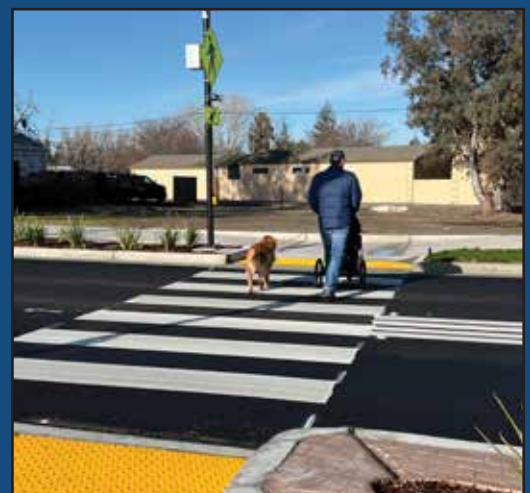


Placer County Regional Transportation Improvement Program

2024



December 2023



December 6, 2023

Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

ALICE DOWDIN
CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
DANNY CARTWRIGHT
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK
Executive Director

Re: PCTPA 2024 Regional Transportation Improvement Program (RTIP)

Dear Ms. Taylor:

The Board of Directors for the Placer County Transportation Planning Agency (PCTPA) adopted at the December 6, 2023 meeting the 2024 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2024 State Transportation Improvement Program. The 2024 RTIP is enclosed, including a copy of the Board of Directors resolution.

Individual STIP Project Programming Request forms are included as an attachment for the PCTPA 2024 RTIP projects. The following transportation projects and recommendations comprise our 2024 RTIP and ITIP submittal.

Regional Transportation Improvement Program

Planning, Programming, and Monitoring

The PCTPA requests the CTC program Regional Choice funds to PCTPA for planning, programming, and monitoring of the county's RTIP program as follows:

- FY 2024/25 - \$210,000
- FY 2025/26 - \$210,000
- FY 2026/27 - \$210,000
- FY 2027/28 - \$210,000
- FY 2028/29 - \$202,000

Interregional Transportation Improvement Program

No ITIP funding requests are proposed.

RTIP / RTP Consistency

The attached 2024 RTIP was completed using the template developed by the Regional Transportation Planning Agencies (RTPA) group. The report provides an analysis of both quantitative and qualitative performance indicators and measures that indicate how the PCTPA 2024 RTIP is consistent with the goals established in the adopted 2040 RTP (<https://pctpa.specialdistrict.org/regional-transportation-plan-documents>).

Tanisha Taylor, Executive Director
PCTPA 2024 RTIP
Page 2

The projects are also consistent with the Sacramento Area of Governments (SACOG) adopted 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy.

Should you have any questions or require additional information, please contact me at (530) 823-4030, or Rick Carter of my staff at (530) 823-4033.

Sincerely,

A handwritten signature in blue ink that reads "Matt Click". The signature is fluid and cursive, with the first name "Matt" and last name "Click" clearly legible.

Matt Click, Executive Director

Enclosures:

1. PCTPA 2024 RTIP

C: Kacey Ruggiero, Assistant Deputy Director, California Transportation Commission (via email)
Amarjeet Benipal, District 3 Director, Caltrans
Sudha Kodali, Chief of Financial Programming, Caltrans
Rambabu Bavirisetty, Chief of Office of STIP, Caltrans (via email)
Rick Carter, PCTPA

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The Board of Directors for the Placer County Transportation Planning Agency (PCTPA) adopted at the December 6, 2023 meeting the 2024 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2024 State Transportation Improvement Program.

Section 2. General Information

- **Regional Agency Name**
Placer County Transportation Planning Agency (PCTPA)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <https://pctpa.net>

RTIP document link: <https://pctpa.specialdistrict.org/regional-transportation-improvement-program-rtip-documents>

RTP link:<https://pctpa.specialdistrict.org/regional-transportation-plan-documents>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Matt Click
Title Executive Director
Email MClick@PCTPA.net
Telephone 530-823-4030

- **RTIP Manager Staff Contact Information**

- Name Rick Carter, PE
- Title Deputy Executive Director
- Address 2260 Douglas Blvd, Ste 130
- City/State Roseville, CA
- Zip Code 95661
- Email RCarter@PCTPA.net
- Telephone 530-823-4033

- **California Department of Transportation Headquarter Staff Contact Information**

Name Sudha Kodali
Title Chief, Division of Financial Programming
Address Department of Transportation. Mail Station 82. P.O. Box 942874
City/State Sacramento, CA
Zip Code 94274
Email sudha.kodali@dot.ca.gov
Telephone 916-216-2630

- **California Transportation Commission (CTC) Staff Contact Information**

Name Kacey Ruggiero
Title Assistant Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email Kacey.Ruggiero@catc.ca.gov
Telephone 916-707-1388

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

As part of developing the adopted 2040 RTP (December 2019), PCTPA developed both quantitative and qualitative performance measures. The RTP is directly linked to the PCTPA RTIP in that the projects identified as part of the RTIP are also included in the funding constrained RTP.

PCTPA has a history of successful collaboration with Caltrans and local agencies to deliver regional transportation projects, including the \$325 million Highway 65 Lincoln Bypass in 2012, the largest transportation project in Placer County history. The Highway 65 Lincoln Bypass was delivered using both RTIP and ITIP funding, as well as other funding sources.

Measure M was placed on the November 2016 ballot in Placer County for a countywide transportation sales tax measure. The ½ cent sales tax measure received 64 percent support, just shy of the 2/3 majority needed to pass. The sales tax was estimated to generate \$1.6 billion over 30 years to be used for transportation projects in Placer County, including the proposed Interstate 80/State Route 65 interchange reconfiguration. PCTPA considered placing a sales tax measure on the 2020 ballot by put these plans on hold due to the impacts of the COVID-19 pandemic. PCTPA is now looking at a placing a transportation sales tax measure on the 2024 ballot.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

The last project completed in Placer County using STIP funding was Phase 1 of the Highway 65 Lincoln Bypass, which was completed in 2012. Significant STIP funding was advanced to complete the Lincoln Bypass that resulted in a project with significant benefits to the public but also resulted in an overdrawn balance of approximately \$3.8 million in fiscal year 2028-29 for Placer County's regional choice STIP funding. Because no funding was available, there were no projects completed in Placer County using STIP funding between adoption of the 2022 RTIP and the current 2024 RTIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

PCTPA actively solicits the participation of the general public as part of its ongoing transportation planning work. PCTPA includes outreach to Native American tribal governments, specifically, the United Auburn Indian Community. The adopted Placer County 2040 Regional Transportation Plan (December 4, 2019) Appendix B contains Interagency and Public Involvement Process. The outreach efforts for the Placer County 2040 RTP was a multipronged approach. PCTPA coordinated with SACOG on interagency consultation and coordination to identify project lists and future land use forecasts used in the evaluation of their Sustainable Communities Strategy (SCS) scenarios. Residents, civic groups, and the private sector were engaged through statistically valid phone polling, a pop-up workshop at the Sierra College Campus in Rocklin, and a series of three on-line surveys. The on-line surveys built upon the success of recent online outreach efforts and engaged over 2,300 residents. The surveys

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

Because PCTPA has previously advanced STIP funding and has no capital programming capacity for the 2024 RTIP, there are no benefits or negative impacts associated with any proposed capital programming.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 3

Pursuant to the STIP Guidelines, Caltrans submits a list of projects to each RTPA for inclusion in their respective RTIPs for the 2024 STIP. Since PCTPA does not have programming capacity, Caltrans has no requests for the PCTPA 2024 RTIP.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Our target share in the 2024 STIP is \$0 excluding Planning, Programming, and Monitoring (PPM) funding. Significant STIP funding was advanced to complete the Lincoln Bypass that resulted in a project with significant benefits to the public but also resulted in an overdrawn balance of approximately \$3.9 million in fiscal year 2028-29 for Placer County's regional choice STIP funding. The PPM funding will total \$1,042,000 over fiscal years 2024/25-2028/29.

B. Summary of Requested Programming –

No projects are proposed for programming as part of the 2024 STIP.

The PPM funding requested is \$210,000 per year for fiscal years 2024/25 through 2027/28, and \$202,000 in fiscal year 2028/29.

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

No projects are proposed for programming as part of the 2024 STIP.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

PCTPA is not currently requesting ITIP funding for projects as part of the 2024 STIP

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

PCTPA was asked to include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region. Although the region has many needs, below are the highest priority projects.

Interregional Highway Needs:

I-80 and SR65 are the two highest traveled routes in Placer County. I-80 is the main state highway traversing east/west through the County and supports interregional and regional commuting and recreational travel, and national freight movement. SR65 carries traffic between I-80 and rapidly growing communities to the north. Both routes experience significant congestion during peak hours that increases travel times resulting in added pollution and GHG emissions. On-time performance of transit routes in South Placer are challenged on the mainline and, because the mainline is congested, it causes significant congestion slowing transit routes on major arterials in Roseville, Rocklin and Lincoln. The most significant immediate needs for these routes include the \$580 million reconstruction of the 80/65 Interchange and the \$115 million multi-phased widening, future managed lanes and operational improvements to SR 65. The I-80/65 Interchange currently lacks funding to start preliminary engineering. Phase 1 of the SR 65 widening is designed but a \$20 million funding shortfall is delaying construction. Additionally, a feasibility analysis for managed lanes on I-80 from the 80/65 Interchange to the western county line is needed to explore how managed lanes may benefit the corridor.

Needs on other state routes include \$500 million in multi-phased corridor improvements on SR 89 and SR 267 to encourage increased transit use, reduce vehicle miles traveled (VMT), and create a more reliable travel experience for residents and the high volume of visitors in the Resort Triangle area of Lake Tahoe (Kings Beach, Tahoe City and the Town of Truckee). Needed improvements on these routes include transit signal priority modifications, transit queue jumps, and reversible bus-only lanes. The roughly \$10 million first phase will include transit signal prioritization but it is currently unfunded.

Intercity Rail Needs:

The UPRR line parallels I-80 throughout Placer County and serves as a transcontinental rail route accommodating freight and passenger services. The J. R. Davis Yard, located in the City of Roseville in Placer County, is the largest classification yard on the West Coast. Approximately 98 percent of all UPRR traffic in Northern California is moved through this yard. The Capitol Corridor intercity passenger rail service runs daily service between Auburn to San Jose, through Sacramento and the East Bay. Because of the heavy freight use, only 1 round trip per day operates between Placer County and Sacramento. The most significant need is the addition of 17.8 miles of track between Roseville and Sacramento, as identified in the California State Rail Plan, to expand intercity passenger rail service to Placer County to 10 round trips a day. The Phase 1 project will construct 6.8 miles of track to accommodate 2 additional round trips and is fully funded. The Phase 2 project will provide for an addition 7 trains per day. It is estimated at \$295 million and is largely unfunded.

Longer term needs include track and station improvements between Auburn and Reno to provide Capitol Corridor intercity passenger rail service connecting the Bay Area, Sacramento and the Lake Tahoe/Reno/Sparks area, as envisioned in the California and Nevada State Rail Plans. The Lake Tahoe/Reno area is a high-volume tourist destination for both the Sacramento Valley and Bay Area communities and major economic driver for Placer County. Preliminary feasibility studies have started to identify costs to improve en-route stations; however, more

detailed feasibility studies are needed to determine the full cost and scope of the engineering work necessary to expand passenger rail service between the Bay Area and Sacramento to Reno/Sparks.

Section 9. Projects Planned Within Multi-Modal Corridors

No projects are proposed for programming as part of the 2024 STIP.

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

Within the Placer County Transportation Planning Area, a section of SR 49 in the City of Auburn (PM 2.3 to 7.5) is a barrier to multimodal travel across the community due to the lack of contiguous bicycle and pedestrian facilities on the state highway. The highway serves as a primary corridor within Auburn, but the lack of contiguous bicycle and pedestrian facilities inhibits the use of these modes due to the speeds and traffic volume on SR 49.

There are numerous locations within the urbanized areas where the I-80 and SR65 freeways act as a physical barrier dividing the community. As noted above, SR 49 also divides the community of Auburn and inhibits alternate modes. The following locations have been identified for pedestrian and bicycle overcrossings to provide connectivity across the freeway or highway but lack funding:

I-80 near Cirby Way

I-80 near Rocklin Rd/ Sierra College

SR 49 north of Bell Rd

SR 49 near Palm Ave.

SR65 near Blue Oaks Blvd

SR65 near Galleria Blvd

11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

No projects are proposed for programming as part of the 2024 STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

No projects are proposed for programming as part of the 2024 STIP.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

In 2008, the California legislature adopted SB 375. SB 375 requires the California Air Resources Board (CARB) to set performance targets for passenger vehicle emissions in each of 18 Metropolitan Planning Organizations (MPOs) in the state for 2020 and 2035, requires an Metropolitan Transportation Plan (MTP) to include a Sustainable Communities Strategy (SCS) that integrates the land use and transportation components, and amends CEQA to provide incentives for residential and residential mixed use projects that help to implement an MTP/SCS that meets the CARB targets.

CARB initially set reduction targets for the Sacramento region of 7 and 16 percent per capita GHG reduction by 2020 and 2035, respectively. In 2019, CARB increased the 2035 reduction target to

19 percent per capita GHG reduction. SACOG, which covers a six County region including Placer County, adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy on November 18, 2019, which incorporated the 2040 Placer County RTP adopted on December 4, 2019.

The 2040 Placer County RTP provides a starting place to work toward Placer County’s responsibility to address regional GHG targets; and is in alignment with the principles of AB 32 and SB 375. The 2040 RTP contains many goals and policies to reduce vehicle trips and improve air quality. The goal areas containing the most explicit policies relating to GHGs are: Pedestrian, Bicycle, and Low Speed Vehicles (NEVs), Transportation Systems Management, and Integrated Land Use, Air Quality, & Transportation Planning. The Action Element also contains action plans that are intended to further the RTP’s air quality-related goals and policies. The action plans include both short-term and long-term steps for each transportation mode. PCTPA works closely with SACOG to reduce GHG emissions through the MTP/SCS planning process.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Performance measures below are based on available data from the 2040 Placer County RTP adopted in December 2019.

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	27.55	25.30
	Percent of congested VMT (at or below 35 mph)	1.17%	0.96%
	Commute mode share (travel to work or school)	Automobile - 92.3% Transit - 0.3% Bike/Walk - 6.4% Other – 1.0%	Automobile – 91.4% Transit - 0.6% Bike/Walk – 7.1% Other – 0.9%
Infrastructure Condition	Percent of distressed state highway lane-miles	N/A	N/A
	Pavement Condition Index (local streets and roads)	68	N/A
	Percent of highway bridges by deck area classified in Poor condition	23%	N/A
	Percent of transit assets that have surpassed the FTA useful life period	48%	N/A
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when	N/A	N/A

	planning trips to ensure on-time arrival)		
	Accessibility and on-time performance for rail and transit	N/A	N/A
Safety	Fatalities and serious injuries per capita	0.55 per 1,000 capita	N/A
	Fatalities and serious injuries per VMT	19.95 per 1,000 VMT	N/A
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	12% Housing 23% Jobs	14% Housing 22% Jobs
	Mean commute travel time (to work or school)	18.7 minutes (Year 2008)	18.4 minutes
	Farebox recovery ratio	18.6	N/A
Environmental Sustainability	Change in acres of agricultural land	156,366 acres	146,193 acres
	CO ₂ emissions reduction per capita		

Section 13. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

No projects are proposed for programming as part of the 2024 STIP so no narrative is provided.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

With completion of the Lincoln Bypass in 2012, the current RTIP does not include any new projects due to an overdrawn balance of approximately \$3.8 million in fiscal year 2028-29 for Placer County's regional choice STIP funding. Therefore, no cost effectiveness evaluation is provided.

Section 15. Project Specific Evaluation (Required per Section 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

No projects are proposed for programming as part of the 2024 STIP so no evaluation is provided.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

No projects are proposed for programming as part of the 2024 STIP so no overview is provided.

F. Appendices

Section 17. Projects Programming Request Forms

Section 18. Board Resolution or Documentation of 2024 RTIP Approval

Section 19. Fact Sheet

Appendix

Section 17. Projects Programming Request Forms

Amendment (Existing Project) YES NO Date 11/06/2023 12:54:27

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
03		0322000205	0L11	Placer County Transportation Planning Agency	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Placer County					
Project Manager/Contact			Phone	MPO	Element
Rick Carter			530-823-4033	SACOG	Local Assistance
				Email Address	
				rcarter@pctpa.net	

Project Title
 Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)
 Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	Placer County Transportation Planning Agency
PS&E	Placer County Transportation Planning Agency
Right of Way	Placer County Transportation Planning Agency
Construction	Placer County Transportation Planning Agency

Legislative Districts			
Assembly:	Senate:	Congressional:	
1,3,5	4,6	3	
Project Milestone	Existing	Proposed	
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Date 11/06/2023 12:54:27

Purpose and Need

For planning, programming, and monitoring of Placer County's RTIP program.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
03	Placer County			0322000205	0L11

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									Placer County Transportation Plannin
R/W SUP (CT)									Placer County Transportation Plannin
CON SUP (CT)									Placer County Transportation Plannin
R/W									Placer County Transportation Plannin
CON	2,922	146						3,068	Placer County Transportation Plannin
TOTAL	2,922	146						3,068	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,922	210	210	210	210	202		3,964	
TOTAL	2,922	210	210	210	210	202		3,964	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									\$57 CON voted 07/16/98
R/W SUP (CT)									\$52 CON voted 08/02/99
CON SUP (CT)									\$28 CON voted 02/23/00
R/W									\$110 CON voted 07/01/01
CON	2,922	146						3,068	\$53 CON voted 09/23/02
TOTAL	2,922	146						3,068	\$40 CON voted 02/26/04
									\$75 CON voted 03/03/05
									\$75 CON voted 08/18/05

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,922	146						3,068	
TOTAL	2,922	146						3,068	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		64	210	210	210	202		896	
TOTAL		64	210	210	210	202		896	

Complete this page for amendments only

Date 11/06/2023 12:54:27

District	County	Route	EA	Project ID	PPNO
03	Placer County			0322000205	0L11

SECTION 1 - All Projects

Project Background

PPM funding.

Programming Change Requested

The CTC has provided to PCTPA \$1,042,000 in programming capacity for FY24/25 through 28/29. PCTPA is proposing to spread the programming capacity over the five year period, with \$210,00 each year except \$202,000 in FY28/29.

Reason for Proposed Change

Program available funds.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

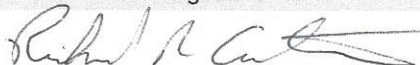
SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

not applicable

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
RICK CARTER		DEP. EXEC. DIRECTOR	11/06/23

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Appendix

Section 18. Board Resolution or Documentation of 2024 RTIP Approval

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: THE 2024 REGIONAL
TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)**

RESOLUTION NO. 23-33

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 6, 2023 by the following vote on roll call:

AYES: Andreatta, Broadway, Burruss, Cortez, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES: None

ABSENT/ABSTAIN: Holmes (Absent)

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

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

WHEREAS, it is the intent and policy of PCTPA to improve and maximize the efficiency of transportation services in Placer County; and

WHEREAS, the PCTPA has reviewed funding policies and considered comment received from its member jurisdictions on their transportation needs and priority projects; and

WHEREAS, PCTPA places the highest emphasis on delivering needed projects as quickly and cost effectively as possible; and

WHEREAS, State law requires the adoption of a Regional Transportation Improvement Program (RTIP) by each regional transportation planning agency every two years, to be adopted by the California Transportation Commission (CTC) into the State Transportation Improvement Program (STIP);

NOW, THEREFORE, BE IT RESOLVED THAT the Placer County Transportation Planning Agency hereby submits the RTIP (Exhibit A), including the following projects and recommendations for the Placer County 2024 Regional Transportation Improvement Program to the California Transportation Commission.

Regional Transportation Improvement Program

Planning, Programming, and Monitoring

The PCTPA requests the CTC program Regional Choice funds to PCTPA for planning, programming, and monitoring of the county's RTIP program as follows:

FY 2024/25 - \$210,000

FY 2025/26 - \$210,000

FY 2026/27 - \$210,000

FY 2027/28 - \$210,000

FY 2028/29 - \$202,000

Interregional Transportation Improvement Program

No ITIP funding requests are proposed.


Suzanne Jones, Chair
Placer County Transportation Planning Agency


Matt Click, Executive Director

Appendix

Section 19. Fact Sheet

2024 State Transportation Improvement Program (STIP)

Fact Sheet

Executive Summary

An executive summary of the Regional Transportation Improvement Program (RTIP) highlighting the region's top priorities (ref. Section 1 from the 2024 RTIP Template). Summary may include but not limited to: a list of projects with changes and estimated completion dates and a map.

There are no priority projects proposed in Placer County's RTIP. Placer County previously advanced funding for the Lincoln Bypass. Placer County has an overdrawn balance of approximately \$3.8 million in fiscal year 202-29 and thus no capacity to program new projects.

Benefits

A summary of the most significant benefits the proposed RTIP will provide to the region(s), including the safety, environment, equity, and economic benefits to the community (ref. Section 12, 14, 15, and 16 from the 2024 RTIP Template).

There are no projects proposed in Placer County's RTIP so no benefits are identified.

Goals and Objectives

A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy (ref. Section 12 from the 2024 RTIP Template) as well as other regional plans, such as Regional Bicycle Plans and the Comprehensive Multimodal Corridor Plans.

There are no priority projects proposed in Placer County's RTIP so no description of how the RTIP is advancing goals and objectives is provided.

A description of how the RTIP aligns with the State's goals regarding plans such as the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Action Plan (REAP), California Freight Mobility Plan (CFMP), etc.

There are no priority projects proposed in Placer County's RTIP so no description of how the RTIP aligns with State plans is provided.

**2260 Douglas Blvd, Suite 130
Roseville, CA 95661
(530) 823-4030
www.pctpa.net**



**Placer County
Transportation
Planning Agency**