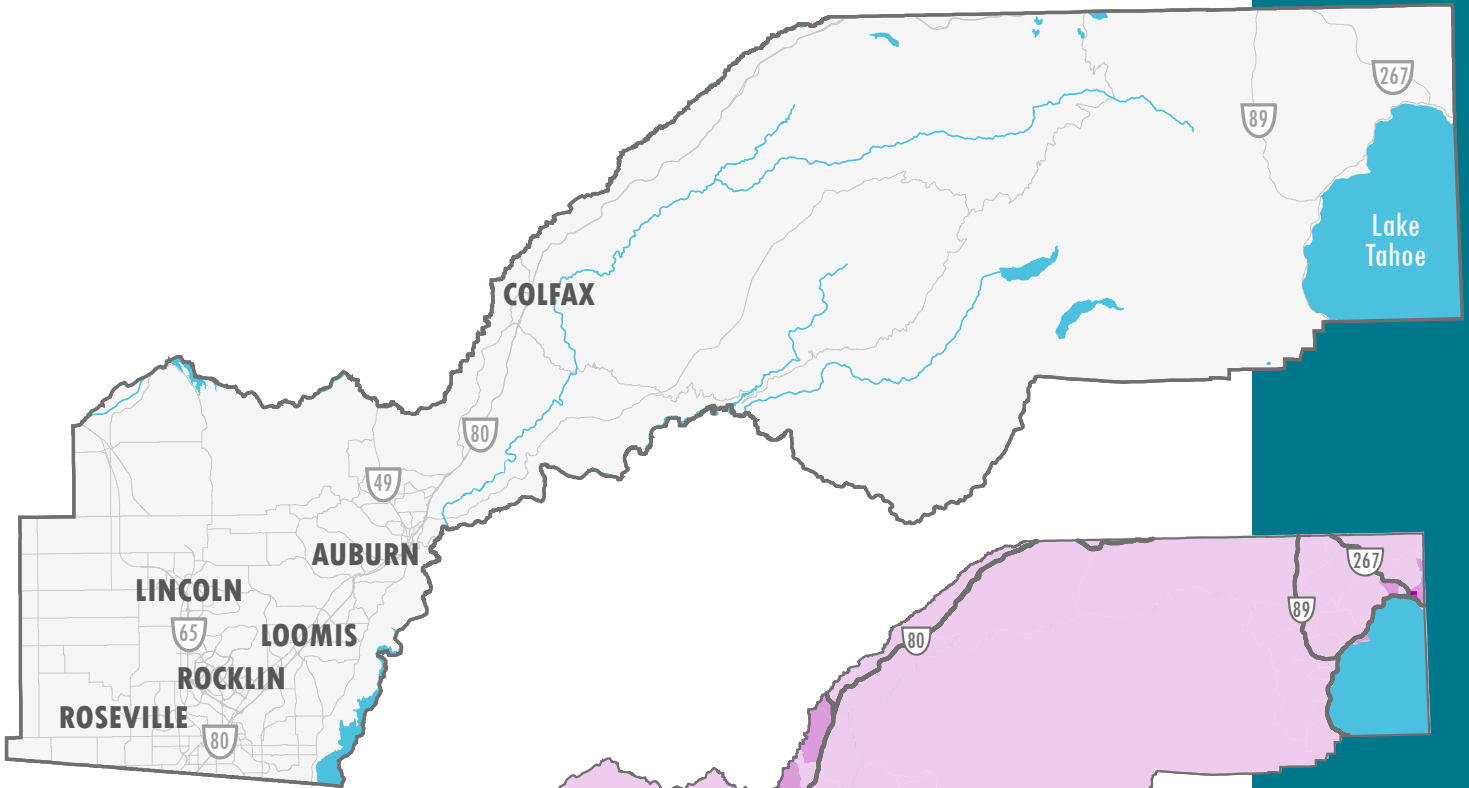
Placer County Today

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



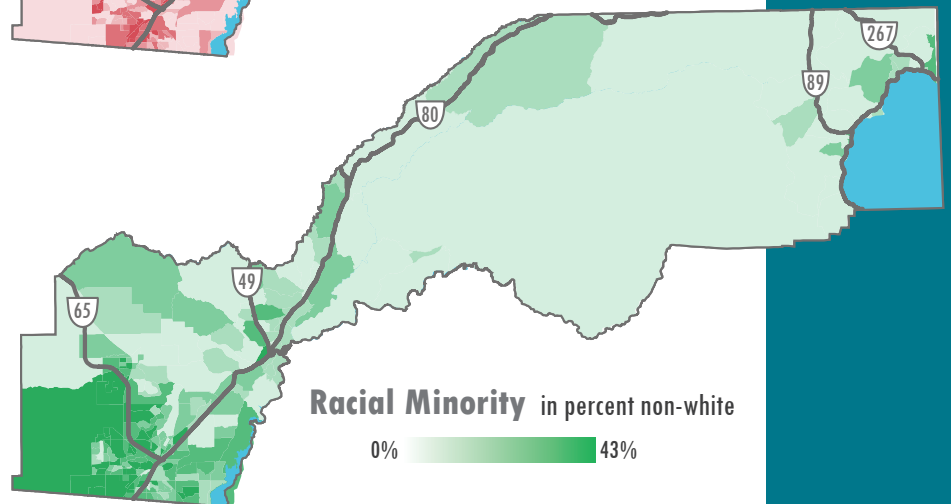
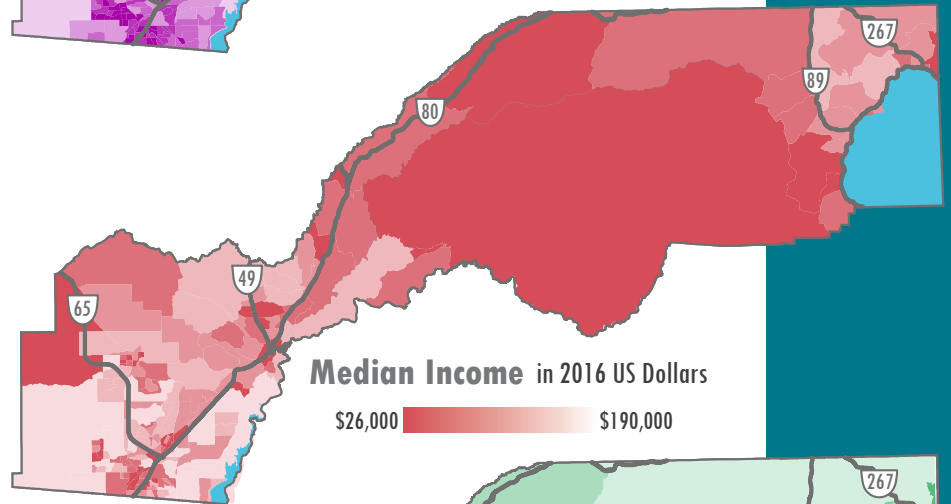
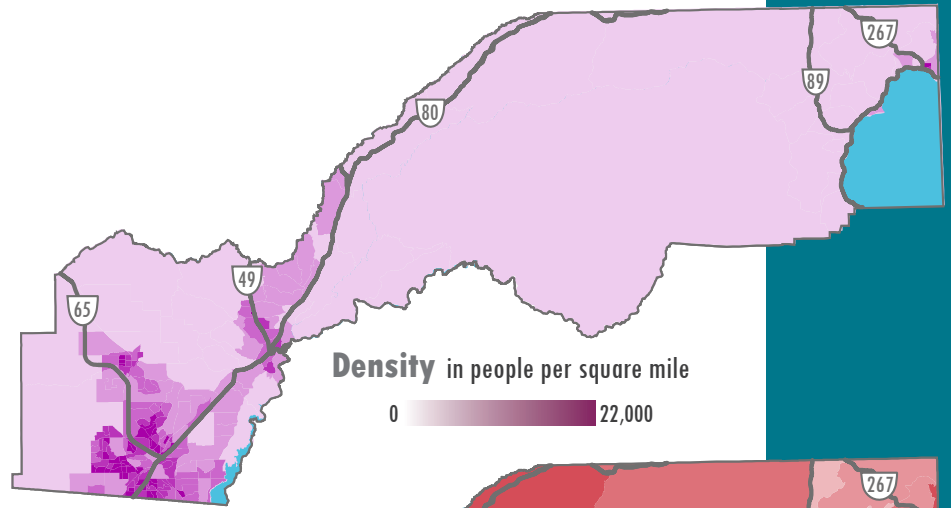
The Sacramento Region

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



Geographic Diversity

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



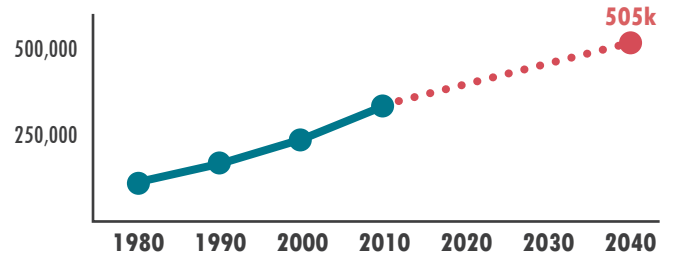
Source: US Census 2016 5-year American Community Survey

A Growing Region

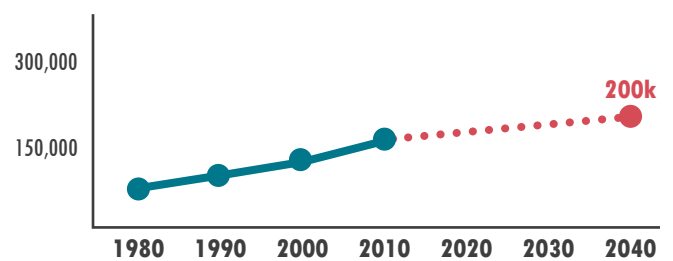
Growth Projected to 2040

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

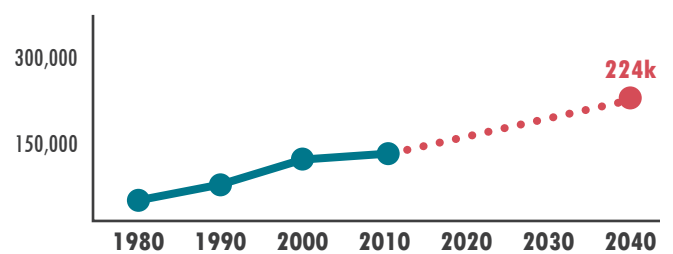
Population



Housing



Employment



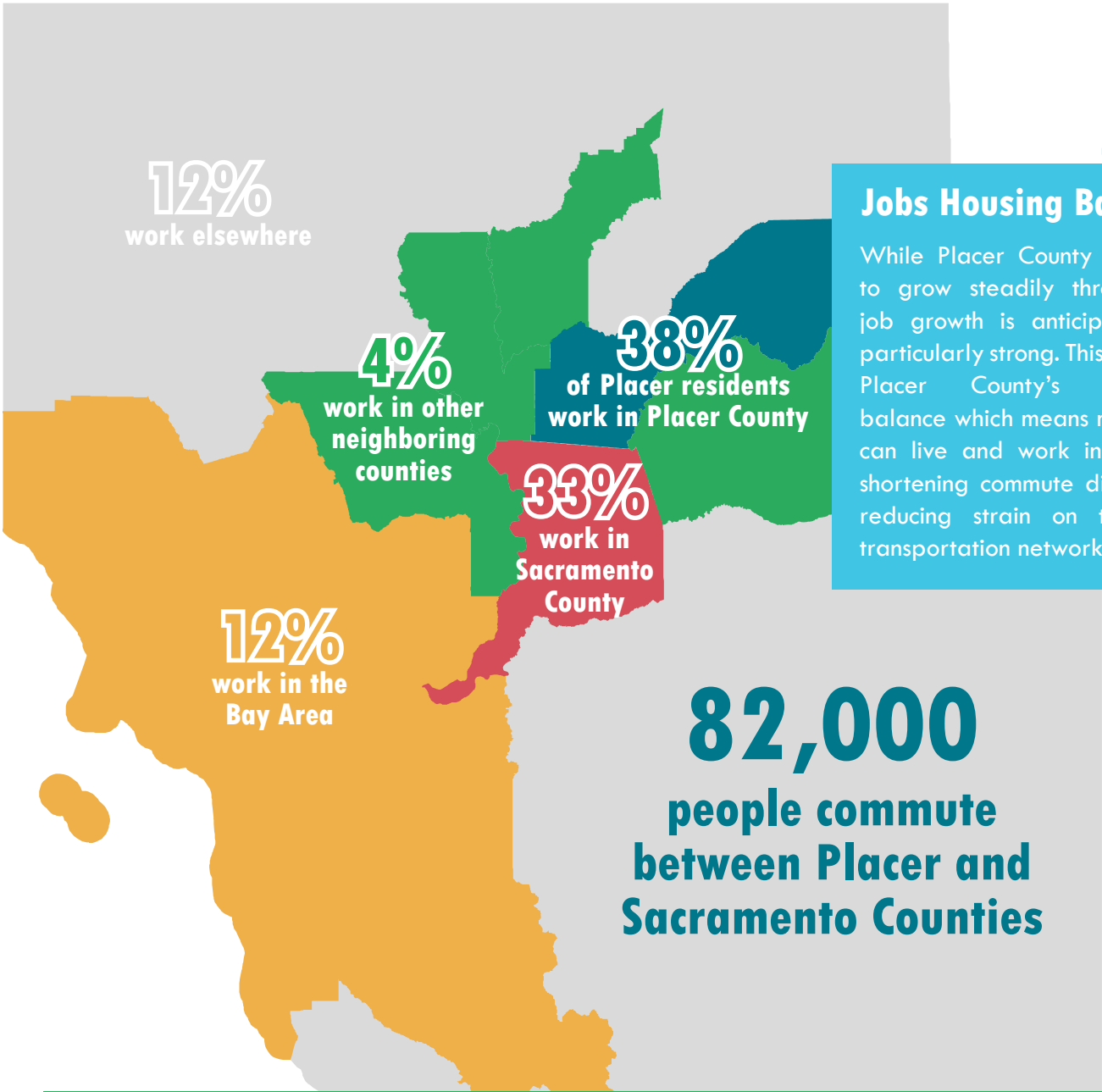
Source: Decennial Census, SACOG MTP Projections

Adding Travel Options

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



Image: Capitol Corridor J



Jobs Housing Balance

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

82,000
people commute
between Placer and
Sacramento Counties

The Northern California Megaregion



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

Roadway Network

The High Cost of Congestion



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

Freight and Goods Movement

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

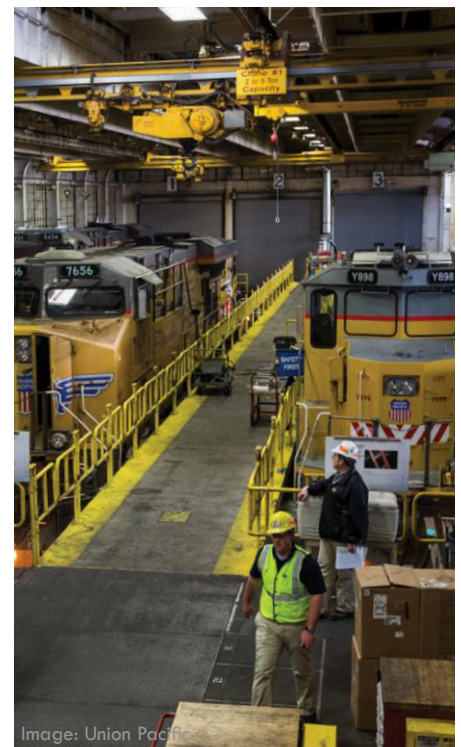
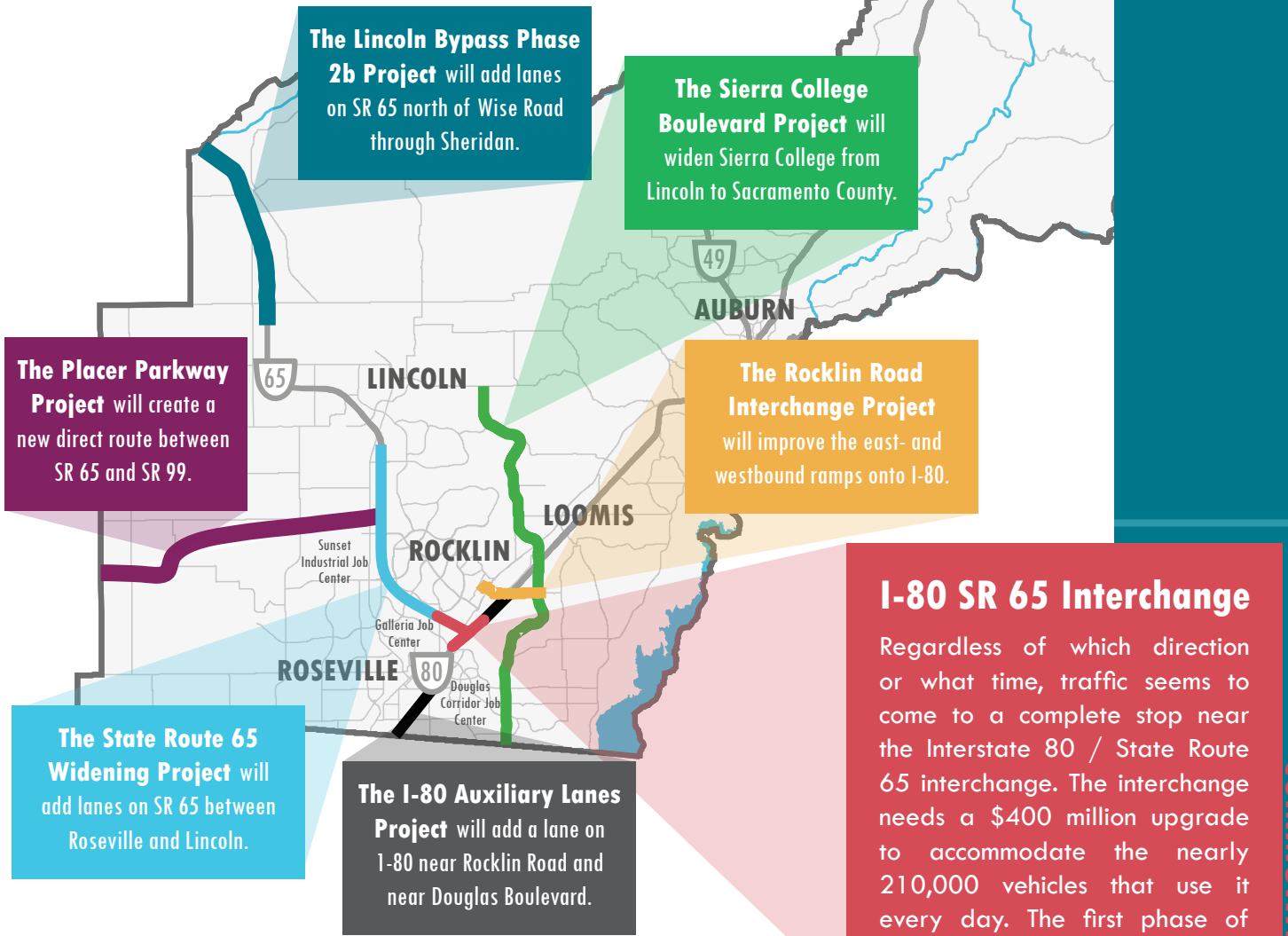


Image: Union Pacific

High Priority Regional Roadway Projects



I-80 SR 65 Interchange

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

Managed Lanes

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

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

Road Maintenance



Road Repair Funding

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

Rehabilitating Placer's Historic Downtowns



Downtown Lincoln

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



Loomis Town Center

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

Pavement Condition in Placer County

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

Road Quality and Car Maintenance

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

Condition

Example

Good



At Risk



Poor



Failed



General Cost to Repair

\$3.85 per square yard

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

\$17.50 per square yard

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

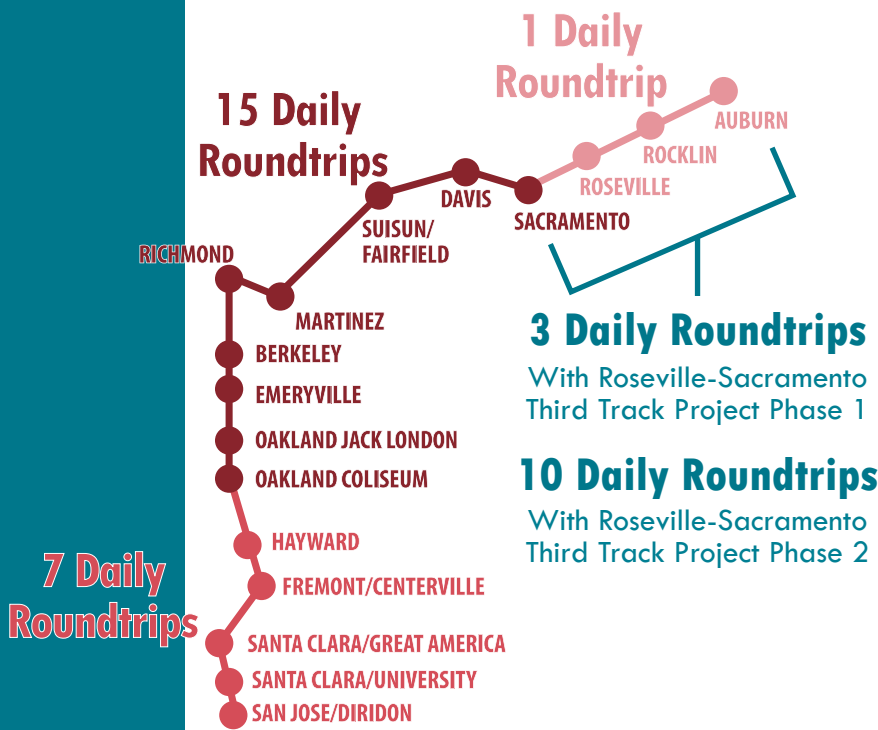
\$27.50 per square yard

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

\$57.50 per square yard

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

Public Transit



Capitol Corridor

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

Commuter Bus Service to Sacramento



Image: City of Roseville

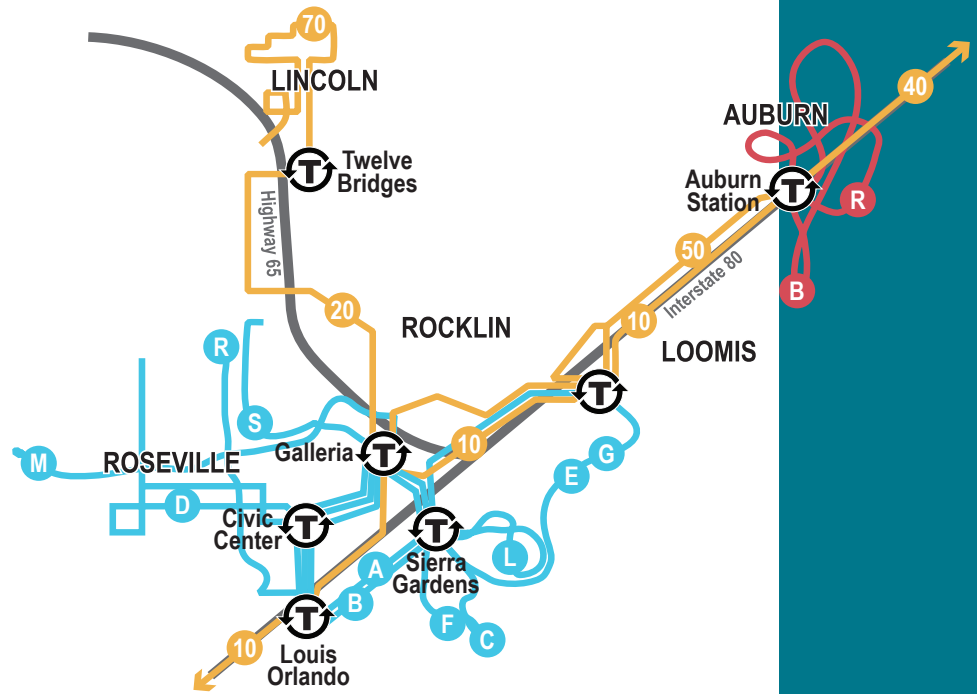
On weekdays, 14 commuter buses depart from various locations throughout Placer County to downtown Sacramento. The commuter buses provide a stress-free option to the congestion on Interstate 80. Aside from the personal benefits of not driving in traffic, each bus carries approximately 50 passengers, taking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

Local Bus Network

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

New Technology

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



Senior and Specialized Services

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



Biking and Walking

Active Transportation

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



Image: City of Roseville

Roseville’s Downtown Bridges

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



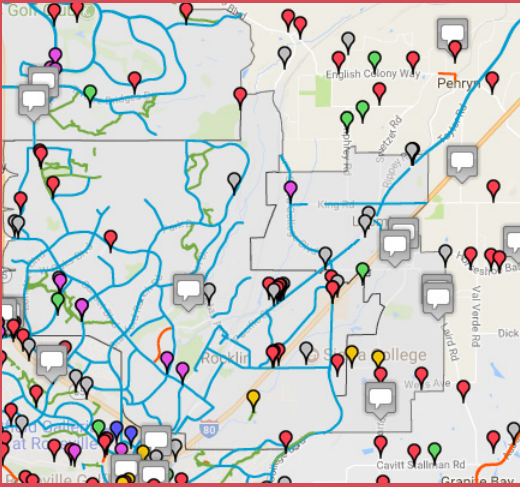
Colfax’s Main Street Bike Lane

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



Auburn’s Highway 49 Sidewalks

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



Bikeway Master Plan Update

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

Air Quality and Greenhouse Gases

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

Electric Vehicles

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

Improving Public Health

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



Planning and Operations

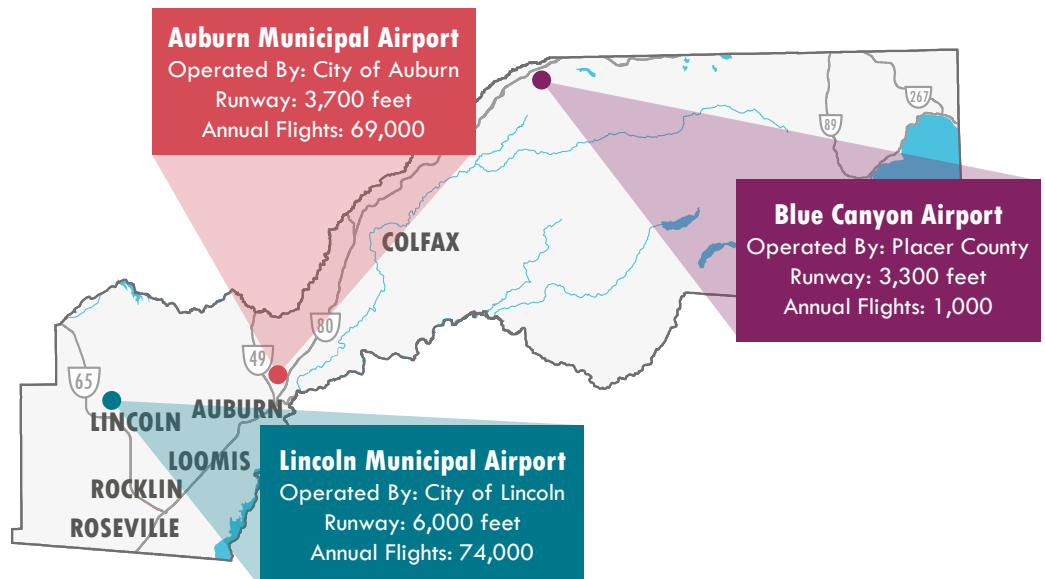


Freeway Service Patrol

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

Airport Land Use Commission

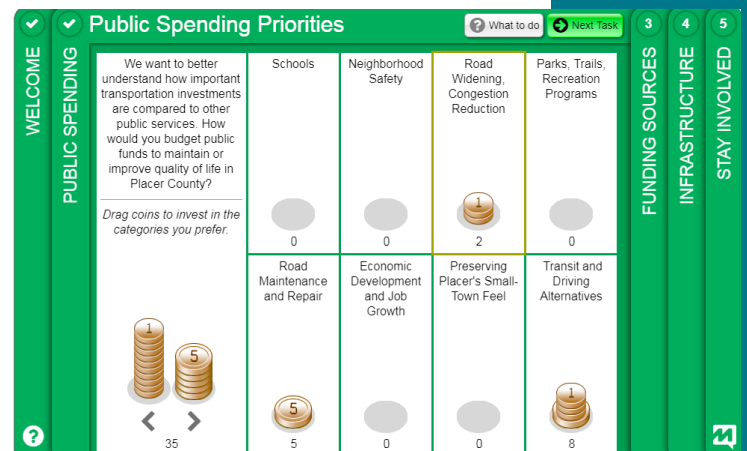
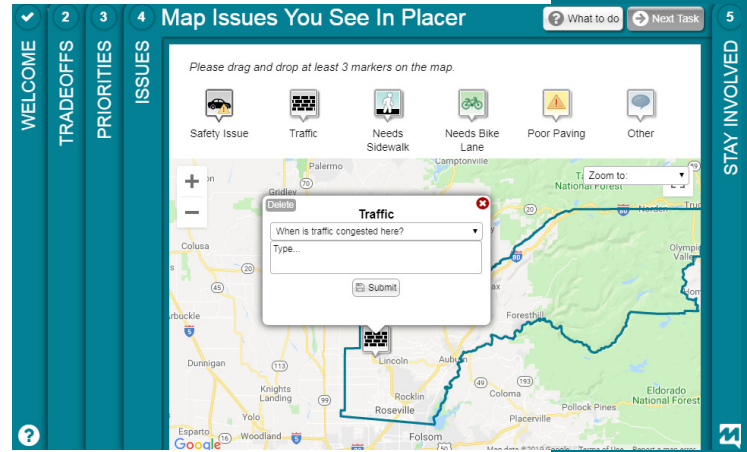
Placer County has three general purpose airports: Auburn Municipal Airport, Lincoln Regional Airport, and Blue Canyon Airport. As the Airport Land Use Commission (ALUC) for Placer County, PCTPA works with Placer County's jurisdictions to ensure land use around the airports does not impact their use.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



RTP Outreach Process

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

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



Placer-Sacramento Gateway Plan

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



**Placer County
Transportation
Planning Agency**

TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: David Melko, Senior Transportation Planner

SUBJECT: PLACER-SACRAMENTO GATEWAY DRAFT PLAN PRESENTATION

ACTION REQUESTED

Receive a staff presentation and public comment on the draft Placer-Sacramento Gateway Plan, including potential projects for inclusion in a Solutions for Congested Corridors grant application.

BACKGROUND

The Placer-Sacramento Gateway Plan (Gateway Plan) was initiated as a cooperative planning effort between the Placer County Transportation Planning Agency (PCTPA), Caltrans District 3, the Sacramento Area Council of Governments, and the Capitol Corridor Joint Powers Authority. The planning effort includes a project development team comprised of 14 cities, counties, transit agencies, and transportation planning authorities located along the study corridor.

The Gateway Plan process represents a comprehensive multimodal approach to address Interstate 80 and Highway 65 corridor congestion and quality of life issues through investment in transportation and related environmental solutions. The Gateway Plan was developed consistent with the California Transportation Commission's (CTC) *2018 Comprehensive Multimodal Corridor Plan Guidelines* to qualify for funding from the State's Solutions for Congested Corridors Program. Projects seeking this funding must be included in the Gateway Plan. The draft Plan places a significant emphasis on prioritizing projects that are likely to be most effective at addressing corridor needs, are construction ready, and closely align with Solutions for Congested Corridors program objectives.

The Gateway Plan also considers the recommendations included in Caltrans *Draft Corridor Planning Guidebook*. The Plan further responds to Executive Order N-19-19, in which the Governor directed the State Transportation Agency to leverage state transportation funding to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector.

DISCUSSION

On November 21st, the Gateway Plan will be released for a 30-day public review. The Plan will be available for review at: www.more80choices.com. PCTPA staff along with the plan consultant Fehr and Peers will present the draft Gateway Plan, including potential projects for inclusion in a Solutions for Congested Corridors grant application.

The final Gateway Plan will be released and presented to the Board in early 2020. At that time, the Board will consider acceptance of the Gateway Plan and authorize the Executive Director to submit a Solutions for Congested Corridors grant application to the CTC in 2020.

DM:LM:ML:ss

TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: Aaron Hoyt, Senior Planner

SUBJECT: HIGHWAY 49 SIDEWALK GAP CLOSURE ENVIRONMENTAL APPROVAL

ACTION REQUESTED

None. For information and discussion only.

BACKGROUND

The Highway 49 Sidewalk Gap Closure Project proposes to construct approximately three miles of new sidewalks to close significant gaps along Highway 49 from I-80 to Dry Creek Road in the City of Auburn and County of Placer. The project builds upon the Caltrans Highway 49 Roadway Rehabilitation Project, currently under construction, to enhance complete streets elements along the Highway 49 corridor. The two projects will improve sidewalk coverage in the corridor from 27% to 75% when complete.

PCTPA kicked off the project in May 2018 by assembling a project development team (PDT) consisting of PCTPA, Placer County, City of Auburn, Caltrans, and consultant staff. The PDT provided input on the design of the project and other technical aspects required for federal and state approvals leading to construction.

The project is funded through a statewide Active Transportation Program (ATP) Cycle 4 grant providing \$14.4 million towards the construction of the \$16.9 million project. Included in the ATP grant is a set aside for the Placer County Health and Human Services Department to develop and implement a Safe Routes to School Program at six area schools.

Construction of the project is anticipated in 2022. More information about the project is available at www.pctpa.net/highway49gapclosure/.

DISCUSSION

PCTPA and the consultant team submitted the Final Project Report and associated environmental document on November 11, 2019 for Caltrans signature. Staff anticipates that Caltrans will sign the Final Project Report by the end of November 2019, signifying the completion of the Project Approval & Environmental Document phase of the project.

PCTPA staff will present an overview of the work completed to date and the schedule of future milestones.

AH:LM:ML:ss

TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: Kathleen Hanley, Assistant Planner

SUBJECT: REGIONAL SURFACE TRANSPORTATION BLOCK GRANT
PROGRAM GUIDELINES FOR FISCAL YEARS 2023-2025

ACTION REQUESTED

1. Adopt Regional Surface Transportation Block Grant Program (RSTBGP) Guidelines, as shown in Attachment 1, for fiscal years 2023-2025.
2. Allocate RSTBGP funds according to adopted Guidelines.

BACKGROUND

RSTBGP funding, previously referred to as RSTP, is one of the most flexible federal transportation funding sources as nearly all types of transportation projects are eligible. In January 1999, the PCTPA Board of Directors approved an allocation formula for RSTBGP funds that provides each jurisdiction a portion of the total RSTBGP based on their average share of the county's population and maintained road miles. PCTPA programs these funds using this formula every few years based on estimates provided by the Caltrans Division of Transportation Programming.

Senate Bill 1 (SB 1) or the Road Repair and Accountability Act of 2017, includes several new competitive transportation funding programs. All these programs require that a project have a 'local match' in order to receive any SB 1 funding. Because Placer County lacks a local source of transportation funding, it had been difficult to come up with a local match, particularly for large regionally significant projects.

The Interstate 80 Auxiliary Lanes Project (I-80 Aux Lanes Project) adds a fifth lane on westbound I-80 between Douglas Boulevard and Riverside Avenue and adds an auxiliary lane on eastbound I-80 between Highway 65 and Rocklin Road. While the project has environmental approval and is in final design, construction is unfunded. Staff will be matching this project with transit projects in the short-range transit plans to maximize funding potential by aligning funding applications with the Governor's Executive Order 19-9 for reducing vehicle miles traveled and reducing greenhouse gas emissions.

DISCUSSION

PCTPA staff have been working with Placer County's jurisdictions to source a local match of \$3 million dollars so that the I-80 Aux Lanes Project can be eligible for SB 1 funds. Because the project has significant regional benefits, PCTPA and its jurisdictions proposed guidelines that create a discretionary fund of RSTBGP to fund the local match (Attachment 1). The remaining RSTBGP funds would be allocated according to the existing formula (Attachment 2). The Technical Advisory Committee (TAC) has reviewed the guidelines and recommends approval.

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**ATTACHMENT 1: PCTPA GUIDELINES FOR
REGIONAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDS
FFY 2023 THROUGH 2025**

1. Allocate \$2.1 million of Urban RSTBGP as a discretionary fund for the Interstate 80 Auxiliary Lanes Project. This discretionary fund will be primarily used as a source of “Local Match” to secure competitive state and federal funding for construction of the I-80 Auxiliary Lanes Project.
2. Distribute the remaining RSTBGP to jurisdictions according to the average of their percentage of population and percentage of roadway miles, per the latest Department of Finance’s annual estimates and the latest Caltrans’ Public Road Data estimates, respectively.
3. Individual jurisdictions are responsible for programming their RSTBGP, once allocated by the PCTPA board, for inclusion in the MTP and MTIP.

**RSTBGP APPORTIONMENT
FFY 2023 to 2025**

	<u>Previous Programming (1)</u>	<u>Apportionment (2)</u>	<u>Total Available</u>
FFY 2017 to 2019 Final Urban	\$9,316,335	\$13,413,590	\$4,097,255
FFY 2023 to 2025 Urban Estimate		\$10,983,384	\$10,983,384
FFY 2023 to 2025 Rural Estimate		\$3,435,867	\$3,435,867
Total			\$18,516,506

Final Apportionment Distribution Estimate (3)		
November 2019 TAC		
	Total RSTBGP (\$)	Share (%)
Interstate 80 Auxiliary Lanes Match	\$ 2,101,270	11.35%
Placer County-West Slope	\$ 7,315,897	39.51%
Auburn	\$ 429,985	2.32%
Colfax	\$ 73,789	0.40%
Lincoln	\$ 1,744,856	9.42%
Loomis	\$ 287,233	1.55%
Rocklin	\$ 2,102,317	11.35%
Roseville	\$ 4,461,160	24.09%
Total	\$ 18,516,506	100.00%

Interstate 80 Auxiliary Lanes Match Funding (4)		
Source	Share (\$)	Share (%)
Roseville HIP/ RSTBGP Swap	\$ 898,730	29.96%
Placer County RSTBGP Match	\$ 926,626	30.89%
Auburn RSTBGP Match	\$ 73,349	2.44%
Colfax RSTBGP Match	\$ 12,587	0.42%
Lincoln RSTBGP Match	\$ 221,002	7.37%
Loomis RSTBGP Match	\$ 36,381	1.21%
Rocklin RSTBGP Match	\$ 266,278	8.88%
Roseville RSTBGP Match	\$ 565,047	18.83%
Total	\$ 3,000,000	100.00%

1: RSTBGP Apportionments for FY 2017-2019, Adopted by PCTPA Board August 2014

2: Actual RSTBGP Apportionments for FY 2017-2019, Caltrans Division of Transportation Programming, October 2017, 2018, 2019.

RSTP Estimates for FY 2023-2025 Apportionments, Caltrans Division of Transportation Programming, December 2017

3: Per adopted PCTPA Board policy (January 1999), Traditional Share distributions are based on the jurisdiction's average share of population and maintained road miles

4: RSTBGP Match for Interstate 80 Auxiliary Lanes Project distributions are based on the jurisdiction's average share of population and maintained road miles

Last Updated:

November 11, 2019

TO: PCTPA Board of Directors **DATE:** December 4, 2019

FROM: Kathleen Hanley, Assistant Planner

SUBJECT: CONGESTION MITIGATION AND AIR QUALITY GUIDELINES AND CALL FOR PROJECTS FOR FISCAL YEARS 2023-2025

ACTION REQUESTED

1. Adopt revised Congestion Mitigation and Air Quality (CMAQ) Guidelines, as shown in Attachment 1, for fiscal years 2023-2025.
2. Direct staff to issue a Call for Projects based on adopted CMAQ Guidelines.

BACKGROUND

CMAQ funding was first introduced in 1991 with the federal Intermodal Surface Transportation Efficiency Act (ISTEA), and has been included in subsequent federal surface transportation bills, including the most recent Fixing America's Surface Transportation (FAST) Act authorized in December 2015. The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter.

The Board last adopted CMAQ Guidelines in May 2017 and programmed CMAQ funds for fiscal years 2020-2022 according to those guidelines in September 2017.

DISCUSSION

With the last funding round in 2017, PCTPA designated discretionary CMAQ funding to key regional projects in order to leverage competitive state funds. This strategy was very successful; the \$2.9 million in CMAQ designated to the Colfax Roundabout and Highway 49 Sidewalk Gap Closure Projects secured \$16.7 million of state funding that otherwise would have gone to another county.

Building on this success, the proposed CMAQ Guidelines (Attachment 1) and CMAQ Apportionment Estimates (Attachment 2) designate funds to the Highway 49 Sidewalk Gap Closure and South Placer Transit projects. The aim is to leverage additional competitive funds and ensure successful delivery of previously leveraged funds. At the state level, we estimate this is now best accomplished by matching priorities to maximize successful funding applications by complying with the Governor's Executive Order N-19-19 for reducing vehicle miles traveled and green-house gas emissions. As in all previous cycles, each jurisdiction is still recommended to receive a fair-share target, based on population. The Technical Advisory Committee (TAC) has reviewed the guidelines and recommends approval.

PCTPA Board of Directors
CMAQ GUIDELINES AND CALL FOR PROJECTS
December 4, 2019
Page 2

Based on Board direction, staff will issue a Call for Projects for the discretionary and fair-share targets. It is anticipated that the resulting project list will be provided for Board consideration in early 2020.

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ATTACHMENT 1: PCTPA GUIDELINES FOR CONGESTION MITIGATION AND AIR QUALITY FUNDS FFY 2023 THROUGH 2025

1. Set aside up to 25% of PCTPA's designated 'fair and equitable share' as a discretionary fund for designated projects as Placer's contribution to regional programs to maintain air quality conformity, including those required in the State Implementation Plan (SIP). These programs include:
 - Spare the Air
 - Freeway Service Patrol
 - Congestion Management Program
2. Allocate \$1,000,000 of the 25% discretionary portion for implementation of South Placer Transit Projects.
3. Allocate \$1,200,000 of the 25% discretionary portion for construction of sidewalks on Highway 49 in the City of Auburn and County of Placer.
4. Distribute the remaining 'fair and equitable share' of CMAQ to jurisdictions according to their percentage of population, per the latest Department of Finance's annual estimates. Joint or multi-jurisdictional projects could also be accommodated within the 'fair share' allocations.
5. CMAQ funding minimum will be \$100,000. This minimum may exceed the share of some of the small jurisdictions. In that case, funds will be used to supplement these jurisdictions' 'fair share' in order to achieve the \$100,000 project minimum.
6. For each proposed CMAQ project, whether funded out of fair share or discretionary funds, the jurisdiction/applicant will submit an application to PCTPA that, at a minimum, includes the following information.
 - Description of project including justification and need
 - Project schedule by phase including anticipated date project will be open to the public
 - Total cost of project including portion to be funded from CMAQ and amount/source of local match
 - Type of CMAQ funds being requested ('fair share' and/or 'discretionary') and, for 'fair share' funds, from which jurisdiction's share (or multiple jurisdictions in the case of a joint application).
 - Calculation of air quality benefit/emissions reduction using most recent approved California Air Resources Board methodology. *Note: These calculations are required in order to comply with CMAQ guidelines.*
7. Each applicant will submit its application(s) by the specified due date to PCTPA. Applications will be reviewed by PCTPA staff and the Technical Advisory Committee (TAC). Staff and TAC recommendations will be forwarded to the Board along with a summary of all applications. The PCTPA Board will prioritize applications for funding from the discretionary portion and will approve eligible applications for jurisdictions according to the applicable 'fair share' distribution guidelines. Individual jurisdictions are responsible for programming their CMAQ, once allocated by the PCTPA Board, for inclusion in the MTP and MTIP

**CMAQ FAIR SHARE AND DISCRETIONARY FUNDS
FFY 2023 to 2025**

	<u>Previous Programming</u>	<u>Apportionment</u>	<u>Total Available</u>
FFY 2017 to 2019 Final Estimate	\$13,323,372	\$13,149,571	(\$173,801)
FFY 2023 to 2025 Estimate		\$11,494,518	\$11,494,518
Total			\$11,320,717

Final Apportionment Distribution Estimate		
Maximum Discretionary		
	Share (\$)	Share (%)
Discretionary	\$ 2,830,179	25.00%
Colfax Minimum Apportionment	\$ 100,000	0.88%
Placer County-West Slope	\$ 2,290,049	27.29%
Auburn	\$ 315,313	3.76%
Colfax	\$ -	0.00%
Lincoln	\$ 1,057,696	12.61%
Loomis	\$ 150,887	1.80%
Rocklin	\$ 1,517,169	18.08%
Roseville	\$ 3,059,424	36.46%
Total	\$ 11,320,717	100.00%

Discretionary Funds	
Program	Funds
Spare the Air	\$ 146,600
FSP	\$ 333,579
CMP	\$ 150,000
Highway 49 Sidewalk Gap Closure	\$ 1,200,000
South Placer Transit Projects	\$ 1,000,000
Total	\$ 2,830,179

FSP - Freeway Service Patrol
CMP - Congestion Management Program

Note 1: Per adopted PCTPA Board policy, distributions are based on 2019 DOF population estimates.
Source 1: CMAQ Actual Apportionments for FY 2017-2019, Caltrans Division of Transportation Programming, October 2017, 2018, 2019.
Source 2: CMAQ Estimates for 2018/19-2021/22, Caltrans Division of Transportation Programming, December 2017



MEMORANDUM

TO: Board of Directors **DATE:** December 4, 2019

FROM: David Melko, Senior Transportation Planner

SUBJECT: PLACER COUNTY FREEWAY SERVICE PATROL (FSP) CHANGE ORDER NO. 7

ACTION REQUESTED

Authorize the Executive Director to issue Change Order No. 7 to Placer County Freeway Service Patrol Contractor Services Agreement 15-FSP-01, as shown in Attachment 1.

BACKGROUND

Placer County's Freeway Service Patrol (FSP) is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and PCTPA. The program is a free service of privately-owned tow trucks that patrol about 15 miles of congested segments along both I-80 and SR 65. Tow trucks currently operate weekdays, except holidays, from 6:30 a.m. to 9:30 a.m., and 2:30 p.m. to 6:30 p.m. Monday through Friday. Contractor Services Agreement 15-FSP-01 with Extreme Towing, Inc. was approved in December 2014. This agreement has a base term of three years and includes three one-year option years.

DISCUSSION

Attached is proposed Change Order No.7 to the Contractor Services Agreement 15-FSP-01. Change Order No. 7 would exercise the Agreement's final option year (Year 3) extending the Agreement from January 2, 2020 to January 2, 2021. Change Order No. 7 also proposes a five percent rate increase for the contractor, Extreme Towing.

Overall, Change Order No. 7 increases the annual amount of \$346,486 approved pursuant to Change Order No. 6 to a not to exceed annual amount of \$412,901, an increase of \$66,415 or 19 percent. Change Order No. 6 went into effect July 1, 2019. While the proposed increase is large, the second half of 2019 includes months with fewer operating days per month and more service holidays, which reduced the cost of increasing service. If Change Order No. 6 had gone into effect for the entire year, the year-to-year difference would be less than a six percent increase.

Statewide, FSPs contract renewals have been seeing between 10 to 20 percent annual cost increases primarily due to: State minimum wage increases; drivers seeking better wages elsewhere in the economy or gravitating to Triple "A" tow contracts; and insurance cost increases to the tow industry. Further, recruitment and retaining drivers is becoming increasingly difficult in the tow and freight trucking industry. As a result, pay and benefits to retain existing drivers and to attract new drivers is also driving cost increases. Given the foregoing factors, staff believes the contractor's proposal is reasonable and is within approved budgetary resources.

Staff recommends approval of Change Order No.7 to the Contractor Services Agreement 15-FSP-01 as shown in Attachment 1. The TAC concurs with the staff recommendation.

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**CHANGE ORDER NO. 7 TO PLACER COUNTY FREEWAY SERVICES PATROL
CONTRACTOR SERVICES AGREEMENT 15-FSP-01
REGARDING
PLACER COUNTY FREEWAY SERVICE PATROL SERVICES FOR 2020**

The Placer County Transportation Planning Agency (PCTPA) may, from time to time, make changes in the Scope of Services of Contractor Services Agreement 15-FSP-01 through a Change Order. A Change Order shall not modify the overall purpose of this Agreement.

Pursuant to Contractor Services Agreement 15-FSP-01 between PCTPA and Extreme Towing, Inc. (Contractor) regarding Placer County Freeway Service Patrol services, Change Order No. 7 shall authorize the PCTPA Executive Director to make the following changes:

Section 2.0 PERIOD OF PERFORMANCE

Approve a final one (1) year extension from January 2, 2020 to January 2, 2021.

Section 3.0 B. PAYMENT

Modify the annual amount of \$346,486 approved pursuant to Change Order No. 6 to a not to exceed annual amount of \$412,901, an increase of \$66,415 or 19 percent, effective January 2, 2020.

Section 3.0 C. PAYMENT

Modify the FSP hourly rates approved pursuant to Change Order No. 5 by five percent, effective January 2, 2020, as follows:

- FSP services, cost per hour tow truck Rate: \$ 97.08
- FSP services, cost per hour service truck Rate: \$ 76.45
- FSP Services, total cost per hour Rate: \$ 173.53

Change Order No. 7 shall become effective January 2, 2020, with the Contractor performing the Scope of Services as changed. All other provisions of Contractor Services Agreement 15-FSP-01 and Scopes of Services, including Change Orders No. 1 through No. 6, shall remain intact and in force as amended.

**JOHNSON INVESTMENT CORPORATION
DBA EXTREME TOWING**

**PLACER COUNTY TRANSPORTATION
PLANNING AGENCY**

Bruce Johnson, President

Michael W. Luken
Executive Director

Date

Date



MEMORANDUM

TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: Mike Luken, Executive Director

SUBJECT: SELECTION OF CHAIR AND VICE CHAIR FOR 2020

ACTION REQUESTED

It is recommended that the Board designate the Chair and Vice Chair for 2020.

DISCUSSION

Under Article II, Section 2.1 of the PCTPA Bylaws, the annual appointments of Chair and Vice Chair take effect each January. The bylaws also specify the following rotation schedule:

- City of Auburn
- City of Colfax
- Placer County
- City of Lincoln
- Town of Loomis
- Placer County
- City of Rocklin
- City of Roseville
- Placer County

At the December 5, 2018 PCTPA meeting, pursuant to past practice where the incoming scheduled Chair is new to the Board or unable to serve as Chair, the Board took action to have the scheduled jurisdictions trade places and assigned Placer County as Chair and City of Colfax as Vice-Chair in 2019.

In order to realign with the rotation schedule, the City of Colfax, having served as Vice Chair in 2019, would serve as Chair in 2020 and the City of Lincoln would serve as Vice Chair. Placer County, having served as Chair in 2019 would fall back into the rotation schedule.

ML:ss

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

Technical Advisory Committee Meeting Minutes

November 20, 2019 – 3:00 p.m.

ATTENDANCE

Technical Advisory Committee (TAC)

Mengil Dean, City of Auburn
Araceli Cazarez, City of Lincoln
Brit Snipes, Town of Loomis
Justin Nartker, City of Rocklin
Dave Palmer, City of Rocklin
Mike Dour, City of Roseville
Jake Hanson, City of Roseville
Amber Conboy, Placer County
Katie Jackson, Placer County

Staff

Kathleen Hanley
Aaron Hoyt
Luke McNeel-Caird
Solvi Sabol

Placer Sacramento Gateway Plan Priority Projects

Luke McNeel-Caird explained we have been collaborating with 14 agencies within the corridor that covers the 50-mile stretch of freeways along Interstate 80/Business 80 and Highway 65. This effort has resulted in identifying six projects for consideration in the Gateway Plan. Currently only three of these projects are environmentally ready, which is a requirement of the Solutions for Congested Corridors Program (SCCP). The remaining projects will need to receive environmental clearance over the next six months in order to be included in the Plan. McNeel-Caird said that we will be taking these projects to the Board as an informational item this month, with the final plan going to the Board for acceptance in early 2020.

2040 Final Regional Transportation Plan (RTP) Adoption

Aaron Hoyt said that we are the end of the 2040 RTP and Environmental Impact Report (EIR) process and we will be bringing these items to the Board for adoption and certification, respectively. Aaron said we received one comment from Caltrans on the RTP which resulted in only minor text changes in the appendices. The California Department of Fish and Wildlife (CDFW) commented on the EIR regarding wildlife crossings, the response explained that their comment is much more appropriate at the Project level than the Programming level. There are currently no wildlife crossings planned in Placer County and more information would be needed from CDFW as to their need and location. Aaron noted the two “significant and unavoidable impacts” after mitigation pertain to agricultural resources and greenhouse gas emissions/climate change. The TAC concurred taking the 2040 RTP and EIR to the Board this month for adoption and certification

Aaron reported that SACOG approved the MTP/SCS on Monday, November 18th. This approval was fast-tracked in order to avoid jeopardizing any non-exempt projects within the MTP that would be affected under the federal SAFE Vehicle Rule which goes into effect November 26. Kathleen Hanley

asked the TAC to keep her apprised of any non-exempt projects that have significant scope changes as there could be issues once the SAFE Vehicle Rule goes into effect.

Highway 49 Sidewalk Gap Closure Project Environmental Approval

Aaron Hoyt said that we will be providing the Board an update on the Highway 49 Gap Closure Project which is slated to have environmental approval by Caltrans at the end of the month. Aaron explained to the TAC that this project, which was largely funded with an state ATP grant, will construct three miles of sidewalks from Interstate 80 to Dry Creek Road along Highway 49. The design phase will begin once the environmental is approved. We will be going to the California Transportation Commission (CTC) for an allocation of Right-of-Way funds in January 2020.

2020 State and Federal Project Delivery Plan

Kathleen Hanley provided a handout of the 2020 Placer County Delivery Plan. Kathleen explained that the jurisdictions meet on a quarterly basis. The next Project Delivery Team meeting is in January 2020.

Congestion Mitigation and Air Quality (CMAQ) Call for Projects

Luke McNeel-Caird provided the CMAQ Guidelines and Apportionment which is slated to go the Board for approval in December. Once adopted, there will be a call for projects and applications will be due in early 2020. The TAC concurred with the CMAQ Guidelines and Apportionment as provided.

Regional Surface Transportation Block Grant Program (RSTBGP) Guidelines

The RSTBGP and Guidelines were provided to the TAC. In the past, these funds were distributed by population and road miles amongst the jurisdictions. This year there is a discretionary apportionment for the Interstate 80 Auxiliary Lanes match which necessitates the adoption of guidelines. The TAC concurred with the RSTBGP Guidelines and Apportionment as provided.

Other Issues / Upcoming Deadlines

- a) **Freeway Service Patrol (FSP) Contract:** Change Order No. 7 will be going to the Board this month which approves the final one-year extension of the contract with the service provider, Extreme Towing. This includes a 19 percent cost increase which is attributed to costs related to driver retention. The TAC concurred.
- b) **Senate Bill 1 Annual Status Report:** An annual progress report of Placer County's SB 1 projects was provided to the TAC and will also be brought to the Board for information.
- c) **PCTPA Board Meeting:** December 4th.
- d) **Annual Caltrans and PCTPA Coordination Meeting:** January 7th at noon.
- e) **Next TAC meeting:** January 7th at 3:00 pm

The TAC meeting concluded at approximately 3:50 pm.

TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: Kathleen Hanley, Assistant Planner
Luke McNeel-Caird, Deputy Executive Director

SUBJECT: STATUS REPORT

1. Senate Bill 1 Annual Status Report

The attached Senate Bill 1 Annual Status Report summarizes the use of Senate Bill 1 (SB 1) funds in Placer County over the past fiscal year. The report provides apportionments by SB 1 fund type and highlights key projects. To keep the Board apprised of the use of SB 1 funds in Placer County, staff will provide this report once per year.

2. Quarterly Status Report on Regionally Significant Transportation Projects

The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will provide this report once per quarter.

3. Highway 65 Widening Phase 1 Design

The Highway 65 Widening Phase 1 project would construct a third lane from Blue Oaks Boulevard to Galleria Boulevard/Stanford Ranch Road and an auxiliary lane from Pleasant Grove Boulevard to Galleria Boulevard/Stanford Ranch Road on southbound Highway 65. The Project Development Team (PDT) met on September 4, 2019 to review Caltrans and local agency comments on the 90 percent design plans, discuss the need for temporary construction easements, and receive an overview of concepts for the corridor aesthetics master plan. The 90 percent design plans were revised based on comments received and resubmitted to Caltrans on October 11, 2019. The next step for the design plans is completion of safety and constructability review meetings with Caltrans staff. The Corridor Aesthetics Master Plan for Highway 65 from I-80 to Lincoln Boulevard is being developed based on input from the City of Roseville, Rocklin, and Lincoln, County of Placer, and the United Auburn Indian Community.

ML:ss



SB1 Annual Progress Report 2019

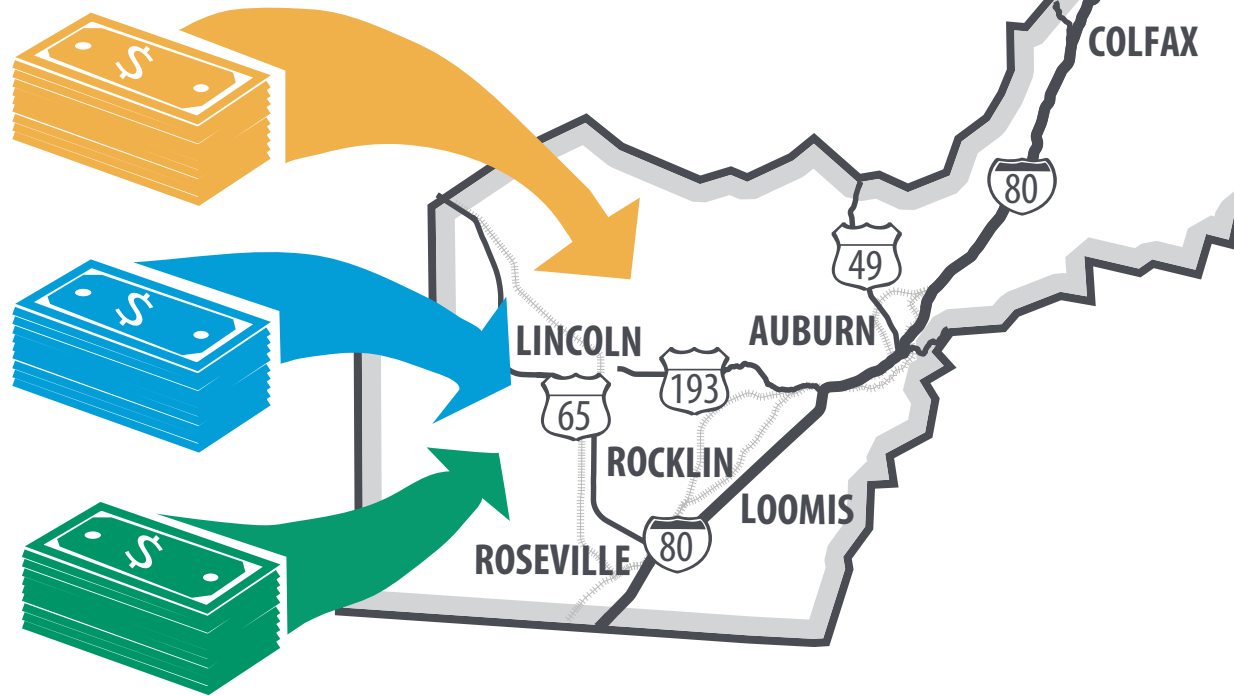
in Placer County

Placer County received \$23.6 million in new Senate Bill 1 transportation funds in 2019

\$8.2 million
Of Formula-Based
Road Repair Funding

\$1.0 million
Of Formula-Based
Transit Funding

\$14.4 million
Of Competitive
Active Transportation
Funding



Key SB1-Funded Projects Completed This Year



Roseville Downtown Bridges

Roseville's new bridges connect the Civic Center and Royer Park, making it easier to walk and bike in Downtown Roseville. This project was funded by SB1.



Sierra College Boulevard Repair

Placer County resurfaced the portions of Sierra College Boulevard that are in the incorporated area. Rocklin and Loomis expect to use future SB1 funds for the remaining areas.



Rising Sun Road Repaving

The City of Colfax used SB1 funds to repave Rising Sun Road and will continue to use funds to improve road quality throughout its downtown.



SB1 IS FUNDING...

Public Transit

- Operating Cost of Roseville Transit's, Placer County Transit's, and Auburn Transit's Combined 21 Bus Routes
- Replacement of Retired Buses with More Fuel Efficient and Alternative Fuel Vehicles



- Maintenance and Repair of 49 Buses Across Placer County's Three Transit Providers

Pedestrian Safety

- Creation of ADA-Accessible Curb Ramps at Intersections Across the County
- Creation of Bike Lanes and Pedestrian Paths on Washington Boulevard in Roseville
- New Sidewalks on Taylor Road in Loomis
- Intersection and Sidewalk Improvements on Rocklin Road



- New Sidewalks and Bike Lanes on Nevada Street in Auburn

Local Congestion Management

- Replacement of Traffic Signal at Rocklin Road and Pacific Street with Roundabout
- Addition of Safety Barriers in the Median along Highway 49 in North Auburn
- Construction of a Center Island to Relieve Congestions on Rocklin Road near Granite Drive



- Creation of a Roundabout in Colfax between Auburn Street and the I-80 Ramps

Road and Bridge Maintenance

- Replacement of Asphalt with Roller-Compacted Concrete to Triple the Life Span of Roadways in Roseville
- Resurfacing of more than 8,500 Feet of Local Roads around Auburn
- Resurfacing of Rising Sun Road in Colfax
- Replacement of Culverts Along Penryn Road



- Replacement of a storm-destroyed culvert and bridge on Penryn Road.

Funding Transparency

Proposition 69, which 83% of Placer County residents supported, was passed in June 2018. With this constitutional amendment, all revenue from SB1 is guaranteed to be used for transportation purposes. The interactive map and project list on rebuildingca.ca.gov/ provides residents the transparency to know where their gas tax dollars are going.

Previous SB1 Funding

2018 - \$21 million

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

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2023			2019
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, and El Dorado counties on Various Routes at Various Locations: Upgrade pedestrian facilities. [CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in FY 17/18]. Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616]. Toll Credits for ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$40,255,000	2021	2018	2018	2019
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM 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 optic communication lines [CTIPS ID 107-0000-1044]. Toll Credits for ENG	SHOPP Mobility AC	\$16,750,000	2021	2018	2018	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2020	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	In Placer County on I-80 at various locations (PM 46.3/R63.5): Replace bridges at four locations (#19-0112, #19-0113, #19-0114, #19-0118). [CTIPS ID 107-0000-1033]	SHOPP Bridge AC	\$53,235,000	2025	2019	2019	2020
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation [CTIPS ID 107-0000-1032]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,540,000	2020	2018	2018	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.9) - Drainage system rehabilitation [CTIPS ID 107-0000-1034]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]. Toll Credits for ENG	SHOPP Mobility AC	\$2,565,000	2021	2017	2017	2020
Caltrans D3	CAL20728	SR 49 Realignment	In Auburn on SR 49, from 0.2 miles south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout. [CTIPS ID 107-0000-1063]	SHOPP Collision AC	\$8,919,000	2021	2018	2019	2020

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

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20729	SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter	On SR 65 in Roseville at Galleria Blvd/Stanford Ranch Road (PM R5.9): Install ramp meter. The 80/65 Interchange Phase 1 project (0H26U) combines SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter (0F352/CAL20729), 80/65 Aux Lane (0H260), and SR 65 NB Ramps at Galleria/Stanford Ranch (0H560) for construction.. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,903,000	2020	2017	2017	2017
Caltrans D3	CAL20756	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 18/19 FY Minor A). Toll Credits for CON	CT Minor Pgm. - National Hwy System	\$1,317,000	2020			2019
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80) - Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]	SHOPP Mobility AC	\$1,629,000	2020	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]	SHOPP Mobility AC	\$2,344,000	2020	2018	2018	2019
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations - Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species [CTIPS ID 107-0000-1114; CTIPS primary location Sut-99-0.0/42.4] [CTIPS ID 107-0000-1114]	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2020	2018	2019	2019
Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113]	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (Pla-80-38.3/41.5) - Rehabilitate drainage systems [CTIPS ID 107-0000-1119]	SHOPP Roadway Pres AC	\$5,386,000	2023	2018	2020	2021
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards [CTIPS Identifier Sac-Var; CTIPS ID 107-0000-1149]	SHOPP Collision AC	\$4,115,000	2020	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In El Dorado, Butte, Placer, Sacramento, Sutter and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89 and SR 99, at various locations - Upgrade crash cushions and sand barrel arrays to make more durable [CTIPS ID 107-0000-1124]	SHOPP Collision AC	\$3,360,000	2022	2019	2020	2021

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20783	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards [CTIPS ID 107-0000-1126]	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021
Caltrans D3	CAL20798	Colfax Roundabout - Maidu Village FCO	In Colfax, at the I-80 westbound onramps and offramps to SR 174 (PM 33.0/33.1) - Install roundabout; Financial Contribution Only (FCO to City of Colfax) (201.310 SHOPP Operational Improvements 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,250,000	2020			2019
Caltrans D3	CAL20799	Roseville Ramp Meter Repair	In Roseville, on eastbound I-80 at Auburn Boulevard (PM 0.4), Atlantic Street (PM 3.0) and Taylor Road (PM 3.2) onramps; also in the City of Rocklin, on westbound I-80 at Sierra College Boulevard onramps (PM 7.2/7.5) - Reconstruct five (5) existing non-operational ramp meters (201.315 SHOPP Transportation Management Systems 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$810,000	2020			2019
Caltrans D3	CAL21227	SR 49 Safety Improvements	In Placer County near Auburn from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road [PM R8.7/R10.6]: Construct concrete median barrier and two roundabouts. [CTIPS ID 107-0000-1222]	SHOPP Collision AC	\$26,340,000	2024	2020	2021	2022
Caltrans D3	CAL21277	SR 65/I-5/SR 51/SR 174 High Friction Surface Treatment	In Placer, Sacramento, and Nevada Counties on SR 65, I-5, SR 51, and SR 174 at various locations: Apply High Friction Surface Treatment (HFST) and Open Grade Asphalt Concrete (OGAC) at various ramp locations. [CTIPS ID 107-0000-1211]	SHOPP Collision AC	\$3,145,000	2021	2019	2020	2020
Caltrans D3	CAL21278	SR 65 South Ingram Slough Slide Repair	In Lincoln on SR 65 at South Ingram Slough Bridge (PM R13.0/R13.1): Permanent restoration to repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. [CTIPS ID 107-0000-1209]	SHOPP - Emergency Response (SHOPP AC)	\$1,725,000	2020	2019	2020	2020
Caltrans D3	CAL21342	Colfax Acceleration Lane	In Placer County on I-80 in the City of Colfax at the westbound on-ramp from SR 174 [PM 32.7/33.0]: Construct acceleration lane. (FY 19/20 Minor A)	CT Minor SHOPP AC	\$2,210,000	2020			2020
Caltrans D3	CAL21352	Blue Canyon Truck Climbing Lane	On I-80 in Placer County at 3 locations from Applegate to EB off-ramp to Nyack (PM R26.5/R28.8): Roadway rehabilitation. (MTP ID CAL20844)	SHOPP Roadway Pres AC	\$113,500,000	2026	2023	2023	2023
Caltrans D3	CAL21353	Monte Vista Truck Climbing Lane	On I-80 in Placer County from Saw Mill OC to 0.3 mile east of Drum Forebay OC (PM 42.7/49.3R): Pavement preservation. (See MTP ID CAL20845)	SHOPP Roadway Pres AC	\$76,860,000	2025	2023	2023	2023
Caltrans D3	PLA25647	I-80 Atlantic/Eureka W/B On-ramp Widening	On I-80 in Roseville at the Atlantic Street/Eureka Road westbound on-ramp (PM 2.8): Install ramp meters and widen ramp for storage capacity. [CTIPS ID 107-0000-1031]	Local, SHOPP Mobility AC	\$11,150,000	2022	2016	2018	2020

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Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail	\$83,535,000	2021	2011	2017	2017
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2020	2011	2020	2020
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	In Auburn, along Nevada St from Placer St to Fulweiler Ave: Class 2 bike lane and adjacent sidewalks to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.03, NOx 0.02)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA	\$4,831,282	2019	2013		2016
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$715,134	2022			2019
City of Citrus Heights	SAC24732	Auburn Blvd. Complete Streets - Phase 2 (Rusch Park to Whyte Avenue intersection)	Auburn Blvd. from the northern city limits, including Whyte Ave intersection in City of Roseville, to Rusch Park: Construct class II bicycle lanes, landscape buffered sidewalks, transit stop improvements. On Auburn Blvd. near Whyte Ave., construct new gateway traffic signal/intersection. On Whyte Ave at Auburn Blvd., close left turns from Whyte. Ave. (CMAQ funds only for work within Citrus Heights, not work in Roseville.) (\$1,512,000 ATP for CON and \$13,000 for CON Non-Infrastructure)	ATP (Fed), CMAQ, Local, RSTP/STBG	\$15,493,242	2025	2014	2016	2022
City of Colfax	PLA25674	Rising Sun Road Pavement Resurfacing Project	In Colfax: Rising Sun Road from Ben Taylor Road to W. Grass Valley Street; Resurface up to 1,400-feet including engineering design, base repairs, mill and fill of road (up to 35,000-sf); and construction management and inspection.	Local, RSTP/STBG, RSTP/STBG Exch	\$224,998	2019	2018		2018
City of Colfax	PLA25676	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	CMAQ, CT Minor SHOPP AC, HIP, Local	\$3,696,000	2019	2018		2019

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City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	HBP, Local	\$13,521,200	2024	2013	2022	2024
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$3,019,534	2023	2016		2023
City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between O Street and K Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$2,331,954	2020			2019
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019			2017
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to Nicolaus Road on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	Local, RSTP/STBG	\$2,411,654	2022	2018		2022
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2023	2022		2022
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2024	2023		2023
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$9,290,000	2020	2018		2018
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2024	2023		2023

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City of Rocklin	PLA25551	2018 Pavement Rehabilitation-Variou Streets	In the City of Rocklin; Lonetree Blvd., from City Limit with Roseville to Sunset Blvd; Blue Oaks Blvd. from City Limit with Roseville to Sunset Blvd; Sunset Blvd. from Fairway Drive to SR-65; West Oaks Blvd. from Lonetree Blvd. to Stanford Ranch Rd.; Stanford Ranch Rd. from City Limit with Roseville to Sunset Blvd; Park Drive from City Limit with Roseville to Sunset Blvd: Rehabilitate roads. (NEPA covers both this and PLA25678.). Toll Credits for CON	RSTP/STBG	\$2,375,463	2019			2019
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$572,058	2019	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout.. Toll Credits for ENG, ROW, CON	CMAQ, Local	\$5,682,637	2020	2016	2021	2021
City of Rocklin	PLA25678	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. NEPA covered by PLA25551 (STPL-5095-025).. Toll Credits for ENG	Local, RSTP/STBG	\$1,900,463	2023	2020		2023
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymnt Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2020	2018	2019	2020
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymnt Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2022	2019	2020	2021
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$4,200,000	2025	2021	2022	2023
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2024	2021	2021	2022
City of Roseville	PLA19910	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail.	ATP (Fed), CMAQ, Local	\$11,790,629	2022	2011	2020	2021
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2019	2018	2019	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2022	2019	2019	2020
City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.18, NOx 0.11, PM2.5 0.04)	CMAQ, Local	\$4,873,000	2020	2011		2018

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City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.05, NOx 0.04, PM2.5 0.01) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$7,480,077	2020	2011		2016
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2025			2022
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP	\$5,578,000	2021	2011	2017	2023
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2024			2020
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2020	2019	2019	2020
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymont Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2020			2018
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westside Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2021	2020	2020	2021
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2019
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$817,000	2019	2014		2025
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$4,232,576	2022			2019

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City of Roseville	PLA25672	Roseville 2018 Arterial Resurfacing Project	In Roseville; Roadway resurfacing on the following streets: Blue Oaks Blvd from Fiddymont to Crocker Ranch, Pleasant Grove from Fiddymont to Michner, Woodcreek Oaks from Junction to Canevari, Foothills from Cirby to Denio Loop, Vernon St from Cirby to Douglas, Riverside Ave from City Limit to Darling, Orlando from Riverside to Cirby, Cirby from Sunrise to Rocky Ridge, Folsom from Vernon to Douglas, Lincoln from Folsom to Oak, Estates Dr (all), Harding from Lead Hill to S. end, Stanford Ranch from Hwy 65 to City Limits, Roseville Pkwy from Secret Ravine to Alexandria, Eureka from Douglas to Sierra College & Sierra College from Olympus to Secret ravine.. Toll Credits for CON	RSTP/STBG	\$4,933,559	2020			2020
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$2,438,000	2021	2019		2022
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2022	2019	2020	2021
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2023	2020	2021	2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022
City of Roseville	PLA25683	Westbrook Blvd. Extension	In Roseville, extend 4-lane Westbrook Blvd. south from existing Westbrook Blvd. to approx. 3,700' south of Pleasant Grove Blvd. (Scope included as part of PLA25483 in MTP.)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25684	Westbrook Blvd. South	In Roseville, construct 4-lane Westbrook Blvd. from Baseline Rd. to approx. 1,500 north. (Scope included as part of MTP project, PLA25483)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$5,982,000	2023			2020
City of Roseville	PLA25703	Replace 3 dial-a-ride buses	Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan.	FTA 5307 - E.S., Local	\$600,000	2020			2019

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City of Roseville	PLA25829	Fixed Route Fleet Replacement & Minor Fleet Expansion	Replace six (6) local fixed route diesel buses with six (6) 35' low floor diesel local fixed route buses; and purchase two (2) 40' low floor diesel commuter expansion buses to provide fleet resiliency. [Distributions by Fiscal Year: FY18 \$575,887; FY19 \$937,455; FY20 \$900,000 (estimated); FY21 \$900,000 (estimated)]	FTA 5307 - E.S., Local	\$4,183,374	2022			2020
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2018	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,125,000	2023			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	DEMO HPP, Local, NCI, Prop 1B Trade Corridor, SHOPP Collision AC, SHOPP Mobility AC	\$53,283,200	2019	2010	2017	2017
PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	CMAQ, Local	\$1,256,813	2022			2011
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$20,750,000	2021	2013	2020	2020
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	CMAQ, State Cash	\$2,987,207	2022			2014

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PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.. Toll Credits for ENG, ROW, CON	2016 EARREPU, DEMO HPP, HIP, Local, NCI	\$29,391,205	2023	2014	2020	2022
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$250,000,000	2030	2019	2026	2026
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools. (Non-Infrastructure component will authorize work in 2019 for \$733,000.). Toll Credits for ENG, ROW, CON	ATP (Fed), CMAQ, HIP, Local	\$16,403,000	2022	2018	2020	2019
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2023	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$840,000	2023			2019
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2020	2012	2019	2019
Placer County	PLA15270	North Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	Local	\$1,704,300	2030	2021	2023	2023
Placer County	PLA15390	Sierra College Boulevard Widening A	Sierra College Boulevard, from SR 193 to Loomis town limits: Widen from 2 lanes to 4 lanes.	Local	\$15,400,000	2025	2022	2024	2025
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2020	1998	1999	2014
Placer County	PLA18390	Dyer Lane Extension (Placer Creek Drive)	Dyer Lane from Baseline Road (near Brewer) to Baseline Road east of Watt Avenue: Construct 2-lane road. (Segment east of Watt has been renamed to Placer Creek Drive.)	Local	\$10,025,700	2025	2021		2023
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2017
Placer County	PLA20700	Watt Avenue Widening	Widen Watt Avenue: from Baseline Road to the Sacramento County line: Widen from 2 lanes to 4 lanes.	Local	\$14,582,700	2025	2021		2023
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$37,500,000	2025	2021	2021	2022

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

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymnt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2025	2021	2021	2022
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2022	2013	2016	2020
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,327,055	2019	2010		2018
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes.. Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$4,617,977	2020	2010		2018
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ROW, CON	HBP, Local	\$10,900,000	2020	2008	2017	2021
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2020	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge.. Toll Credits for CON	HBP, Local	\$6,093,000	2019	2008	2011	2018
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2020	2011	2019	2025
Placer County	PLA25479	16th Street / Placer Vineyards Road	16th Street / Placer Vineyards Road, from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road (renamed to Placer Vineyards Road).	Local	\$7,118,300	2025	2021		2023
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$44,651,000	2023	2011	2022	2025
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local	\$44,054,078	2022	2011	2016	2018

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

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,876,390	2020	2012	2015	2017
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$19,892,750	2025	2013	2022	2022
Placer County	PLA25536	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP	\$5,000,000	2020	2013	2020	2025
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$6,058,248	2020	2013	2016	2019
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,514,886	2020	2012	2018	2022
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for ROW, CON]. Toll Credits for ROW, CON	CMAQ, Local, RSTP/STBG	\$2,943,451	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2019			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2019			2018
Placer County	PLA25598	SR 49 Widening A	SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes.	Local	\$8,350,650	2025	2022	2024	2025
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009 (Toll Credits for CON)	HSIP, Local, RSTP/STBG	\$2,694,200	2020			2016
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010)	HSIP	\$249,700	2019			2017
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP/STBG	\$6,800,000	2026	2019	2021	2025
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	\$2,410,000	2023	2023	2023	2023

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

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	\$3,449,500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	\$2,393,500	2023	2023	2023	2023
Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,109,500	2023	2023	2023	2023
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$2,245,000	2023	2021	2025	2025
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$1,849,001	2023	2022	2025	2025
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$1,000,000	2020	2018		2019
Placer County	PLA25725	Education Street	Education Street, from east of SR 49 to Quartz Drive: Construct 2-lane roadway and signal modifications.	Local	\$3,835,900	2024	2020		2022
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	\$6,243,200	2025	2022		2024
Placer County	PLA25778	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013)	HSIP	\$2,430,900	2024			2022
Placer County Transit	PCT10509	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area. FY 2019: \$405,065	FTA 5311, Local	\$814,300	2019			2019
Placer County Transit	PCT10510	Preventive Maintenance and Operating Assistance, 2018	Operating assistance and preventive maintenance for urban transit services within Placer County. FFY 2018 - Operating Assistance \$1,293,446 FFY 2018 - Preventive Maintenance \$447,238	FTA 5307 - E.S., Local	\$1,740,684	2019			2018
Placer County Transit	PCT10511	Preventive Maintenance and Operation Assistance, 2019	Operating assistance and preventive maintenance for urban transit services within Placer County FFY 2019 - Operating Assistance \$1,287,480 FFY 2019 - Preventive Maintenance \$433,093	FTA 5307 - E.S., Local	\$1,720,573	2020			2019

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$821,886	2020			2020
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 4	In Loomis: Taylor Road from Horseshoe Bar Road to King Road: construct new bike lanes and sidewalks and streetscape improvements.	CMAQ, Local	\$1,079,124	2021			2020

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: November 8, 2019
RE: October Monthly Report

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

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

Below are activity summaries of AIM's work:

Funding Strategy

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

PCTPA.net & Social Media

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

Key social media posts included:

- National Walk to School Day
- Unmet Transit Needs Survey
- Roseville Bikefest
- South Placer Business Summit Event
- Interstate 80 / Highway 65 Interchange Video
- South Placer Business Summit
- New ramp meters on Highway 65

- South Placer Business Summit
- Placer Sacramento Gateway Plan Community Workshop Event
- Placer Sacramento Gateway Plan Community Workshop Flier
- South Placer Business Summit
- Placer Sacramento Gateway Plan Community Workshop Infographic
- South Placer Business Summit Event Recap
- Capitol Corridor Biopic: Mike Mendelson
- Washington Boulevard / Andora Widening Project – Phase I
- Traffic Alert – Tuesday, November 5 for El Dorado County Sheriff Deputy Brian Ishamel funeral service

Current social media page statistics include:

- Facebook – 1,653 Followers
- Twitter – 1,022 Followers
- Instagram – 440 Followers

Key website analytics include:

- Total page views for the PCTPA website during September: 3,072
 - 19% of views were on the Home Page
 - 7% of views were on the On-Call Transit Planning Support Services Page
 - 5% of views were on the Request for Proposals Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during October: 488

Newsletter #43

AIM developed topics and began drafting articles for the 43rd edition of the PCTPA newsletter. Topics include Mike’s Message, Board Perspective: John Allard, Placer Sacramento Gateway Plan Update and CCJPA: Meet the Riders.

Media Relations

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

Project Assistance

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

AIM, in partnership with PCTPA and CCJPA, coordinated logistics for and distributed an informational video about the Capitol Corridor. AIM, in partnership with PCTPA and CCJPA, coordinated logistics for and is currently drafting the next CCJPA videos for distribution. These videos will focus on Capitol Corridor riders from Rocklin and Roseville.

October 29, 2019

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

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

RE: October Report of Activities for Funding Strategy Outreach Effort

Areas of focus this month were as follows:

Legislation – Complete

- Legislation Signed October 11

Research – In Progress

- Focus Group Preparation
- Focus Groups Held October 28

Stakeholder Outreach – In Progress

- Updated stakeholder universe
- Continued to meet individually with key stakeholders
- Held Stakeholder Meeting on October 24

Partner Collaboration – In Progress

- Connected with key partners
- Staffed and coordinated Loomis Eggplant Festival and Roseville Galleria Table
- Planned and held Small Business Summit on October 22
- Coordinated and attended various presentations
- Continued speakers bureau/community engagement scheduling
- Coordinated activities with AIM

Earned Media/Collateral Development/Paid Advertising – In Progress

- Continued working on expenditure plan piece
- Launched Movie Theater Advertising Program on October 4
- Drafted Safe Routes to School Op Ed

Account Management – In Progress

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

FY-2019/20 OUTREACH PLAN	ELEMENTS
July 2019	<ul style="list-style-type: none"> ● Op-Ed SB 1 Funding, John Allard ● Social Media with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Non-Profit Stakeholder Meeting ● Stakeholder Meeting ● Rocklin Chamber July Mixer at Quarry Park ● Roseville Galleria Table ● Expenditure Plan Booklet Production
August 2019	<ul style="list-style-type: none"> ● Op-Ed, Evacuation/Emergency Responders, Devon Bell ● Social Media Coordination with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Electronic Billboards ● Roseville Galleria Table ● Lincoln Chamber Executive Director's Breakfast ● Expenditure Plan Booklet Production
September 2019	<ul style="list-style-type: none"> ● Op-Ed, AB1413, Jim Holmes ● Social Media Coordination with AIM ● Legislative Support ● Advertising ● Electronic Billboards ● Tier III & Tier IV Presentations ● Rocklin Chamber Hot Chili Cool Cars ● Roseville Splash ● Roseville Chamber ● Lincoln Showcase ● Stakeholder Meeting ● Roseville Galleria Table ● Focus Group Prep ● Expenditure Plan Booklet Production
October 2019	<ul style="list-style-type: none"> ● Op-Ed, Safe Routes to School, Gayle Garbolino ● Social Media Coordination with AIM ● Legislative Support ● Focus Groups ● Tier III & Tier IV Presentations ● Stakeholder Meeting ● Loomis Eggplant Festival ● Roseville Galleria Table ● Earned Media Story Re: Transportation Needs & Funding ● Movie Theater Advertising ● Small Business Summit

FY-2019/20 OUTREACH PLAN	ELEMENTS
November 2019	<ul style="list-style-type: none"> • Due to Op Ed Back Up Skipping November • Activity Coordination with AIM • Roseville Galleria Table – November 9 Nancy/Mike • January Survey Development • Tier III & Tier IV Presentations • Movie Theater Advertising • Roseville Holiday Parade • Expenditure Plan Piece Production • Direct Mail Piece Production • Video Production - Emergency Study Fireman/Policeman/Ambulance • *Digital Advertising
December 2019	<ul style="list-style-type: none"> • Op-Ed, Local Match & Visitor Funding, Jeff Richardson • Activity Coordination with AIM • Survey Finalized to Take to December 5 Board Meeting • Stakeholder Meeting • Tier III & Tier IV Presentations • Movie Theater Advertising • Roseville Galleria Table/Kiosk – December 7 Cherri/Kathleen • Direct Mail Production • Expenditure Plan Piece Production • Video Production – Emergency Study Fireman/Policeman/Ambulance • *Digital Advertising
January 2020	<ul style="list-style-type: none"> • Op-Ed, Local Transportation Funding Update, Jennifer Hanson & Tom Indrieri, ED Lincoln Chamber • Survey in the Field • Funding Strategy Town Hall Meeting @ William Jessup – January 16 or 23 • Activity Coordination with AIM • Tier III & Tier IV Presentations • Direct Mail – Transportation Needs & Funding – Hits Early Jan. • Roseville Galleria Table • Video Production/Finalize - Emergency Study Fireman/Policeman/Ambulance • *Movie Theater Advertising • *Digital Advertising
February 2020	<ul style="list-style-type: none"> • Op-Ed, TBD Author & Topic • Tier III & Tier IV Presentations • Activity Coordination with AIM • March Survey Development • Stakeholder Meeting • Direct Mail Production • Video Production – How Transportation is Funded • *Electronic Billboards

FY-2019/20 OUTREACH PLAN	ELEMENTS
	<ul style="list-style-type: none"> • *Movie Theater Advertising • *Digital Advertising
March 2020	<ul style="list-style-type: none"> • Op-Ed, Economic Development, Sherry Conway • Activity Coordination with AIM • Tier III & Tier IV Presentations • Roseville Galleria Table • Stakeholder Meeting • Survey in the Field • Survey Results Going to PCTPA Board • Direct Mail Piece Hits Early March After Primary • Video Production/Finalize – How Transportation is Funded • *Movie Theater Advertising • *Digital Advertising
April 2020	<ul style="list-style-type: none"> • Op-ed, Transportation Needs & Funding • Tier III & Tier IV Presentations • Activity Coordination with AIM • Roseville Galleria Table • Stakeholder Meeting • Activity Coordination with AIM • Cities Vote to Place on the Ballot • *Movie Theater Advertising • *Digital Advertising
May 2020	<ul style="list-style-type: none"> • Op-Ed, Board Decision to Proceed, County Supervisor and PCTPA Board Chair • Cities Vote to Place on the Ballot • PCTPA Board Decision to Proceed • Earned Media Story Re: Decision • Stakeholder Meeting • Roseville 2020 • Rocklin State of the City • Roseville Galleria Table • Activity Coordination with AIM • *Direct Mail Production • *Movie Theater Advertising • *Digital Advertising
June 2020	<ul style="list-style-type: none"> • PCTPA Board Decision to Proceed (Alternate Date) • *Direct Mail Production • Activity Coordination with AIM
July 2020	<ul style="list-style-type: none"> • Placer BOS Votes to Place on the Ballot • Activity Coordination with AIM • *Direct Mail Piece Hits



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October 31, 2019

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

Infrastructure

The current situation regarding a mega infrastructure bill is disappointing and frustrating for a number of reasons. First of all, the President campaigned on a robust infrastructure proposal; he spoke about it to great lengths in his State of the Union speech (more so than any past President since Jimmy Carter); and, according to his staff, he still wants to do it because “infrastructure is what he does best.” Secondly, the Department of Transportation has worked for months developing an outline of principals including various funding options. Thirdly, congressional Democrats want a bill as evidenced by Chairman DeFazio’s continued interaction with the Administration, as recently as last month, and the Senate Democrats have their \$10T infrastructure proposal. Congressional Republicans, even though fairly quiet on the issue (except for Senator Barrasso, Chair of the Environment and Public Works Committee, who has developed his own infrastructure proposal), privately support the effort pending the President getting out front on it. Unfortunately, notwithstanding all of these, the infrastructure effort has been overshadowed by the various non-policy disagreements between the President and congressional Democrats, from tax returns to hush payments to retreat lodgings to impeachment. To be candid, they distrust each other so how can you work together. So for the remainder of the calendar year, we will continue to urge/monitor any developments regarding an infrastructure bill. Pending that, we will be giving more attention to action on reauthorization of the FAST Act.

Senate Environment and Public Works Committee Highway Bill

No change since the last report. To review, the EPW Committee reported its version of the highway bill – “America’s Transportation Infrastructure Act.” The bipartisan bill would authorize \$287 billion in highway spending, 90- percent of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize \$10.8 billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue

mechanisms to the gas tax. The action by the Committee is intended to jump start the reauthorization process. However, notwithstanding its action, other Senate Committees – Finance (revenues), Commerce (rail, trucking and safety) and Banking (transit) – would still have to provide their titles to the bill. Action by those Committees is expected at the earliest in the fall. The House is behind the Senate in terms of schedule. At best, House committee actions would occur in the fall but more than likely spill over until next year. The current highway program expires Sept. 30, 2020.

FY20 Appropriations in General

On Sept. 27, the President signed into law the FY20 Continuing Resolution to fund the government until Nov. 21. Previously, on Sept. 19, the House, on a bipartisan vote of 301-123, passed the Resolution. That action was necessary given the House has passed only 10 of 12 appropriations bills and the Senate has reported (not passed) only 9 of 12. The Senate followed suit with passage on Sept. 26, also on a bipartisan vote of 81-16.

FY20 Transportation Appropriations Bill

On June 25, the House passed a minibus that includes the FY20 Transportation Appropriations bill. In total, the bill provides \$137.1 billion, an increase of \$6 billion above the 2019 enacted level and \$17.3 billion above the President's budget request. Included in the bill: TIGER, \$1B; Amtrak, \$1.3B; highways, \$49B; and, transit, \$2.3B.

On September 19, the Senate reported its version which provides \$1B for BUILD grants, \$46.3 B for highways, \$17.7 B for aviation, \$2.9 B for rail, \$13 B for transit, \$904 M for maritime, and \$972 M for safety.

Senate Appropriations Update

On Oct. 22, the Senate Appropriations Committee reported its version of a mini bill that includes funding for the Commerce, Agriculture, Interior and Transportation bills per the above.

Bill Tracking

S.352 — 116th Congress (2019-2020)

BUILD Act

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

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

H.R.180 — 116th Congress (2019-2020)

Build America Act of 2019

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) Cosponsors: (7, now 10)

Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In

distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

S.146 — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)

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

H.R.658 — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60, now 61)

Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

RAPID Act

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

Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

S.403 — 116th Congress (2019-2020)

IMAGINE Act

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

Committees: Environment and Public Works

H.R.228 — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

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

[H.R.880](#) — 116th Congress (2019-2020)

Surface Transportation Investment Act of 2019

Sponsor: [Rep. Brownley, Julia \[D-CA-26\]](#) (Introduced 01/30/2019) Cosponsors: (1) Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses. The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

[H.R.1586](#) — 116th Congress (2019-2020)

BRIDGE Act of 2019

Sponsor: [Rep. Butterfield, G. K. \[D-NC-1\]](#) (Introduced 03/07/2019) Cosponsors: (3, now 6) Committees: House - Energy and Commerce, Education and Labor

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

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

[H.R.3134](#) — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: [Rep. Langevin, James R. \[D-RI-2\]](#) (Introduced 06/05/2019) Cosponsors: (2) Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.

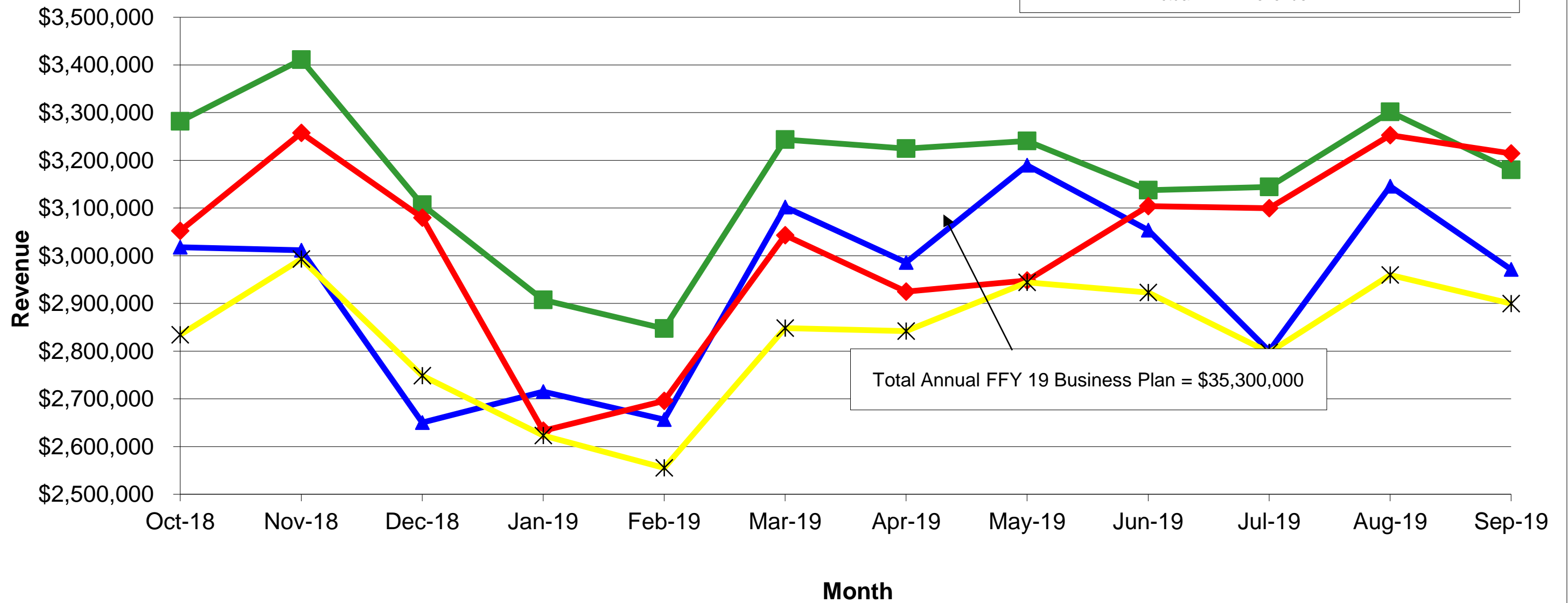
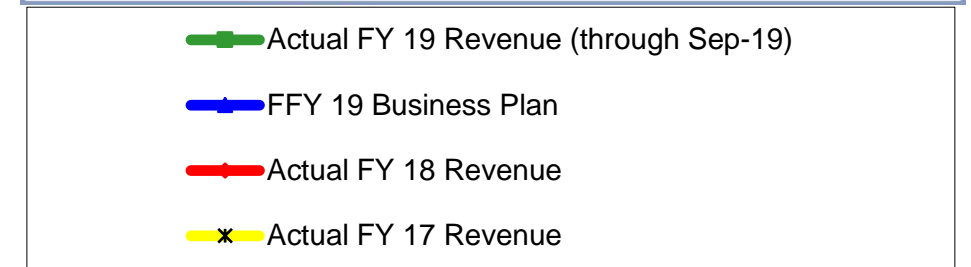
**How's Business?:
Revenue**

7.7% vs.FFY 19 Business Plan YTD

4.7% vs. Prior FFY 18 YTD

11.9% vs. Prior FFY 17 YTD

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



How's Business?

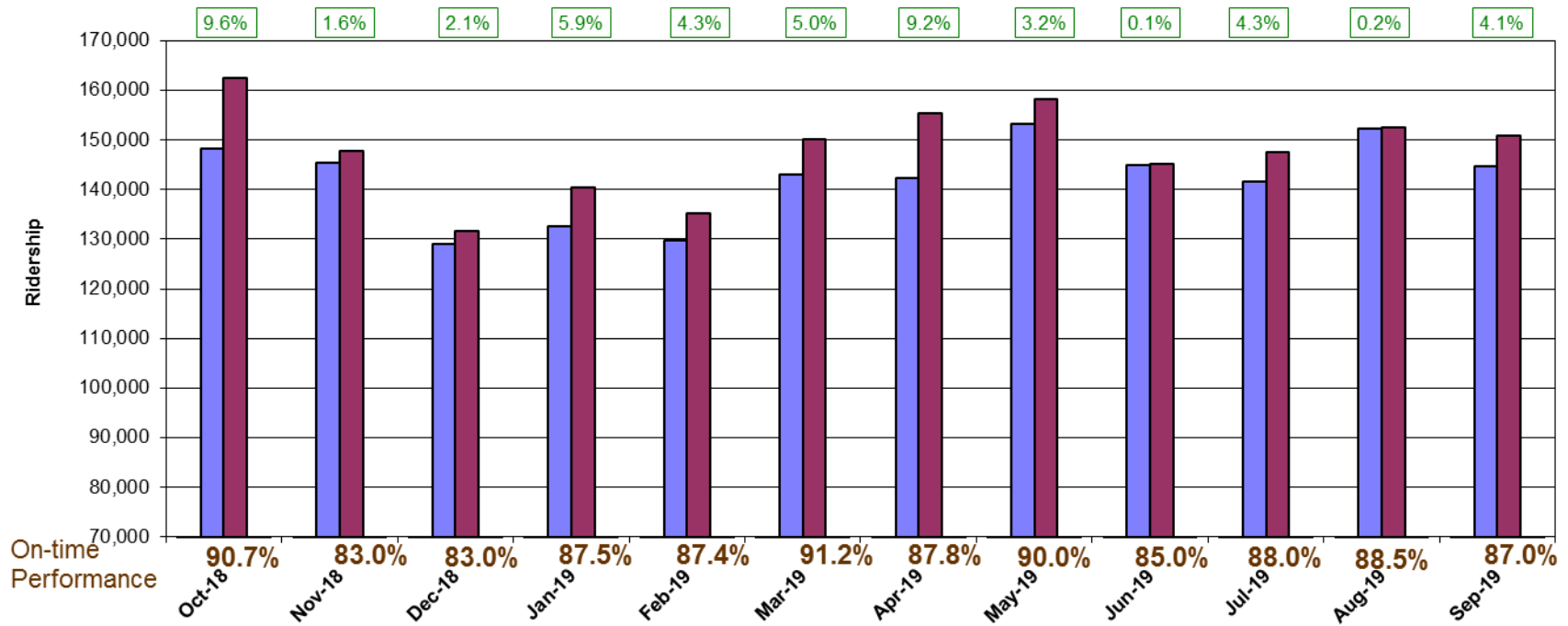
Ridership



■ Prior 12 Months
 ■ Current 12 Months

4.12% Overall 12-Month Growth
 Ridership Last 12 Months=1,777,136
 Ridership Prior 12 Months=1,706,849

% difference current month to prior year's month



Capitol Corridor FY19 Performance Measures
Oct 2018 - Sept 2019

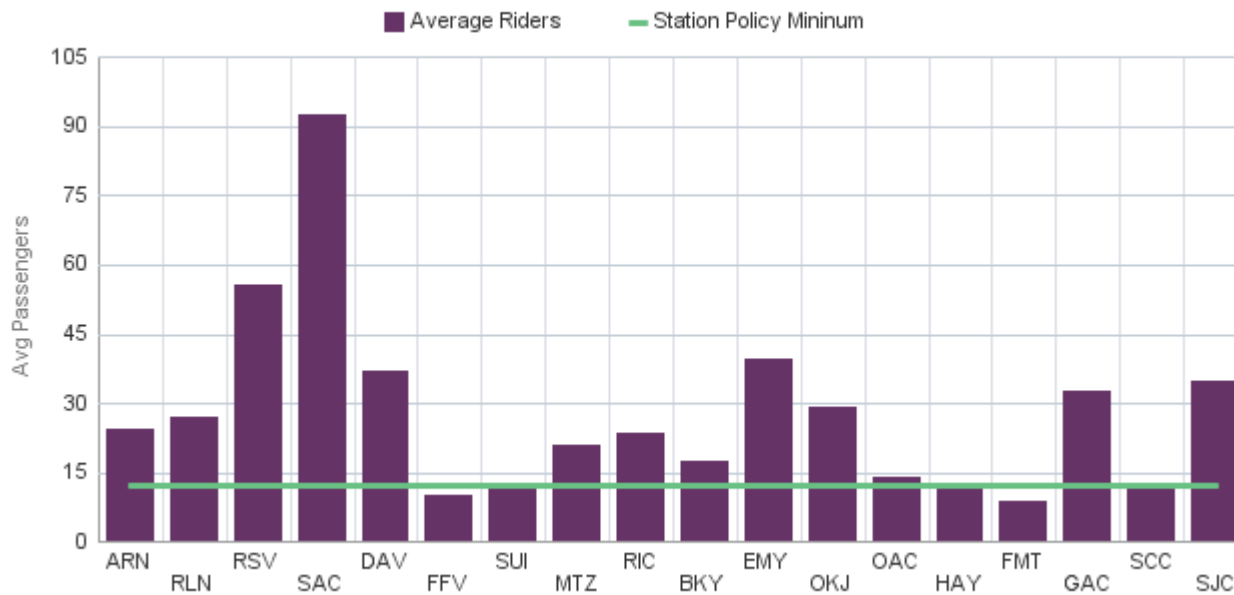
	<u>Ridership</u>	<u>Revenue</u>	<u>On Time Performance End-point</u>	<u>On Time Performance Passenger</u>	<u>System Operating Ratio</u>	<u>Customer Satisfaction</u>
Actual	1,777,136	\$ 38,027,784	89%	87%	60%	90.4
Business Plan	1,670,400	\$ 35,300,000	90%	90%	52%	92.5
Actual vs Businss Plan % Diff	6%	8%	-1%	-3%	16%	-2%
Previous YTD % Diff	4%	5%	-1%	-3%	2%	6%

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 19/October 1, 2018 -September 30, 2019

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	9,641	7,525	24	Y
BKY	85,584	86,092	17	Y
DAV	185,094	177,603	37	Y
EMY	191,926	197,663	40	Y
FFV	49,412	50,461	10	Y
FMT	22,977	22,786	9	N
GAC	92,663	76,515	33	Y
HAY	29,355	33,160	12	Y
MTZ	98,779	106,330	21	Y
OAC	40,802	49,113	14	Y
OKJ	145,314	140,635	29	Y
RIC	109,516	120,216	23	Y
RLN	10,726	8,489	27	Y
RSV	21,015	18,559	56	Y
SAC	462,388	446,639	92	Y
SCC	32,645	27,577	12	Y
SJC	91,448	88,643	35	Y
SUI	60,855	65,155	13	Y

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

*Per train ridership thresholds parsed to reflect service frequency differences

TO: PCTPA Board of Directors

DATE: December 4, 2019

FROM: Mike Luken, Executive Director

**SUBJECT: EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT
AMENDMENT**

ACTION REQUESTED

The Board will consider the performance of Executive Director in closed session and authorize labor negotiations. In the event there is an amendment to the Executive Director's employment agreement, it will be considered and approved by the Board pursuant to this agenda item and Board of Directors will authorize the Chair to execute this amendment.

BACKGROUND

District Counsel, Sloan, Sakai, Yeung & Wong, LLP, will prepare any amendment.

MWL:ss