Appendices

Appendix A

Community Information & Participation Program

As a recipient of federal funding, PCTPA must develop a Public Participation Plan (PPP). It is important to note that SACOG, as the region's MPO, prepares a PPP that PCTPA adheres to and utilizes for programming responsibilities and activities associated with the Transportation Improvement Program (TIP). This PPP, incorporated as part of PCTPA's Title VI Program, defines the strategies and procedures used to encourage and include public participation in PCTPA's general decision-making processes and other established program areas. Additionally, the following three goals guide PCTPA's public participation and engagement efforts in the PPP:

1. Increase awareness of transportation and transit projects in Placer County and the public's involvement in their planning and implementation.
2. Foster greater partnerships with local public agencies, social service organizations, local tribal governments, and other public community groups or private stakeholders throughout Placer County
3. Engage minority, low-income and/or limited English proficiency populations to improve communications with traditionally underserved and/or underrepresented groups.

PUBLIC NOTICING REQUIREMENTS

PCTPA's public notices shall inform the public of proposed actions, which initiated the public comment process, how comments will be received and, if applicable, the locations, dates, and times of scheduled public hearings or workshops. Prior to any public hearing and/or comment period, a public notice will be prepared and sent to the local media. At a minimum, the legal notice will be published in the local Auburn newspaper of general circulation, and may further be published in other local general circulation media depending on the location where the meeting is being held and/or public participation is being solicited. PCTPA will also post a copy of the public notice, along with dates and times of any public hearing or workshop, on its public website: www.pctpa.net. Lastly, notices may be posted on any other public transportation or transit facility, regional messaging board (e.g., advertisement/messaging billboard), community building, and/or public website location, as determined by staff during each unique engagement effort.

SCHEDULING PUBLIC HEARING AND/OR WORKSHOP LOCATIONS AND TIMES

Planning efforts and/or development projects may require multiple public meeting times and locations to maximize convenience to the public. To the greatest extent possible, public meetings will be scheduled at locations in proximity to the area(s) affected by the projects and/or planning efforts, and in proximity to public transit services. All facilities utilized for a public workshop will be accessible to persons with disabilities. Meetings will be scheduled to begin at a convenient time, usually midday and/or early evenings.

With consideration of the COVID-19 pandemic, and the availability and acceptance of virtual meeting options, PCTPA has successfully utilized and will continue make available virtual

platforms for public hearings and/or workshops when staff determines it to be the most effective and convenient option for the public. To-date, PCTPA has observed more public participation and engagement during virtual meetings and/or workshops given the relative convenience for attendees to participate in the event remotely. Virtual meetings and workshops will be noticed and scheduled in a similar manner to in-person events.

PROCEDURE FOR CONDUCTING PUBLIC WORKSHOPS

Attendees at any public hearing and/or workshop (both in-person and virtual) will be given an opportunity to register their presence and desire to speak through public comment opportunities (either verbal and/or written). Public workshops will begin with a welcome and introduction of staff present, followed by an explanation of the purpose, proceedings, and proposed actions that necessitated the public hearings and/or workshop. When the explanation of proposed actions is completed, the public will be invited to offer their comments. All persons wishing to comment will have the opportunity to do so either verbally or through other available written options. This offering will precede the close of the public workshop.

DOCUMENTATION OF PUBLIC HEARINGS

Official records of PCTPA's public hearings are typically kept through minutes adopted by the PCTPA Board of Directors at their regularly scheduled meetings, as well as through video recordings of the PCTPA Board meetings, which are available online at www.pctpa.net. Records of public comments received at a public workshop will be maintained on file by PCTPA staff.

ADDRESSING PUBLIC COMMENTS RECEIVED

All comments, received either in writing or verbally during a public hearing, workshop, or comment period, or as otherwise conveyed to PCTPA prior to an established date for a decision made by the PCTPA Board of Directors regarding any program area, will be entered into the public record of the comment process. Staff will evaluate and analyze all relevant comments received to see whether they are reasonable to meet.

DIGITAL OUTREACH

Digital communication has become one of PCTPA's most powerful outreach tools, especially considering the COVID-19 pandemic's impacts to in-person events and gatherings. PCTPA's public website: www.pctpa.net continues to be a significant resource for information about transportation projects and issues in Placer County. PCTPA staff continually update the website, ensuring that members of the public can rely on it as an accurate source of information. The website also contains a blog where current transportation projects and issues are highlighted. Using the Google Translate widget, PCTPA's website can also be translated.

PCTPA also utilizes social media to communicate with the public. PCTPA has Twitter (@pctpa), Instagram (@pctpa), and Facebook (facebook.com/pctpa) accounts which together

have more than 1,500 followers. Oftentimes, PCTPA's social media posts contain links to the PCTPA website, so people can access more resources about a topic.

PCTPA also maintains a stakeholder e-mail database of approximately 5,000 contacts. Using these contacts, PCTPA can notify interested members of the public about updates to project schedules, upcoming meeting or workshops, online surveys for feedback, and any other agency activities. Using this e-mail list, PCTPA circulates its newsletter, which provides stakeholders with up-to-date information about transportation issues affecting Placer County. Members of the public can sign up for these notifications on PCTPA's website. PCTPA staff will continue to expand its e-mail database through each event and/or contact opportunity available.

PLANNING DOCUMENT AVAILABILITY

PCTPA continues to make many of its planning documents available in hard copy format for Placer County residents. Copies of plans and environmental documents are available at PCTPA's office located at 2260 Douglas Boulevard, Suite 130, Roseville, CA 95661. Hard copies of the Regional Transportation Plan (RTP) are also made available at multiple libraries around the county when the Draft RTP is open for comments during update. In addition to these physical copies, current documents are also available for download from PCTPA's website: www.pctpa.net.

COMMUNITY PARTNERSHIPS

PCTPA works with many different agencies and organizations throughout its planning and project development processes. These partner agencies include city, county, state, federal, and tribal governments, transit providers, non-profit organizations, local private businesses and organizations, and other community groups/stakeholders. PCTPA's utilizes this network of partner agencies to reach members of the public who may be interested in a transportation project but may not know about PCTPA or receive PCTPA's other communication. These partner agencies, especially social service organizations, have been particularly helpful in involving minority, low-income, limited-English-proficiency, and other traditionally underserved communities in PCTPA's transportation plans and projects. PCTPA staff will continue to expand its communications and contact with these groups to engage as many populations within Placer County in PCTPA's program areas.

EXECUTIVE ORDER 13166 AND LIMITED ENGLISH PROFICIENT (LEP) PUBLIC PARTICIPATION REQUIREMENTS

PCTPA will seek out and consider the viewpoints of minority, low-income and Limited English Proficient (LEP) populations when conducting public outreach and involvement activities. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. PCTPA's public participation strategy will offer early and continuous opportunities for the public, including those identified as LEP, to be involved in the identification of social,

economic, and environmental impacts of proposed transportation decisions. Notices detailing PCTPA's Title VI obligations and complaint procedures shall be translated into languages other than English, as needed, consistent with federal and state LEP guidance.

PCTPA will continually assess the language assistance needs of the population to be served using the following four factors to determine what measures must be undertaken to provide reasonable and meaningful access to LEP individuals:

1. Languages likely to be encountered and the number or proportion of LEP persons in the eligible service population likely to be affected by a PCTPA program, activity, or service,
2. Frequency with which LEP individuals come into contact with PCTPA's programs, planning activities, services, projects, and/or actions,
3. Importance of the program, activity, project and/or service provided by PCTPA to LEP individuals' lives; and
4. Resources needed to provide effective language assistance and costs.

PCTPA staff will continue assessing the language needs of the public within its jurisdictional boundaries through its LEP Public Participation Plan, available online at https://www.pctpa.net/title-vi. To the greatest extent possible, to elicit public participation from minority and LEP populations, PCTPA staff will engage in the following outreach activities:

- Public outreach may include attending already existing community meetings and gatherings, such as school meetings, faith-based events, and other community activities to invite participation from LEP populations who may not attend hosted public events.
- PCTPA will make non-English language interpretation available at any public meeting or workshop, as requested in advance or determined necessary based on the held event.
- Notices may be made bilingual, as deemed necessary.
- Event information on the PCTPA's website will be posted in English any other language, as deemed necessary.
- PCTPA will distribute event information to community groups and agencies that work with LEP populations, if such contacts exist.
- PCTPA will contract to provide language assistance, or interpretation services, for customers and callers that are non-English speaking, as deemed necessary.

ENVIRONMENTAL JUSTICE REQUIREMENTS

PCTPA shall make every reasonable effort to integrate an environmental justice analysis into its National Environmental Protection Act (NEPA) documentation of construction projects, as well as its overall planning and programming efforts. PCTPA is not required to conduct environmental justice analyses of projects where NEPA documentation is not required and will describe why such an analysis is not needed if determined to be so. PCTPA will consider

preparing an environmental assessment (EA) or environmental impact statement (EIS) to integrate into its documents the following components:

- A description of the low-income and minority population within the study area affected by the project, and a discussion of the method used to identify this population (e.g., analysis of Census data, direct observation, or a public involvement process).
- A discussion of all known adverse effects of the project both during and after construction that would affect the identified minority and low-income populations.
- A discussion of all positive effects of the project that would affect the identified minority and low-income populations, such as improvements in transit service, mobility, or accessibility.
- A description of all mitigation and environmental enhancement actions incorporated into the project to address the adverse effects, including, but not limited to, any specific features of the relocation program that go beyond the requirements of the Uniform Relocation Act, and address adverse community effects such as separation or cohesion issues; and the replacement of the community resources destroyed by the project.
- A discussion of the remaining effects, if any, and why further mitigation is not proposed.
- For projects that traverse predominantly minority and low-income, and predominantly non-minority and non-low-income areas, a comparison of mitigation and environmental enhancement actions that affect predominantly low-income and minority areas with mitigation implemented in predominantly non-minority or non-low-income area

Appendix B

Interacency & Public Involvement Process for 2044 RTP

INTERAGENCY & PUBLIC INVOLVEMENT PROCESS FOR 2044 RTP

Since PCTPA developed the 2044 RTP as an interim long-range transportation plan, concurrent with the development of its 2050 RTP, the following milestones reflect interagency and public input that has been conducted for the 2050 RTP. These milestones have helped inform some of the abbreviated development and planning process for the interim 2044 RTP. It is important to note that the on-going 2050 RTP's development will include additional outreach and interagency involvement processes given the more substantive changes to the long-term investment goals, policies, and objectives and overall transportation projects/programs identified.

Milestones

February 23, 2022	PCTPA Board of Directors Kick RTP kick-off presentation summarizing the process and schedule for 2050 RTP
October 27, 2022 – December 23, 2022	1st round of public outreach/engagement conducted for the 2050 RTP, which included pop-up events in all of Placer County's incorporated cities, presentations to the Placer County's incorporated cities/town governing bodies, the Roseville Transportation Commission, and the County Board of Supervisors, three workshops (one in-person and two virtual), and a general public survey asking for the public to identify their transportation priorities across various modes and services
March 22, 2023	Public outreach/engagement summary presentation to PCTPA Board of Directors following 1st round conducted October 2022 – December 2022
August 23, 2023	PCTPA Board of Directors informed that an interim RTP (referred to as the 2044 RTP) must be developed to account for SACOG's interim MTP/SCS adoption in 2023, and the delay of their 2025 Blueprint's adoption that impacts the development of PCTPA's 2050 RTP beyond the December 2024 deadline the 2050 RTP would be required to be adopted
September 1, 2023 – November 17, 2023	2nd round of public outreach/engagement conducted for the 2050 RTP, which included pop-up events in all of Placer County's incorporated cities/town and in the unincorporated communities of North Auburn and Sheridan, presentations to the Placer County's incorporated cities/town governing bodies, the Roseville Transportation Commission, and the County Board of Supervisors, three workshops (one in-person and two virtual), and a general public survey asking for the public to specifically evaluate and prioritize specific regional transportation projects, programs, and services in different parts of Placer County for investment

September 13, 2023	Joint PCTPA and SACOG Invitation for United Auburn Indian Community to participate in the development of the 2025 Blueprint and PCTPA's 2050 RTP development, with mention of the interim 2044 RTP's development.
March 27, 2024	Public outreach/engagement summary presentation to PCTPA Board of Directors following 2nd round conducted September 2023 – November 2023
April 9, 2024	PCTPA Technical Advisory Committee RTP update and Executive Summary Review
April 15, 2024	PCTPA release of the draft 2044 RTP for a 45 day public review period
April 24, 2024	PCTPA presents draft 2044 RTP to Board of Directors and conducts a public hearing for the draft document
June 26, 2024	PCTPA Board of Directors adopts the interim 2044 RTP

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APPENDIX B-1: 2050 RTP Round 1 Outreach Summary

Placer County Transportation Planning Agency

TECHNICAL MEMORANDUM

DATE: February 14, 2023

SUBJECT: PCTPA REGIONAL TRANSPORTATION PLAN 2050 – ROUND 1 COMMUNITY OUTREACH SUMMARY

As part of the Plan's initial public engagement/outreach effort, PCTPA conducted an interactive online survey to solicit input on the 2050 RTP's goals, project priorities, and overall direction to assist staff with planning efforts moving forward. This was supplemented with three community workshops (two held virtually on Zoom and one held in-person at PCTPA's offices in Auburn), attendance at pop-up events and informational meetings around the county, and presentations to City/Town Councils and Board of Supervisors. All outreach events were published on the 2050 RTP's website: www.pctpa.net/RTP2050. The purpose of this memorandum is to outline the purpose and contents of the survey and workshops and to summarize the results. It consists of the following sections:

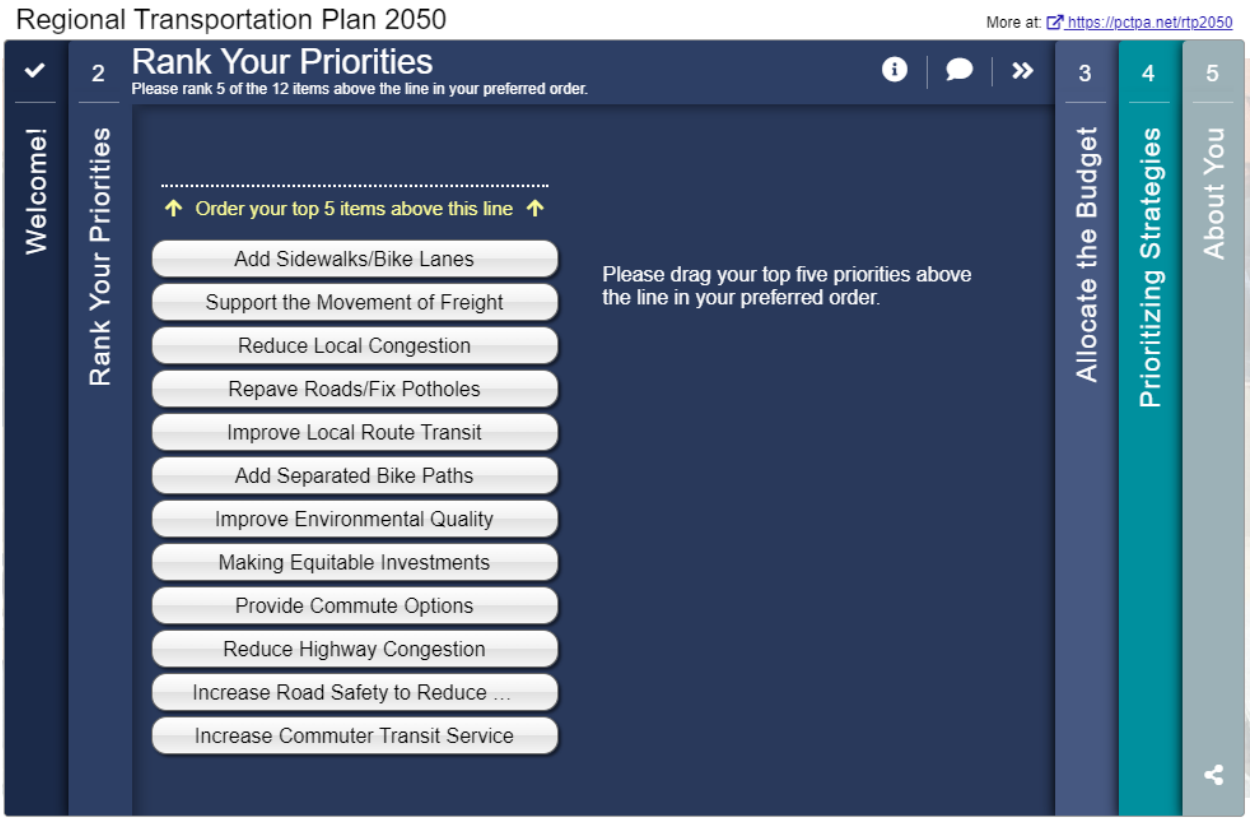
- Purpose and Contents of Online Survey
    - Overall Results & Geographic Reach
    - Rank Your Priorities
    - Allocate the Budget
    - Prioritizing Strategies
    - Demographics
- Virtual and In-Person Workshops
- Pop-Up Events and Council Presentations
- Promotion
- Summary and Conclusions

Purpose and Content of Online Survey

PCTPA developed an online survey to better understand the transportation priorities of Placer County residents. As the RTP progresses through its initial development, it is critical for the project team to understand these priorities when the goals, policies, and objectives of the plan are reevaluated. The survey was broken up to four sections:

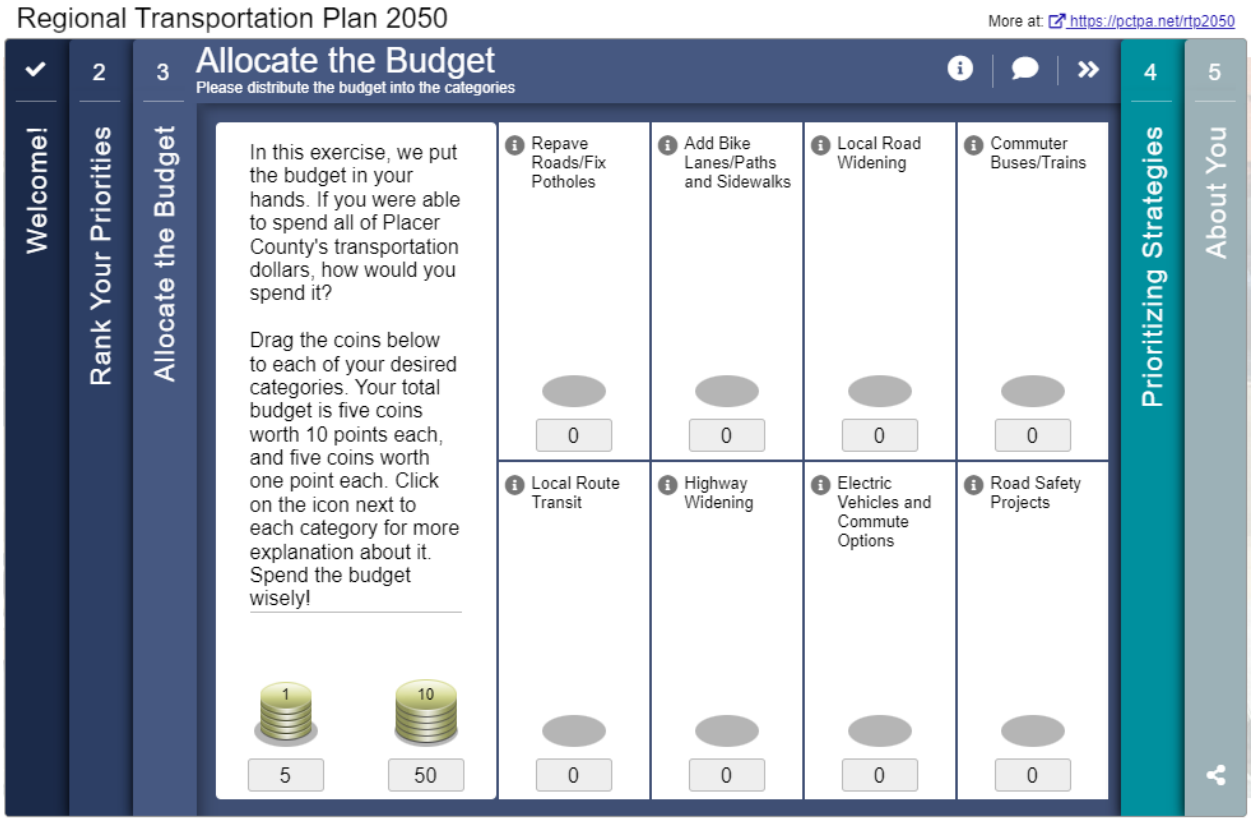
- **Rank Your Priorities**: On this screen, participants were asked to rank their top five transportation priorities out of a list of 12. The options covered everything from widening freeways to bicycle/pedestrian infrastructure and transit service. This screen is shown below in **Figure 1**.

Figure 1: 2050 RTP Survey – Rank Your Priorities Screen



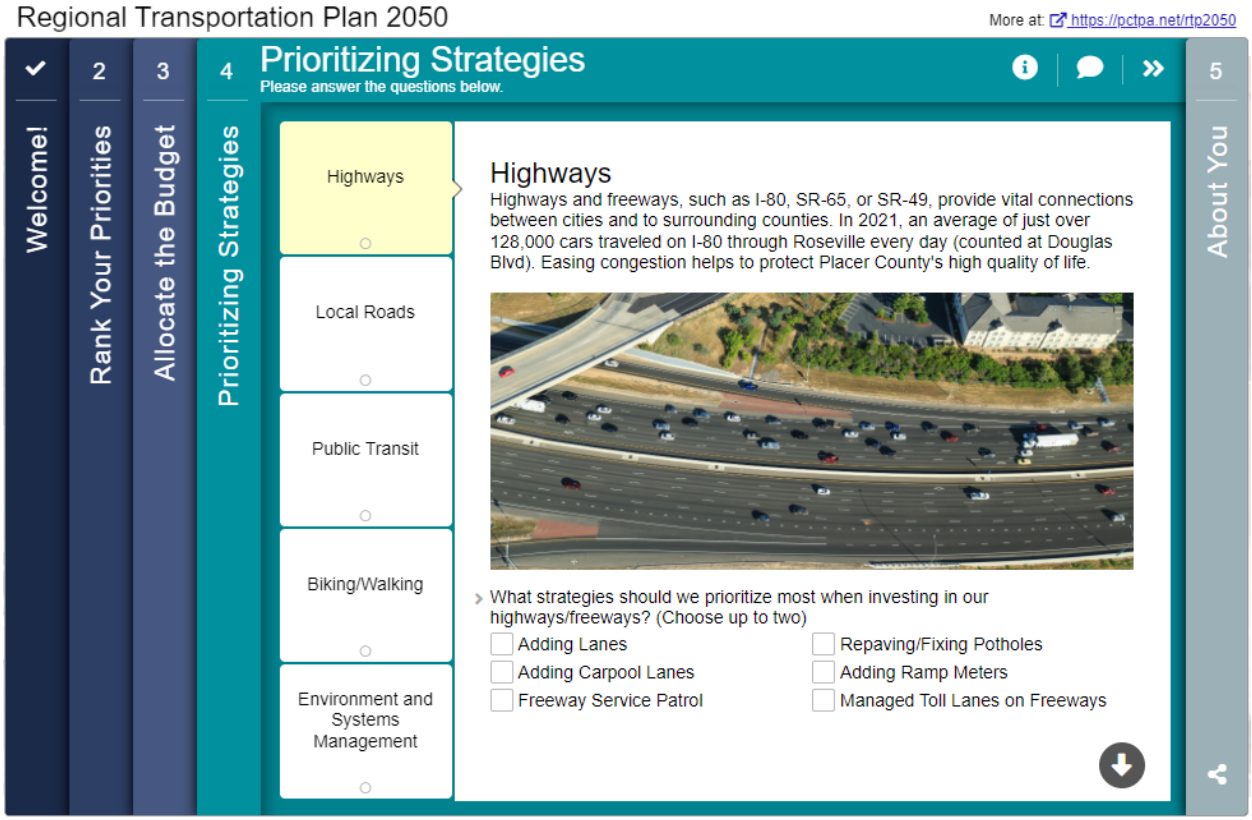
- **<u>Allocate the Budget</u>**: In a similar priority ranking exercise, participants were asked to allocate a budget towards various buckets of transportation options. The intent was to understand if the Placer County community would rather see investments in roadways, transit, bicycle/pedestrian, or electric vehicle charging stations. This screen is shown below in **Figure 2**.

Figure 2: 2050 RTP Survey – Allocate the Budget Screen



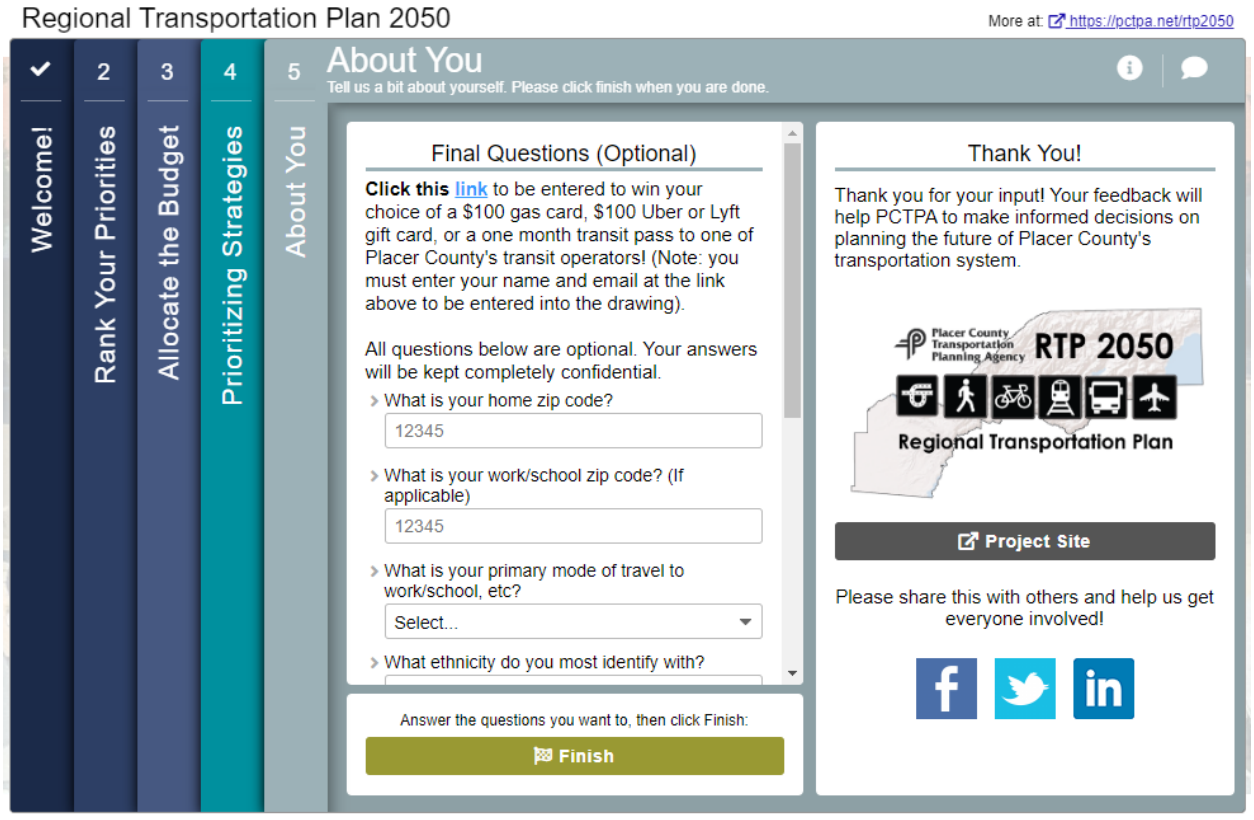
- **<u>Prioritizing Strategies</u>**: Participants were asked to take a deeper dive into five categories and choose their top two strategies within each. The categories were Highways, Local Roads, Public Transit, Biking/Walking, and Environment and Systems Management. This is shown below in **Figure 3**.

Figure 3: 2050 RTP Survey – Prioritizing Strategies



- **About You (Demographics)**: Participants were asked a series of demographic questions, such as home and work or school ZIP codes, race, gender, age, and income level. On this screen, participants were also able to click a link to enter into a prize drawing for a choice of a $100 gas card, $100 Uber/Lyft gift card, or a one month pass to a Placer County transit operator. This is shown below in **Figure 4**.

Figure 4: 2050 RTP Survey - About You (Demographics) Screen



Overall Results & Geographic Reach

In order to make the survey more interactive, PCTPA staff created the survey on the Metroquest platform, which offers a number of different survey types intended to engage the user beyond a traditional survey. The survey launched on October 27, 2022 and closed approximately two months later on December 23, 2022. A total of 1,109 responses were received. Pursuant to PCTPA's Title IV Limited English Proficient Public Participation Plan, a Spanish translation of the survey was launched at the same time, while Tagalog translation was offered upon request. Promotion of the survey was done through a project website, boosted social media posts, in-person pop-up events, City/Town Council and Board of Supervisor meetings, and a promotional video. Further outreach was primarily grassroots social media sharing. Participants were invited to sign up for a prize drawing for a choice of a $100 gas card, $100 Uber/Lyft gift card, or a one month pass to a Placer County transit operator.

Respondents were asked to indicate their home ZIP code and their work/school ZIP code. Using the primary home ZIP code, the project team was able to analyze the responses to the survey geographically. Out of the 1,109 responses, 857 indicated a home ZIP code. Of these, 800 (93%) were in Placer County. **Figure 5** and **Figure 6** below show maps displaying the number of survey responses in Placer County by ZIP code.

Figure 5: Survey Responses by ZIP Code - West Slope

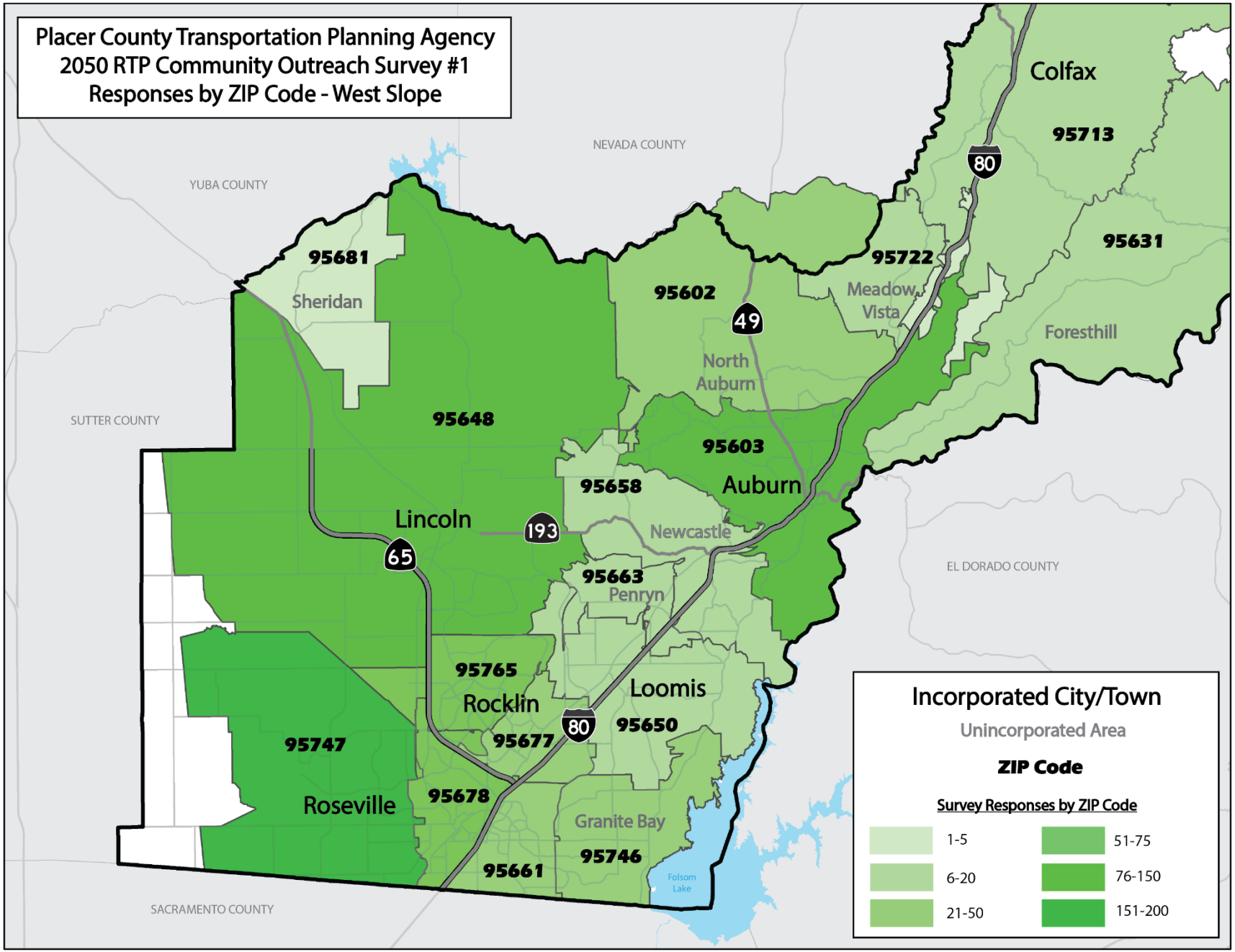
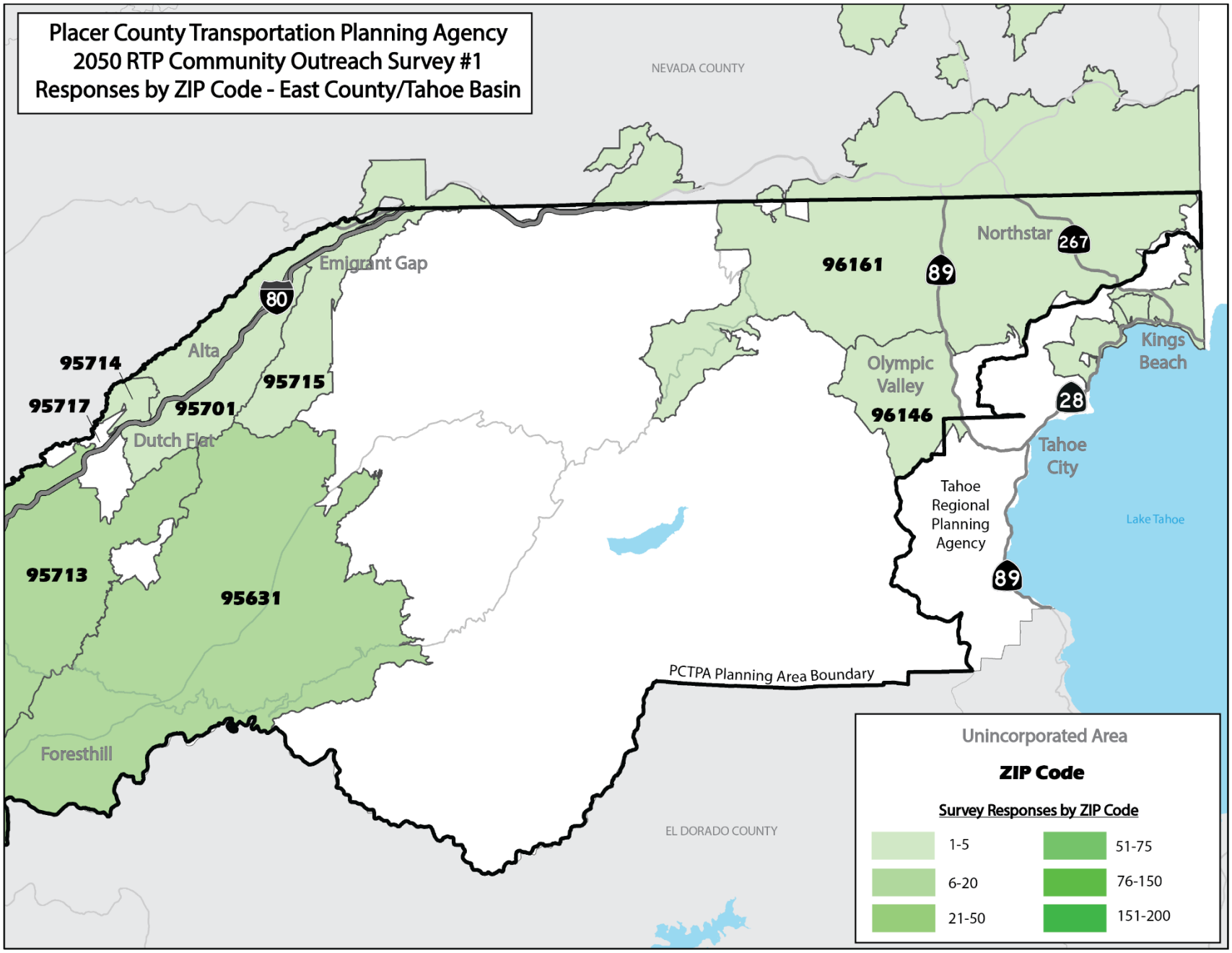


Figure 6: Survey Responses by ZIP Code - East County/Tahoe Basin



When looking at specific ZIP codes, West Roseville had the most responses of any one ZIP code, with 199 responses. The top 10 ZIP codes by number of responses are listed below in **Table 1**.

Table 1: Top 10 Home ZIP Codes by Responses

Zip Code	City	County	# of Responses
95747	Roseville	Placer	199
95648	Lincoln	Placer	118
95603	Auburn	Placer	79
95678	Roseville	Placer	73
95765	Rocklin	Placer	67
95677	Rocklin	Placer	50
95661	Roseville	Placer	48
95602	Auburn	Placer	33
95746	Granite Bay	Placer	33
95713	Colfax	Placer	17

When looking at work/school ZIP codes, similar trends were noticed where nine out of the top 10 ZIP codes are located in Placer County. West Roseville also showed up as the #1 work or school ZIP code, followed by Auburn's main ZIP code (95603) where Placer County's offices are located. The only ZIP code outside Placer County in this list is 95814, which covers downtown Sacramento where many State of California offices are located. The top 10 work/school ZIP codes by number of responses are listed below in Table 2.

Table 2: Top 10 Work/School ZIP Codes by Responses

Zip Code	City	County	# of Responses
95747	Roseville	Placer	89
95603	Auburn	Placer	74
95678	Roseville	Placer	63
95661	Roseville	Placer	53
95648	Lincoln	Placer	43
95814	Sacramento	Sacramento	38
95765	Rocklin	Placer	34
95677	Rocklin	Placer	21
95746	Granite Bay	Placer	14
95602	Auburn	Placer	11

Having respondents indicate both a home and work/school ZIP code offers an opportunity to examine (at least at a high level) commute patterns. Out of the 622 respondents that indicated both a home and work/school zip code, 557 of them (90%) commute either within or between Placer and Sacramento counties. 415 respondents (67%) are Placer residents that work in Placer County, while 117 respondents (19%) live in Placer County but work in Sacramento County. A much smaller number (17) live in Sacramento County but work in Placer County. Note that some of the respondents who live and work/go to school in Placer may be doing so from home, and as such do not have a formal commute.

Rank Your Priorities

The first exercise respondents were asked to participate in was to rank their top five priorities among a group of 12 transportation strategies. The purpose was to understand how different strategies would compare against one another and to indicate the community's most favored strategies. The 12 transportation strategies along with a brief description (in no particular order) were:

- **Add Sidewalks/Bike Lanes**: Sidewalks and bike lanes give residents alternative transportation options and allows them opportunities to reach the destinations they need, as well as recreation and exercise.
- **Support the Movement of Freight**: High volumes of truck and rail freight traffic move through Placer County each day. Investments should be made to support truck and freight train traffic move smoothly.
- **Reduce Local Congestion**: Projects that reconfigure intersections, add roundabouts, improve signal timing, or add lanes can help to alleviate congestion on local roadways.
- **Repave Roads/Fix Potholes**: Regular maintenance of our roads reduces the long-term costs. Sealing cracks, fixing potholes, and repaving early prevents costlier reconstruction.
- **Improve Local Route Transit**: Investing in our local route transit systems to provide greater coverage or more frequent routes connecting major destinations across Placer County.
- **Add Separated Bike Paths**: Separated bike paths provide a high degree of safety and comfort for bicyclists and pedestrians and are popular for commuting and recreation. The Dry Creek Greenway in Roseville is an example of a separated bike path.
- **Improve Environmental Quality**: Investing in projects that promote environmental quality, such as electric vehicle charging stations, carpool lanes, bike lanes, transit systems, and other congestion management projects.
- **Making Equitable Investments**: Creating equitable transportation investments that benefit disadvantaged populations (i.e. low income and/or minority communities) and underserved suburban and rural areas.
- **Provide Commute Options**: Programs that encourage commuters to use alternatives to single occupancy vehicles, such as carpooling, taking transit, flexible schedules, or working from home that can reduce congestion during peak commute times.
- **Reduce Highway Congestion**: Invests in major projects that help to alleviate congestion on freeways and highways, such as interchange reconfigurations, widening/adding lanes, installing metered ramps, and adding carpool lanes.
- **Increase Road Safety to Reduce Collisions**: Projects that help to increase safety such as improving intersections, widening shoulders, buffered or separated bike lanes, and adding sidewalks can help to improve vehicular safety, as well as that of bicyclists and pedestrians.
- **Increase Commuter Transit Service**: Provide increased and/or more frequent commuter bus and rail service to the Sacramento area, such as more commuter bus routes, increased frequency of the Capitol Corridor, and increased frequency of our existing commuter lines run by Placer County Transit and Roseville Transit.

The three categories that were selected most often were Reduce Local Congestion (707), Reduce Highway Congestion (697), and Repave Roads/Fix Potholes (693). Making Equitable Investments received the least number of responses (141). The lowest average ranking among

all categories was Reducing Highway Congestion with an average rank of 2.34. This indicates that it was selected as the #1 priority the most times. Reducing Highway Congestion was followed by Reduce Local Congestion (2.64 average rank), and Repave Roads/Fix Potholes (2.85 average rank). **Figure 7** below shows each category by number of responses, while **Figure 8** shows the average rank of each category. **Table 3** lists each category in order of number of rankings. Note that a higher number in the average rank category equals a lower ranking (the lower the number, the closer to #1 priority).

Figure 7: Screen 2 Priorities by # of Rankings

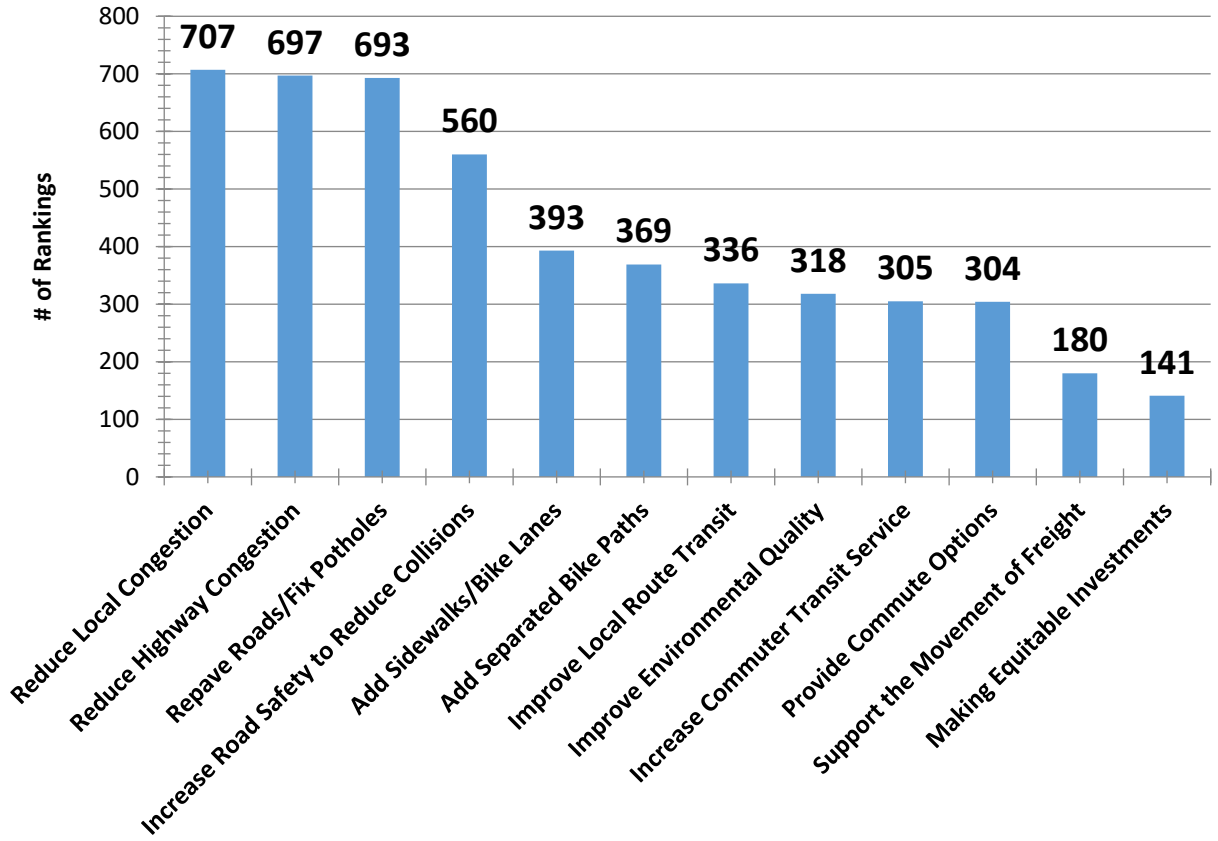


Figure 8: Average Rank of Screen 2 Categories

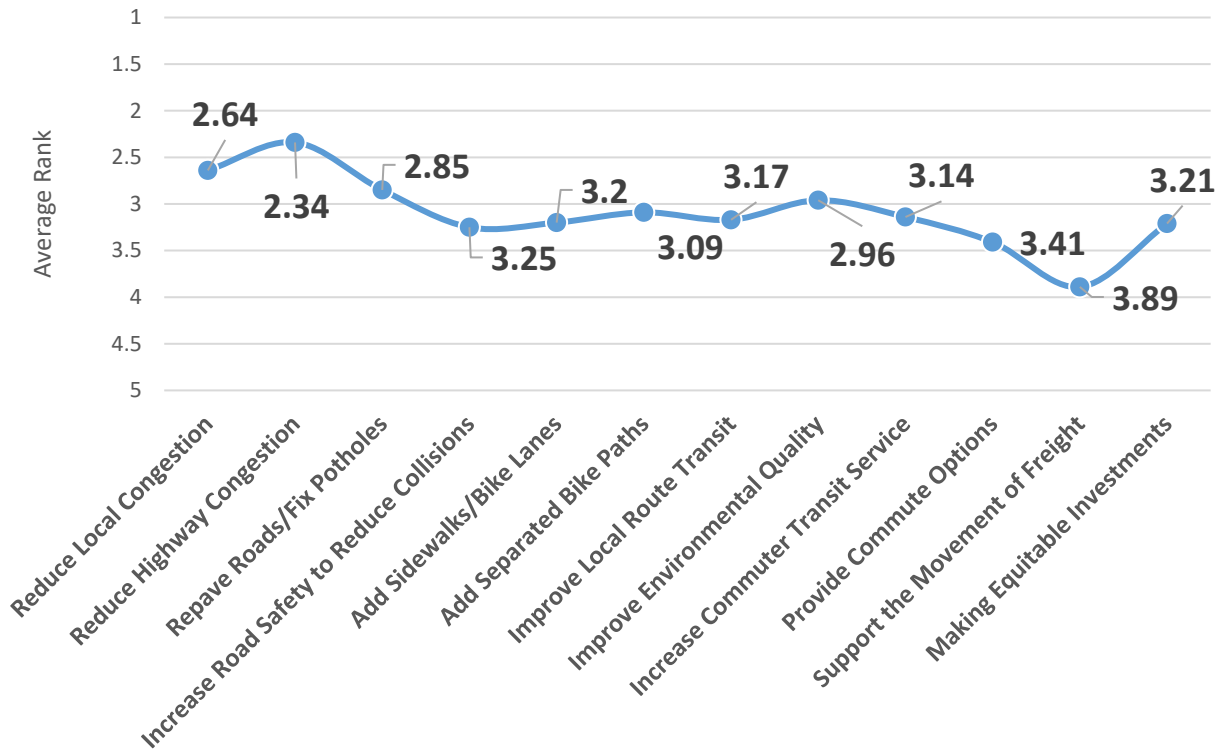


Table 3: Screen 2 Responses by # of Rankings

Category	Average Rank	# of Rankings
Reduce Local Congestion	2.64	707
Reduce Highway Congestion	2.34	697
Repave Roads/Fix Potholes	2.85	693
Increase Road Safety to Reduce Collisions	3.25	560
Add Sidewalks/Bike Lanes	3.2	393
Add Separated Bike Paths	3.09	369
Improve Local Route Transit	3.17	336
Improve Environmental Quality	2.96	318
Increase Commuter Transit Service	3.14	305
Provide Commute Options	3.41	304
Support the Movement of Freight	3.89	180
Making Equitable Investments	3.21	141

The results show that Placer residents are concerned about congestion and fixing potholes. Vehicle/road related categories scored as the top four among the 12, followed by Add Sidewalks/Bike Lanes and Add Separated Bike Path. Improving Local Route Transit was the most ranked transit related category. Making Equitable Investments received the least number of rankings (141), while Support the Movement of Freight received the lowest average rank (3.89).

Allocate the Budget

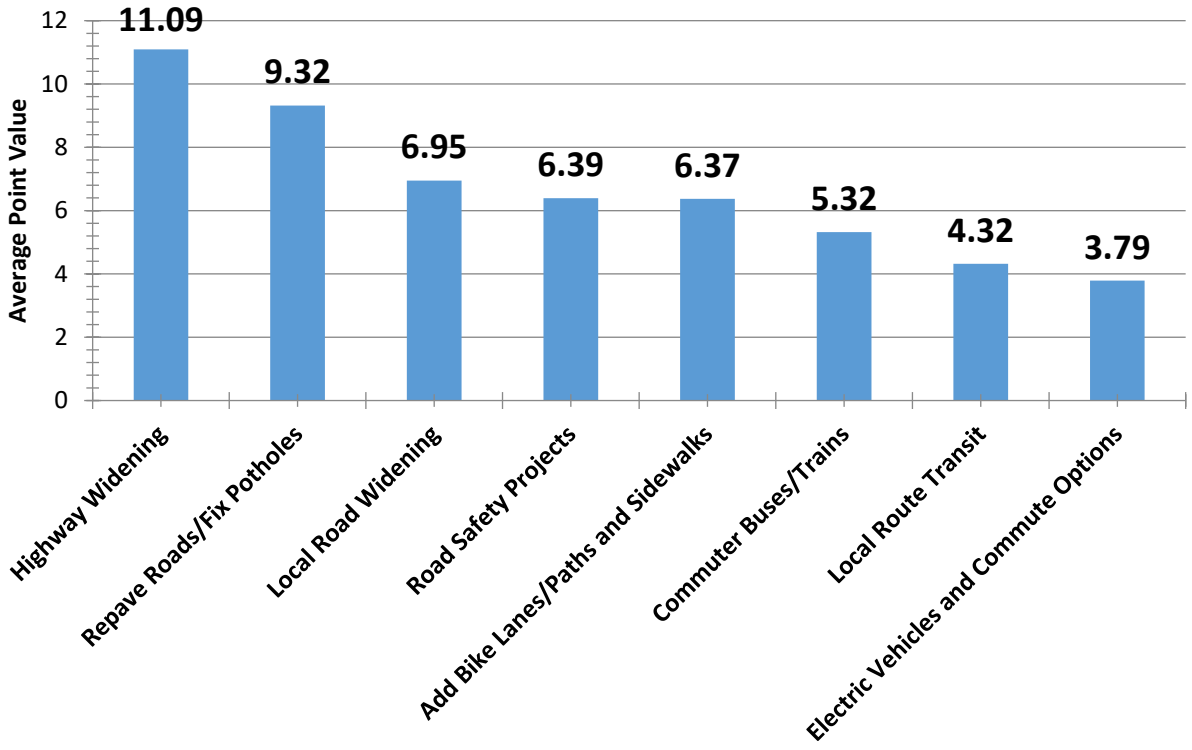
On the third screen of the survey, participants were asked to allocate coins to a set of budget categories representative of the type of projects that are prioritized in the RTP. Each participant

was given a set of five coins worth 10 points and a set of five coins worth 1 point for a total of 55 points. There was no limit to how many coins could be put in any one category. The eight categories participants had to choose from were:

- Repave Roads/Fix Potholes
- Add Bike Lanes/Paths and Sidewalks
- Local Road Widening
- Commuter Buses/Trains
- Local Route Transit
- Highway Widening
- Electric Vehicles and Commute Options
- Road Safety Projects

The category that received the most coins (or investment) is Highway Widening with an average point amount of 11.09. This was followed by Repave Roads/Fix Potholes (9.32), and Local Road Widening (6.95). These results almost identically match the Rank Your Priorities section, where the addressing local and highway congestion and repaving roads were the top three priorities among Placer residents. It further reinforces the desire for congestion mitigation and road maintenance throughout the county and particularly on major freeways like I-80 and SR 65. The average point values assigned by respondents for each category is shown below in **Figure 9**.

Figure 9: Allocate the Budget Average Point Value



Prioritizing Strategies

In this section, respondents were asked to take a deeper dive into their transportation priorities by choosing their two most preferred strategies within five categories: Highways, Local Roads, Public Transit, Biking/Walking, and Environment/Systems Management. The results of each of these are described below.

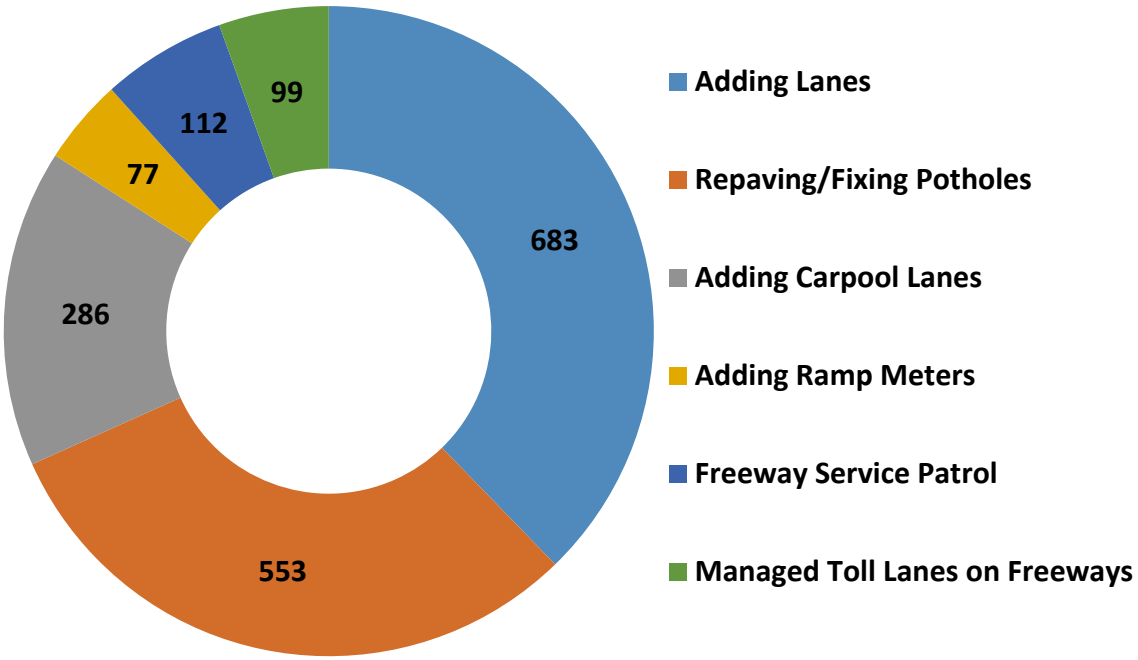
Highways

Six strategies were included in the Highways section:

- Adding Lanes
- Repaving/Fixing Potholes
- Adding Carpool Lanes
- Adding Ramp Meters
- Freeway Service Patrol
- Managed Toll Lanes on Freeways

Of these, the two categories that were overwhelmingly selected were Adding Lanes (683 votes), and Repaving/Fixing Potholes (553 votes). The next closest category was Adding Carpool Lanes with 286 votes. These results are in line with previous survey questions where widening freeways and fixing potholes were consistently rated among the top priorities for Placer County residents. The number of votes by category is shown below in **Figure 10**.

Figure 10: Number of Votes for Highways/Freeways Strategies



Local Roads

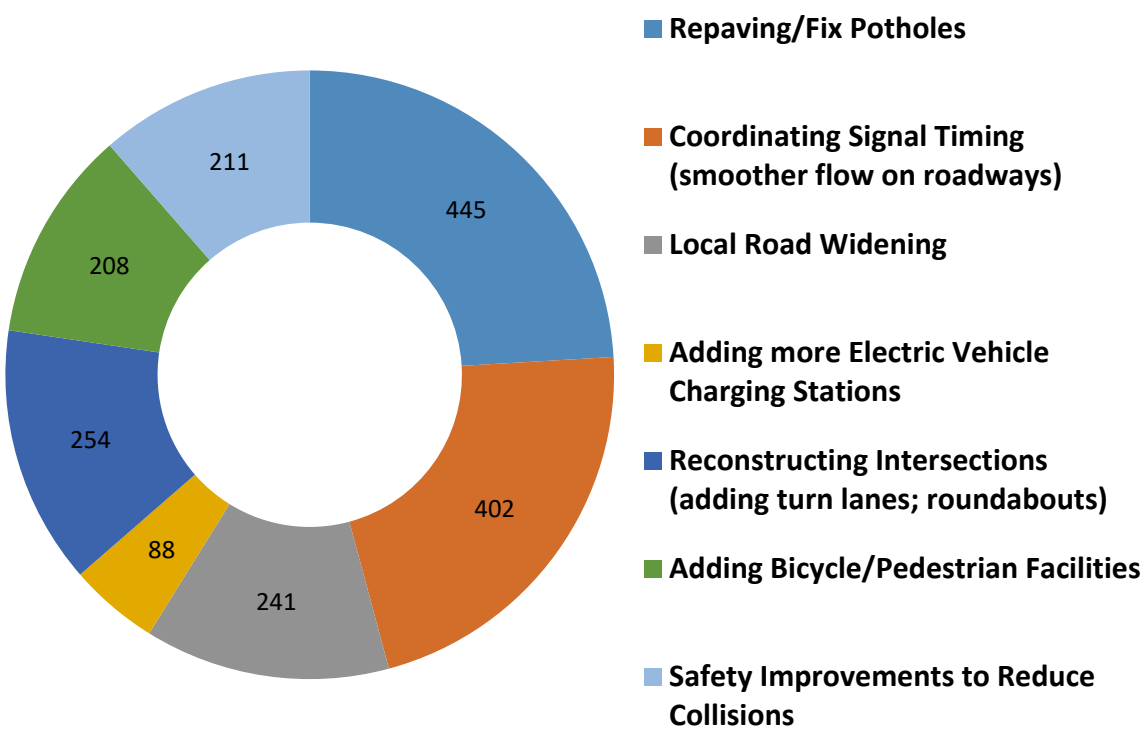
Participants were asked to pick their top two Local Roads priorities from the following options:

- Repaving/Fix Potholes
- Coordinating Signal Timing
- Local Road Widening
- Adding more Electric Vehicle Charging Stations
- Reconstructing Intersections (adding turn lanes or roundabouts)
- Adding Bicycle/Pedestrian Facilities

- Safety Improvements to Reduce Collisions

The results in this category were slightly more mixed than the Highways category. The most selected category was Repaving/Fix Potholes (445 votes), followed by Coordinating Signal Timing (402 votes). This was rated higher than Reconstructing Intersections (254 votes) and Local Road Widening (241 votes), indicating that Placer County residents may be in favor of transportation systems management (TSM) improvements that do not require capacity increases. These results are shown below in **Figure 11**.

Figure 11: Number of Votes for Local Roads Strategies



<u>Public Transit</u>

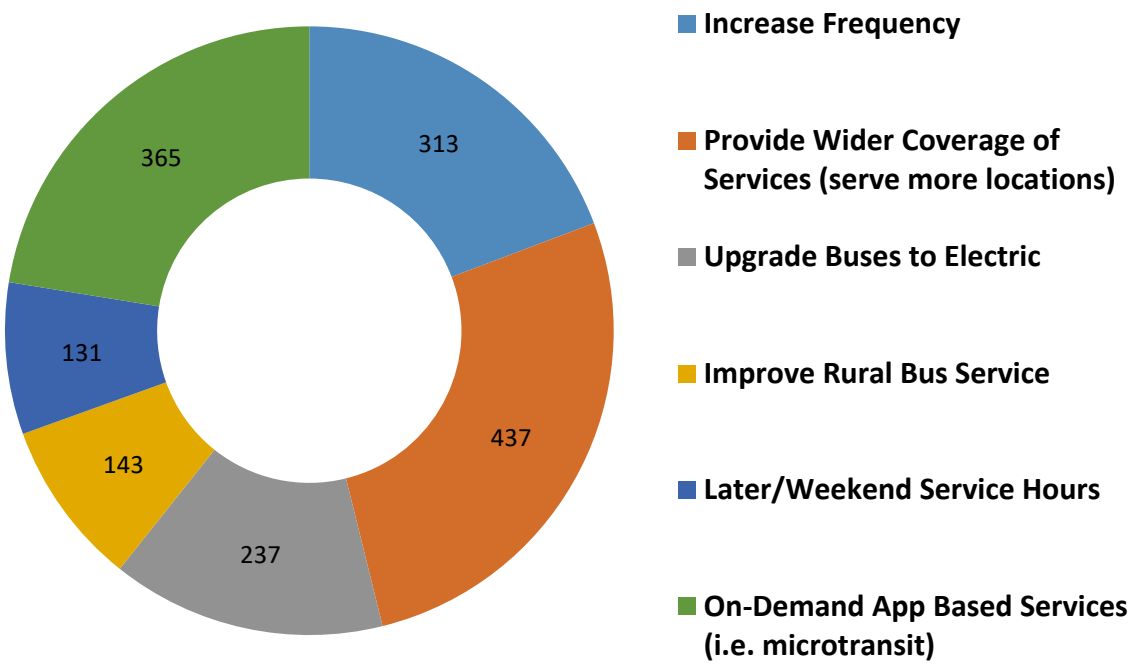
The Public Transit section asked participants to weigh in on their transit priorities, which included local route and commuter (bus and rail) service. One of the purposes of asking these questions was to understand how residents would choose between various tradeoffs, such as increasing frequency vs. wider coverage, or local route vs. commuter service. Participants were asked to pick their top two Public Transit priorities from the following options:

- Increase Frequency
- Provide Wider Coverage of Services
- Upgrade Buses to Electric
- Improve Rural Bus Service
- Later/Weekend Service Hours
- On-Demand App Based Services (i.e. Microtransit)

Residents chose options that prefer wider coverage over frequency, with Provide Wider Coverage of Services (437 votes) and On-Demand App Based Services (365 votes) being the top two selected categories. This was followed by Increase Frequency (313 votes), and Upgrade

Buses to Electric (237). The results showing number of votes for each category are shown in Figure 12.

Figure 12: Number of Votes for Public Transit Strategies



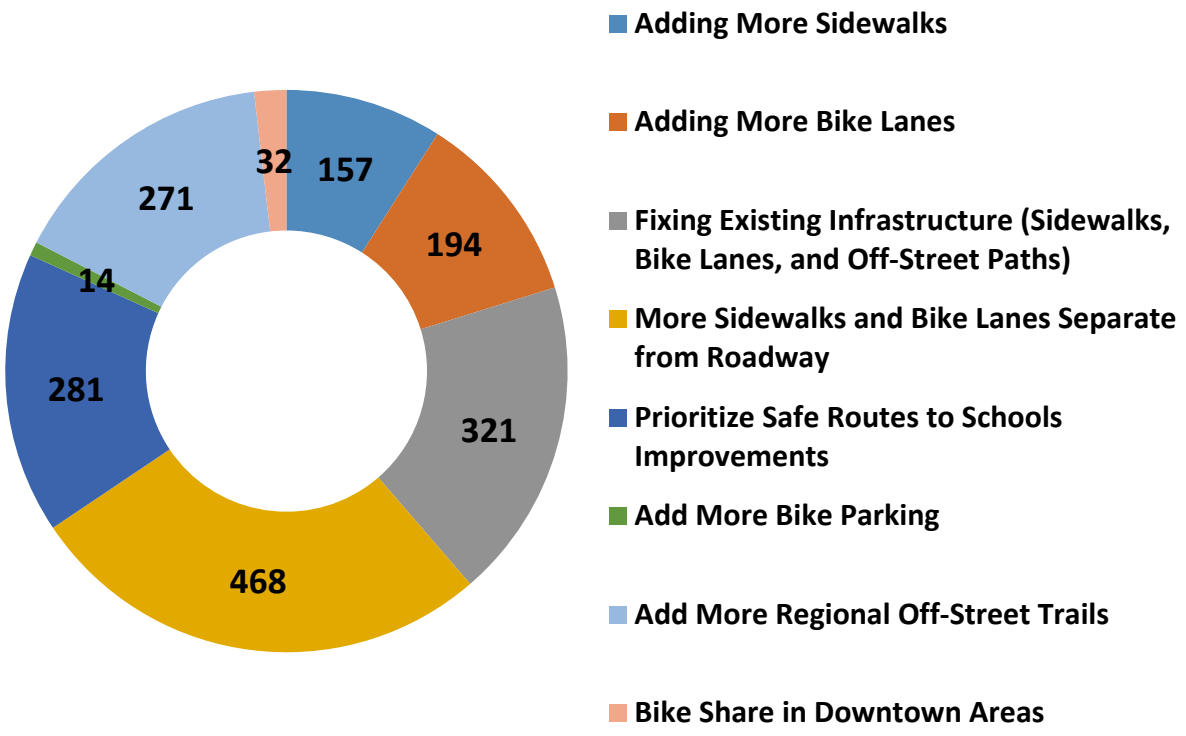
Biking/Walking

In this section, participants weighed in on bike/pedestrian strategies in order to understand what types of facilities/programs are preferred by the community. Participants were asked to pick their top two Biking/Walking priorities from the following options:

- Adding More Sidewalks
- Adding More Bike Lanes
- Fixing Existing Infrastructure (Sidewalks, Bike Lanes, and Off-Street Paths)
- More Sidewalks and Bike Lanes Separate from the Roadway
- Prioritize Safe Routes to Schools Improvements
- Add More Bike Parking
- Add More Regional Off-Street Trails
- Bike Share in Downtown Areas

The results showed that Placer residents want to see more separated bike lanes and sidewalks, with More Sidewalks and Bike Lanes Separate from Roadway receiving 468 votes. This was followed by Fixing Existing Infrastructure (321 votes), and Prioritizing Safe Routes to School Improvements (281 votes). These results are shown below in **Figure 13**.

Figure 13: Number of Votes for Biking/Walking Strategies



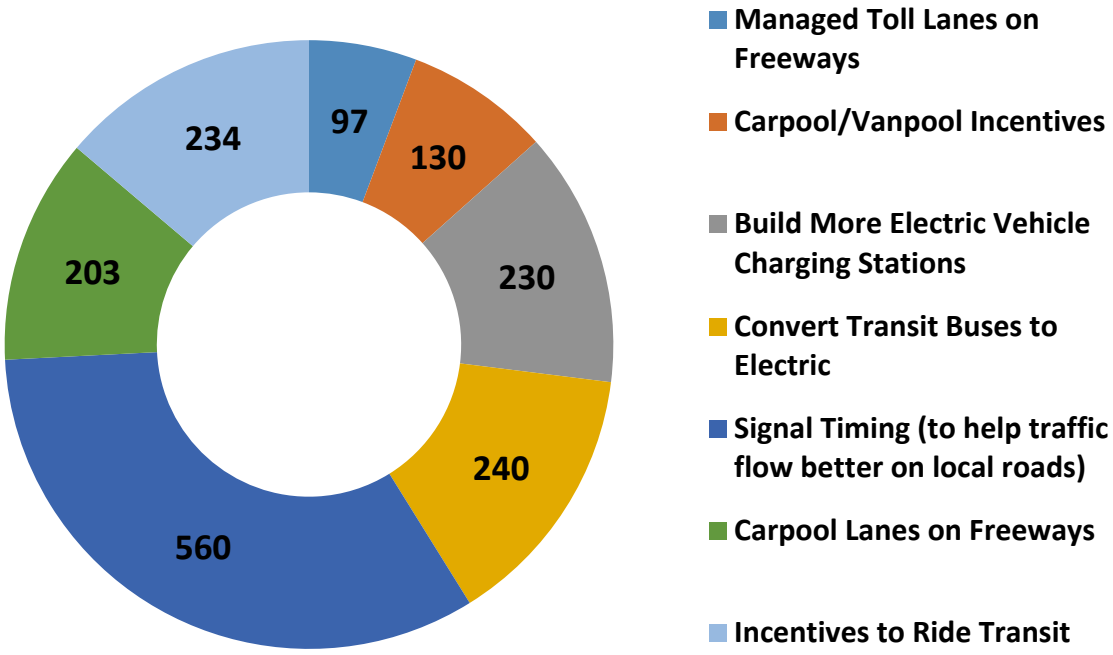
<u>Environment/Systems Management</u>

This section focuses on strategies that can help to promote environmental quality, reduce greenhouse gas emissions, and manage existing systems without increasing capacity. Participants were asked to pick their top two Environment/Systems Management priorities from the following options:

- Managed Toll Lanes on Freeways
- Carpool/Vanpool Incentives
- Build More Electric Vehicle Charging Stations
- Convert Transit Buses to Electric
- Signal Timing
- Carpool Lanes on Freeways
- Incentives to Ride Transit

Signal Timing improvements were by far the most selected category (560 votes), followed by Convert Buses to Electric (240 votes), and Incentives to Ride Transit (234 votes). The results show that Placer residents are interested in seeing solutions that can help ease congestion on local roadways, in line with previous categories. These results are shown below in **Figure 14**.

Figure 14: Number of Votes for Environment/Systems Management Strategies



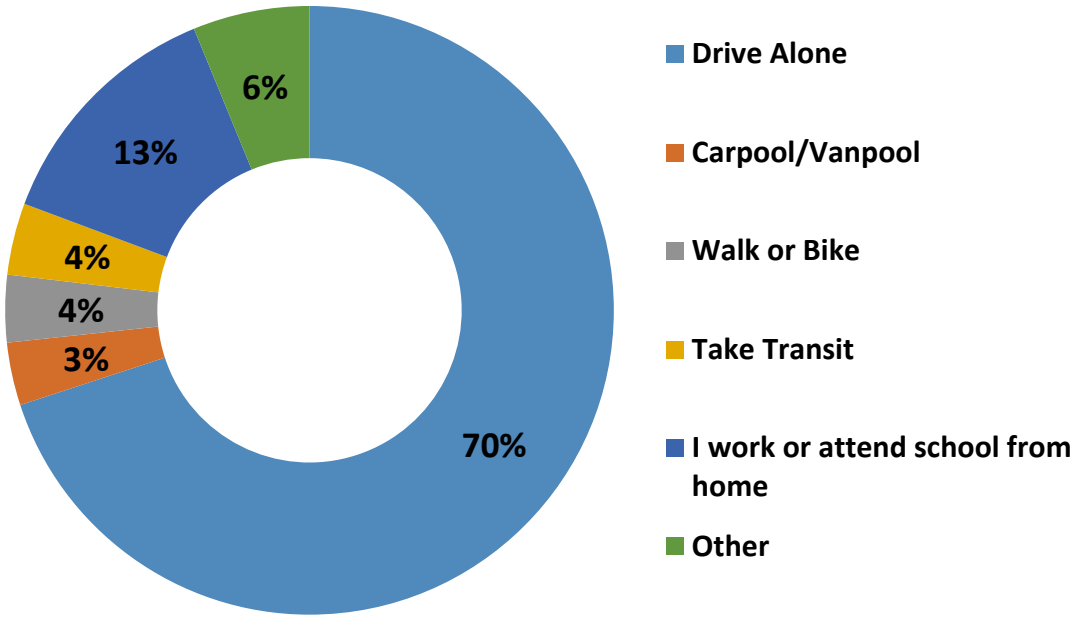
Demographics

The final screen of the survey asked a series of optional demographic questions to understand the audience that took the survey. On this screen was also a link to a separate Constant Contact form where respondents could enter to win the prize drawing for a choice of a $100 gas card, $100 Uber/Lyft gift card, or a one month pass to one of Placer County's transit operators. This was done to protect the privacy of respondents and not associate a particular name with demographic responses. The demographic questions included were:

- What is your home zip code?
- What is your work/school zip code? (if applicable)
- What is your primary mode of travel to work/school, etc?
- What ethnicity do you most identify with?
- What is your gender?
- What is your age?
- What is your income range?

The responses from home and work/school ZIP codes are explored above in the Geographic Reach section. When looking at respondents' primary mode of travel, the majority get to work/school by driving alone (70%), followed by 13% who work or attend school from home. Transit and walk/bike each received 4% of the total. These results are shown below in **Figure 15**.

Figure 15: Respondents' Preferred Mode of Travel



When looking at demographics related to ethnicity, gender, age, and income level; the results show that most respondents identify as White (73%). The next largest ethnicity group was Asian/Pacific Islander (5%), followed by Hispanic/Latino (5%). Gender was close to evenly split,

with 48% identifying as male, and 46% identifying as female. The largest age group was 41-60 (38%), followed closely by 20-40 (37%). 19% of respondents identified as being in the 61-80 age group. Almost one third of respondents have an annual income between $80,000-$120,000 (30%), followed by $40,000-$80,000 (21%) and More than $160,000 (21%). The results of the demographic analysis are shown below in **Figures 16-19**.

Figure 16: Respondents by Ethnicity

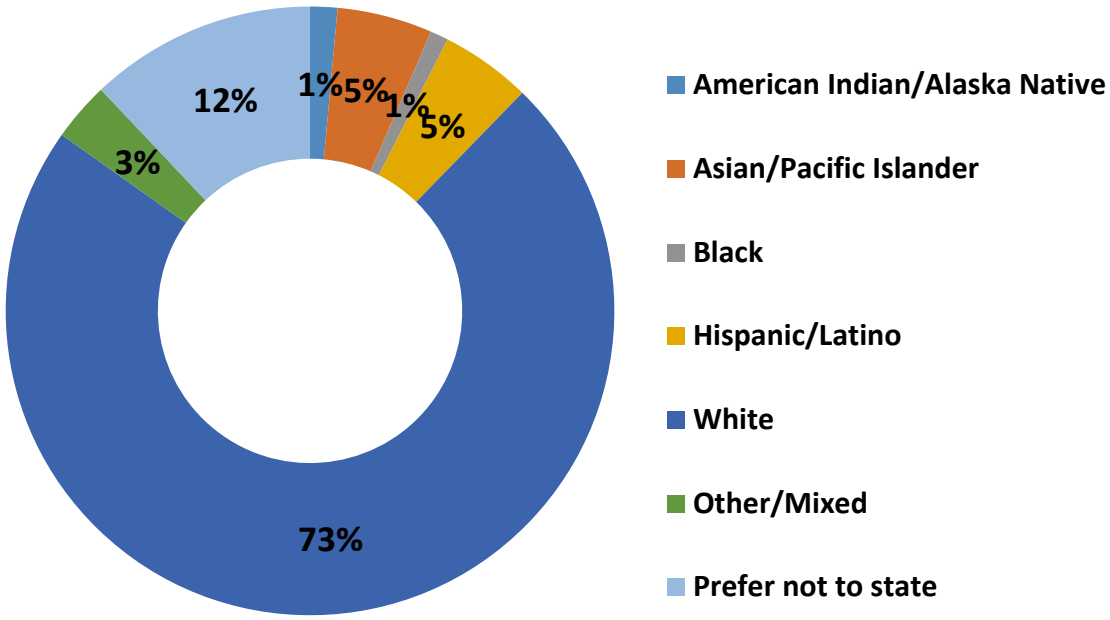


Figure 17: Respondents by Gender

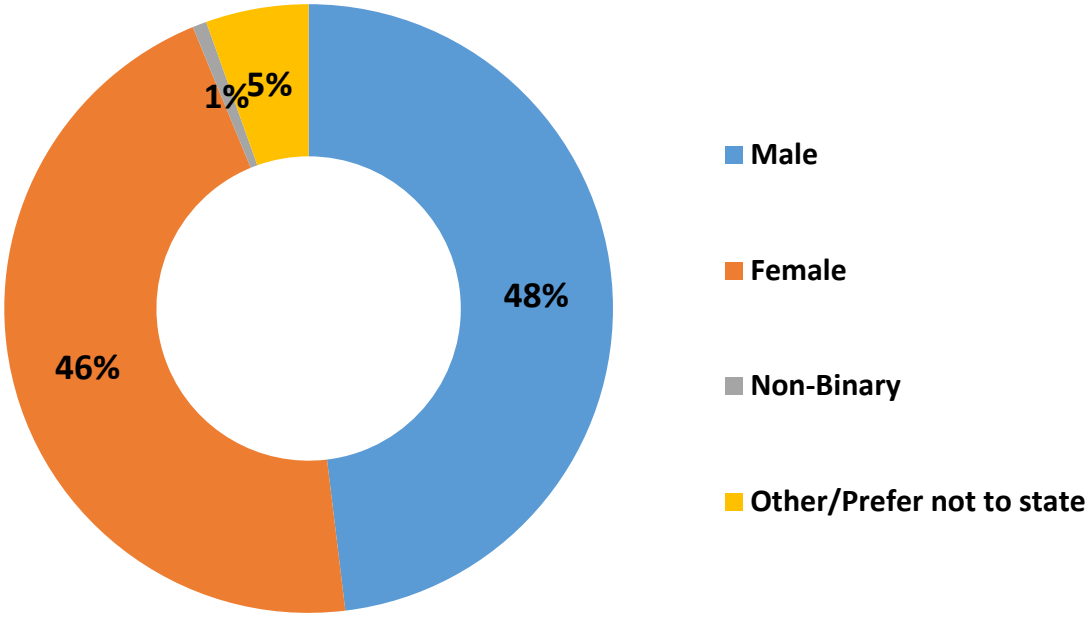


Figure 18: Respondents by Age

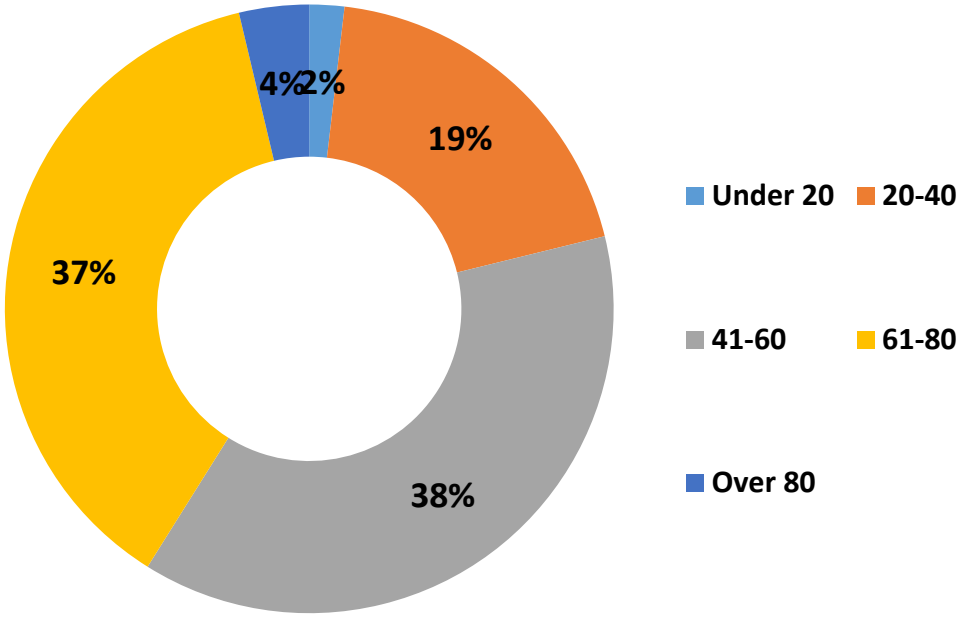
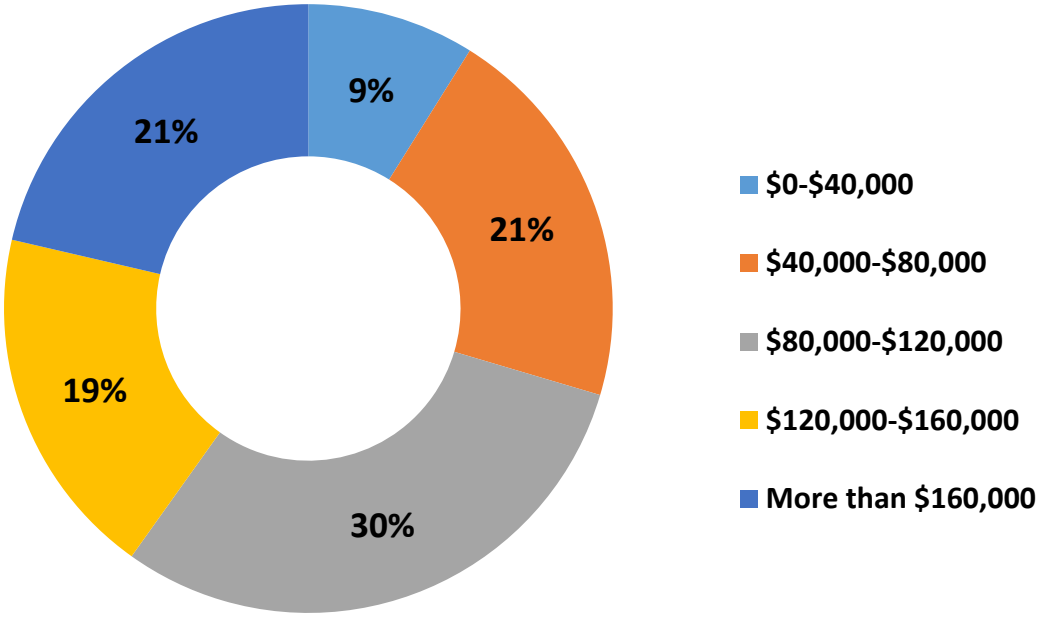


Figure 19: Respondents by Income Level



Virtual and In-Person Workshops

Figure 20: Virtual Workshop Presentation

PCTPA hosted a series of two virtual and one in-person community open houses about the Regional Transportation Plan (RTP), wherein participants had a chance to learn about the RTP efforts and provide feedback on the 2050 priorities. These workshops occurred on three back to back days between December 6-8, 2022. The virtual workshops were held on Zoom on December 6th and 8th and were attended by a total of 42 people. The in-person workshop was held on December 7th at PCTPA's offices in Auburn and was attended by 11 people. The workshops were highly publicized on PCTPA's social media and in an informational video and on flyers handed out at in-person events. Each of these workshop types and a summary of the results is shown below.

The virtual workshops were designed to provide participants with a clear understanding of the RTP and its importance, discover how the participants would prioritize their transportation investments, and provide a forum for community members to ask questions. They were organized into three sections:

- Project background and overview
- Investment priorities live poll participation using Mentimeter
- Question-and-answer session

Each workshop began with a brief presentation by PCTPA staff explaining the overview and purpose of the RTP. Participants were asked to indicate their home and work ZIP code. This was followed by a series of live polling questions where participants were asked to indicate their transportation priorities. The first poll question asked participants to rank 12 priorities that spanned all types of transportation, including (in no particular order);

- Reduce local congestion
- Increase commuter transit service
- Add separated bike lanes
- Improve environmental quality
- Reduce highway congestion
- Add sidewalks/bike lanes
- Provide commute options
- Repave roads/fix potholes
- Making equitable investments
- Increase road safety to reduce collisions
- Support the movement of freight
- Improve local route transit

In the December 6th virtual workshop, participants ranked Reduced Highway Congestion, Reduced Local Congestion, and Improve Local Route Transit as their top three most preferred investment categories. In the December 8th workshop, Improving Local Route Transit, Increase

Commuter Transit Service, and Add Separated Bike Lanes were ranked highest. The results of these polls are shown in **Figure 21** (December 6th), and **Figure 22** (December 8th).

Figure 21: Rank Your Priorities from December 6th Workshop

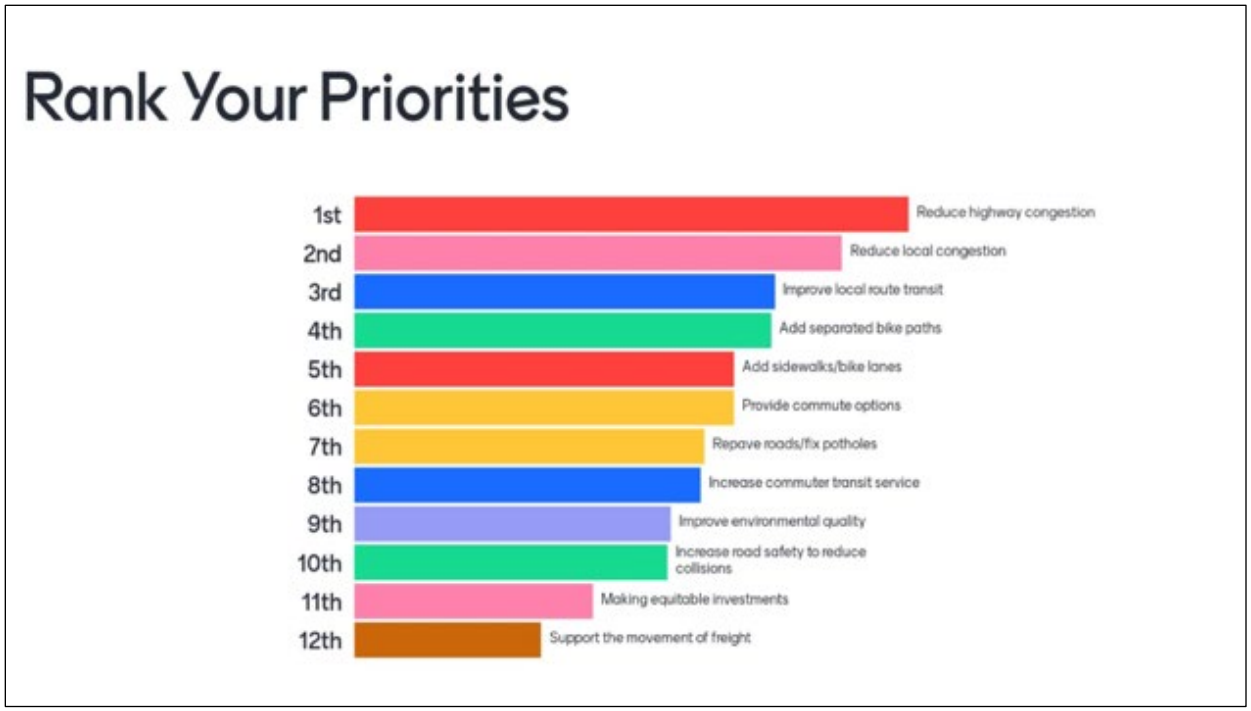
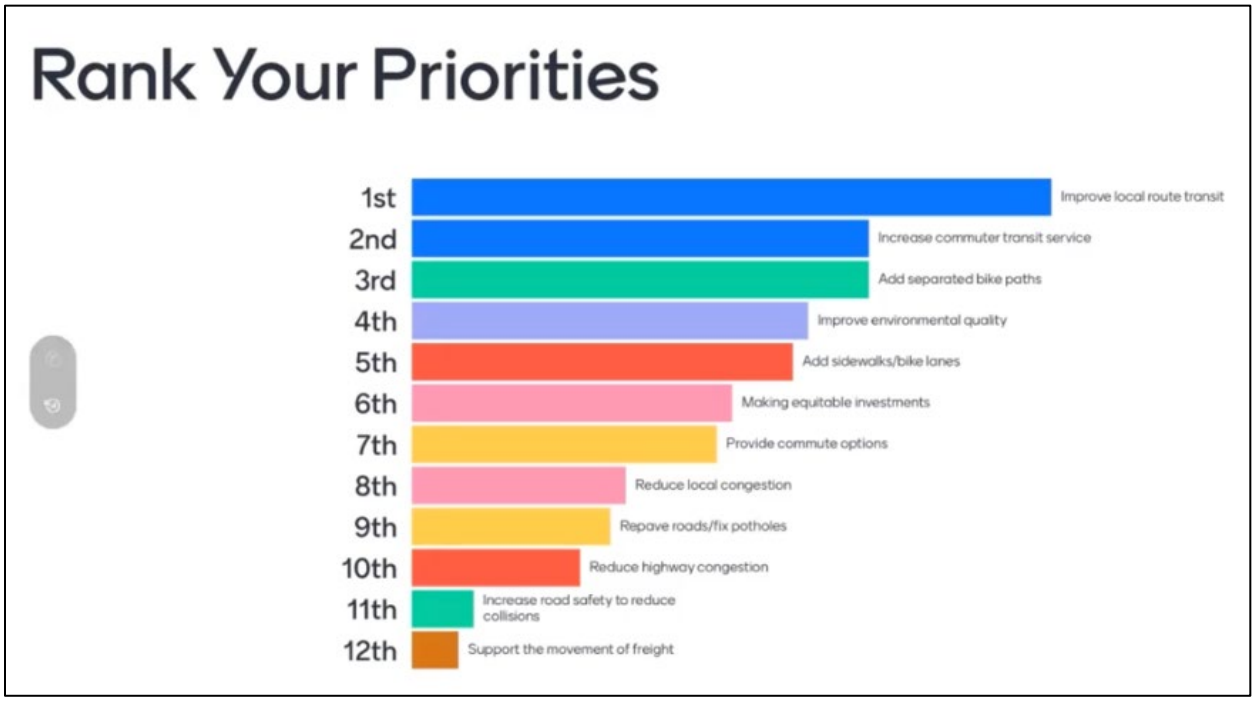


Figure 22: Rank Your Priorities from December 8th Workshop



Following this, participants were asked to rank their top investment priorities within five specific categories: Highways, Local Roads, Public Transit, Biking/Walking, and Environment/Systems Management. The purpose was to better understand the participants

specific priorities and to mirror some of the questions from the online survey. Participants from each workshop ranked the following as their top three priorities in each category:

December 6th Workshop

- **Highways**: Adding lanes, Adding carpool lanes, Repaving/fixing potholes
- **Local Roads**: Adding bicycle/pedestrian facilities, Safety improvements to reduce collisions, Reconstructing intersections
- **Public Transit**: Increase frequency, Provide wider coverage of services, Later/weekend service hours,
- **Biking/Walking**: Add more sidewalks and bike lanes separated from the roadway, Improve safe routes to schools, Add more bike lanes.
- **Environment & Systems Management**: Incentives to ride transit, Signal timing, Carpool lanes on the freeway

December 8th Workshop

- **Highways**: Adding carpool lanes, Adding lanes, Freeway Service Patrol
- **Local Roads**: Adding bicycle/pedestrian facilities, Coordinating signal timing, and Adding more electric vehicle charging stations
- **Public Transit**: Increase frequency, Improve rural bus service, and Provide wider coverage of services
- **Biking/Walking**: Add more sidewalks and bike lanes separate from the roadway, Improve safe routes to schools, Fix existing infrastructure (sidewalks, bike lanes)
- **Environment & Systems Management**: Incentives to ride transit, Build more electric vehicle charging stations, Signal timing

Each workshop ended with a question and answer session, where participants could ask questions of PCTPA staff. Questions focused on topics including (but not limited to): transit service expansion in South Placer and rural areas like Foresthill, roadway improvements in response to new growth, and transportation planning in the Truckee/Tahoe area.

In-Person Workshop

PCTPA held one in-person workshop at their offices in Auburn on December 7, 2022. A total of 11 community members attended the workshop, which was organized as a short presentation followed by a collection of activity boards around the room. As people arrived between 5:30-6:00 p.m., they were greeted at the registration table and asked to sign in. Food and refreshments were provided. Members of the project team were available throughout the room to answer questions and receive comments. Poster boards were spaced throughout the room where participants could place sticker dots on their top investment priorities in each of five categories: Highways, Local Roads, Public Transit, Biking/Walking, and Environment/Systems Management. The following is the top three strategies in terms of number of dots from each category:

- **Highways**: Adding carpool lanes, Repaving/fixing potholes, and Adding lanes
- **Local Roads**: Adding bicycle/pedestrian facilities, Repaving/fixing potholes, and Local road widening
- **Public Transit**: Upgrade buses to electric, Increase frequency, Provide wider coverage of services, and Improve rural bus service
- **Biking/Walking**: Adding more bike lanes, Prioritize safe routes to schools, and More sidewalks and bike lanes separate from roadway
- **Environment & Systems Management**: Signal timing, Incentives to ride transit, Carpool lanes on freeways

Figure 23: In-Person Workshop Presentation

Figure 24: Dot Boards used at In-Person Workshop

Pop-Up Events & Council Presentations

Figure 25: PCTPA Staff at the Auburn Tree Lighting

In addition to the online survey and virtual/in-person workshops, PCTPA staff also held pop-ups and informational meetings throughout the county to promote the 2050 RTP survey, encourage participants to sign up for the workshops, and to hear comments about the community's transportation priorities. Given the timing of the outreach during the holiday season, many events were held at tree lightings or other holiday themed events. Flyers and themed swag (hot chocolate tubes and candy canes) were handed out at each event affixed with the RTP website URL. PCTPA staff facilitated or attended the following events:

- Auburn Tree Lighting (November 26, 2022)
- Colfax Winterfest (December 10, 2022)
- Lincoln Cool River Pizza Informational Meeting (November 29, 2022)
- Rocklin Cool River Pizza Informational Meeting (November 28, 2022)
- Rocklin Park Pulse (October 27, 2022)
- Rocklin Sierra College Winter Carnival (December 6, 2022)
- Roseville Sun City Informational Meeting (November 30, 2022)
- Roseville Tree Lighting (December 1, 2022)
- Roseville Old Town Pizza Informational Meeting (December 5, 2022)
- Roseville St. John's Episcopal Church Informational Meeting (December 8, 2022)

Figure 26: PCTPA Staff Presenting at Loomis Town Council

PCTPA staff also visited each City/Town Council (with the exception of Roseville, where staff visited the Transportation Commission) and the Board of Supervisors to give an informational presentation and encourage all to take the 2050 RTP survey. Staff presented at the following meetings:

- Auburn City Council (October 24, 2022)
- Colfax City Council (November 9, 2022)
- Lincoln City Council (November 8, 2022)
- Loomis Town Council (November 8, 2022)
- Rocklin City Council (October 25, 2022)
- Roseville Transportation Commission (November 15, 2022)
- Placer County Board of Supervisors (November 8, 2022)
- Truckee/North Tahoe Transportation Management Association Board Meeting (November 3, 2022)

Promotion

PCTPA along with its outreach consultant AIM heavily promoted the 2050 RTP outreach efforts through a number of means, including: workshops and pop-up events through

- 2050 RTP Project Website: www.pctpa.net/RTP2050
- PCTPA's social media pages (Facebook, Twitter, and LinkedIn)
    - This included paid boosted social media posts that reached over 22,000 people
- Member juridictions social media pages
- Paper flyers (to be handed out at in-person events)
- Constant Contact email blasts that reached nearly 10,000 email inboxes
- Op-Ed article from Supervisor Holmes and Supervisor Jones in the Gold Country Media, which operates the newspapers in Auburn, Rocklin, Roseville, Loomis, and Lincoln
- Promotional video that overviewed the RTP process and encouraged the community to take the online survey and attend one of the workshops
- Personal emails and phone calls to community based organizations, school districts, non-profits, and more
- Information and flyers posted at PCTPA's kiosk in the Roseville Galleria mall during the busy holiday shopping season

Figure 28: Boosted Social Media Post

Figure 27: Workshop Promotion Flyer

Summary and Conclusions

The first round of outreach for the 2050 RTP resulted in the following:

- An online survey in both English and Spanish that was responded to by 1,109 people
- Ten pop-up events and informational meetings where PCTPA staff interacted with over 380 people
- Eight City/Town Council, Board of Supervisor, and Commission meetings where PCTPA staff interacted with elected officials and members of the public in each jurisdiction
- Virtual and in-person workshops attended by a total of 53 people
- Boosted social media posts that reached over 22,000 people
- Constant Contact email blasts that reached nearly 10,000 email inboxes three times
- Animated promotional video developed by AIM with PCTPA staff that conveyed the RTP process in a fun and engaging manner
- One press release and one Board of Supervisors' op-ed regarding the RTP and public input opportunities

The general theme from the online survey was that Placer residents are concerned about traffic congestion and road conditions, as widening roadways and fixing potholes consistently ranked high across several survey questions. However, improving signal timing also performed well in a couple of questions, which could be a useful solutions on congested roadways where adding capacity may not be desirable or an option. Signal timing was also ranked very highly in the environment/systems management category, with over twice as many votes as any other strategy in that category.

For biking/walking strategies, adding separated bike lanes/paths and sidewalks was the preferred option for Placer residents (468 votes), as well as fixing existing infrastructure (321 votes). These categories even ranked higher than adding regional off-street paths. Strategies such as adding more bicycle parking and implementing bike share programs in downtown areas were among the least desirable options.

For public transit strategies, residents preferred to see greater coverage areas over frequency and expanded service hours, when given a tradeoff. Providing a wider coverage of services received the most votes (437), followed by app-based services such as microtransit (365 votes). Both of these involve expanding the coverage of routes, but not necessarily expanding frequency if funds aren't available for both.

The virtual and in-person workshops also asked participants to weigh in on their transportation priorities. In the December 6th virtual workshop, participants ranked Reduced Highway Congestion, Reduced Local Congestion, and Improve Local Route Transit as their top three most preferred investment categories. In the December 8th workshop, Improving Local Route Transit, Increase Commuter Transit Service, and Add Separated Bike Lanes were ranked highest.

The results of this survey will directly influence the development of the 2050 RTP policies, goals, and objectives as it represents the needs and desires of Placer County residents. Information from this survey will continue to shape the 2050 RTP as it develops over the next three years, and help to inform any future surveys.

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APPENDIX B-2: 2050 RTP Round 2 Outreach Summary

Placer County Transportation Planning Agency

2050 REGIONAL TRANSPORTATION PLAN

TECHNICAL MEMORANDUM

DATE: March 27, 2024

SUBJECT: PCTPA REGIONAL TRANSPORTATION PLAN 2050 – ROUND 2 COMMUNITY OUTREACH SUMMARY

PCTPA's Regional Transportation Plan represents the collective vision for how Placer's stakeholders want to shape the county's transportation system of tomorrow. As Placer County residents are an important stakeholder in the process, PCTPA typically embarks on robust community outreach efforts to incorporate their needs and desires into the RTP. The first round of community outreach occurred in November-December 2022 and included an online survey, pop-up events, City/Town Council and Board of Supervisors presentations, online and in-person workshops, informational meetings, boosted social media posts, and Constant Contact email blasts. It's estimated that over 33,000 people were reached using these various efforts. The feedback was focused on high-level priorities regarding transportation infrastructure and policies.

In the second round of outreach, PCTPA desired to gain more specific feedback from Placer County residents on major transportation projects and programs (e.g. I-80/SR 65 Interchange, SR 65 Widening). Similar outreach tactics were used in round 2 as in round 1, with PCTPA staff attending pop-up events, City/Town Council and Board of Supervisors presentations, holding workshops, and promoting efforts through social media and email blasts. All outreach events were published on the 2050 RTP's website: www.pctpa.net/RTP2050. The purpose of this memorandum is to outline the purpose and contents of the survey and workshops and to summarize the results. It consists of the following sections:

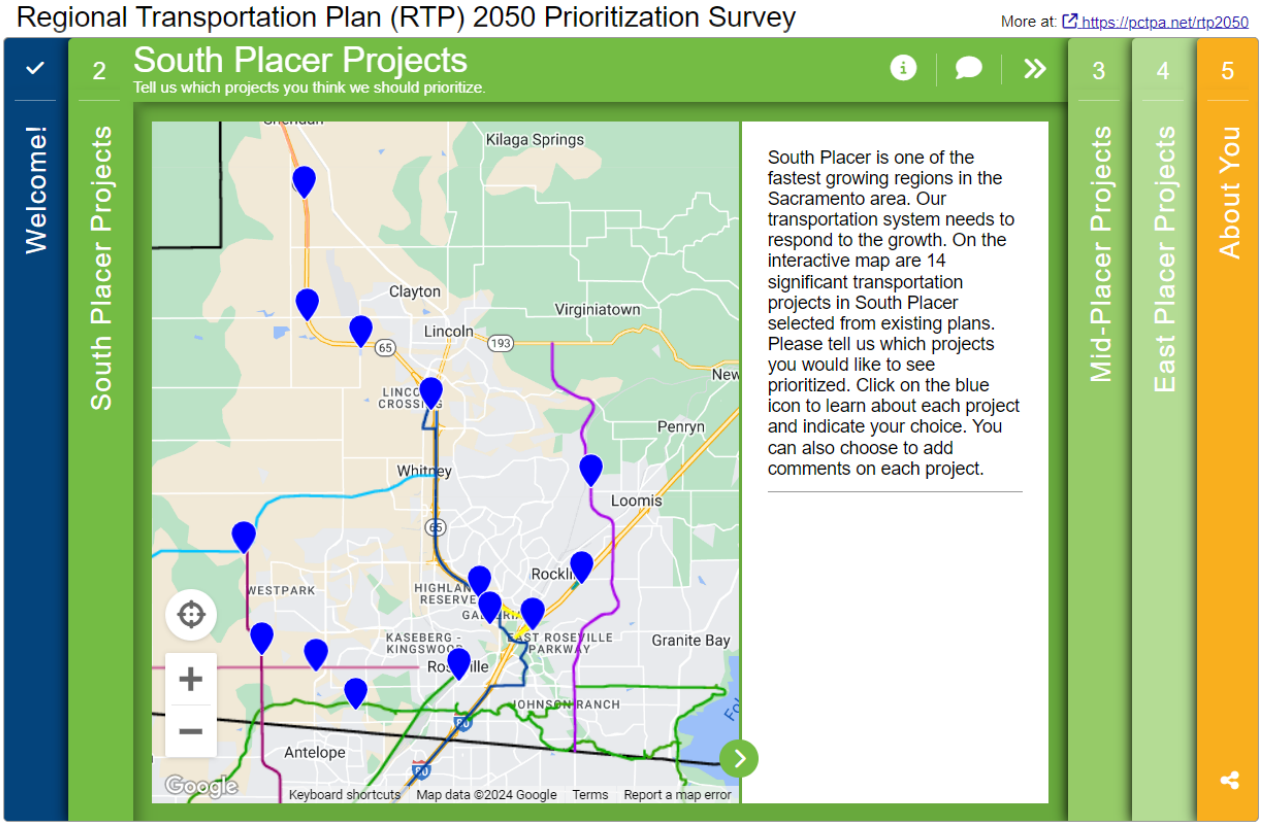
- Purpose and Contents of Online Survey
- Virtual and In-Person Workshops
- Pop-Up Events
- Promotion
- Summary and Conclusions

Purpose and Content of Online Survey

PCTPA developed an online survey where residents were asked to give their opinion on a set of regionally significant projects broken up into three primary regions of the county: South Placer (Roseville, Rocklin, Lincoln, and surrounding area), Mid-Placer (Loomis, Auburn, Colfax, and surrounding area), and East Placer (Resort Triangle area of unincorporated Placer). As the RTP progresses through its initial development, it is critical for the project team to understand these priorities when the preferred project list is developed for the RTP in coordination with the Sacramento Area Council of Governments (SACOG). The survey was broken up to four sections:

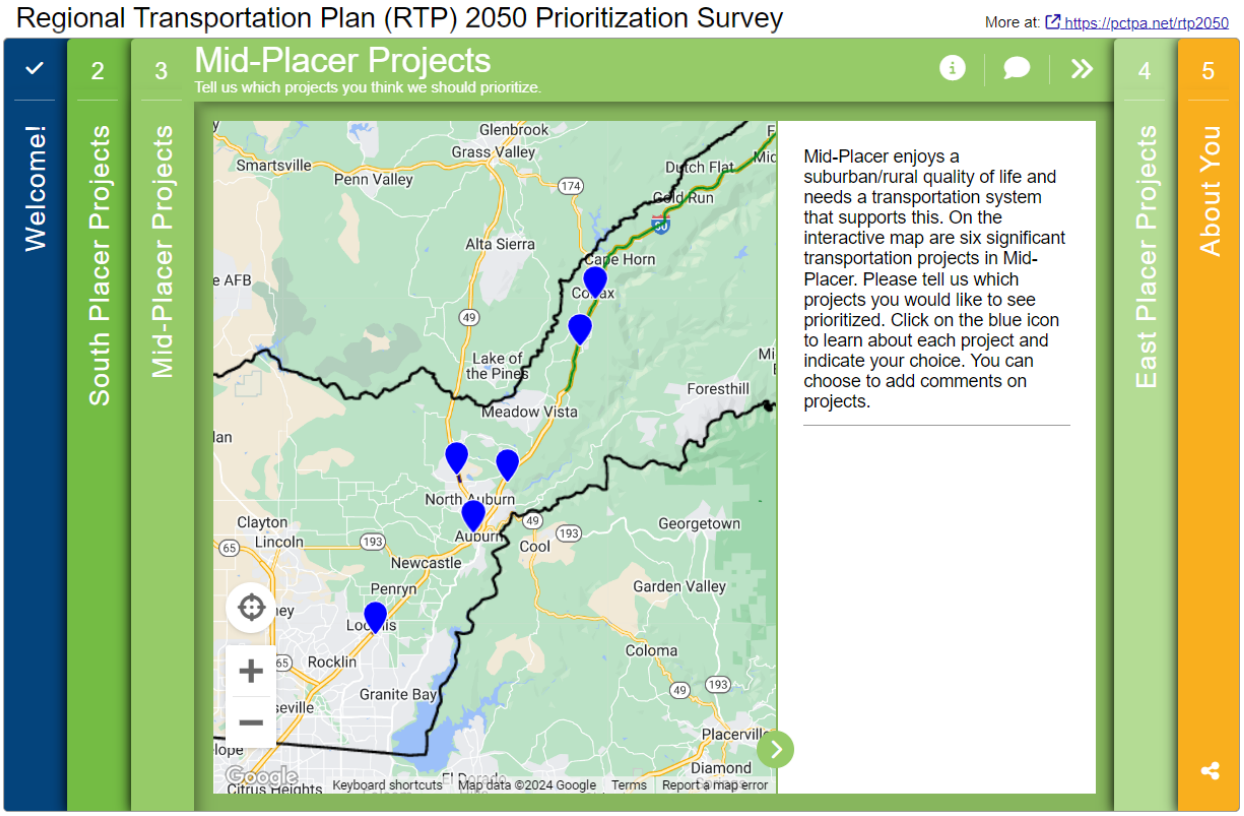
- **South Placer Projects**: On this screen, participants were asked to give their opinion on a set of 14 projects in the South Placer region as to whether each particular project should be a priority. This screen is shown below in **Figure 1**.

Figure 1: 2050 RTP Round 2 Survey – South Placer Projects Screen



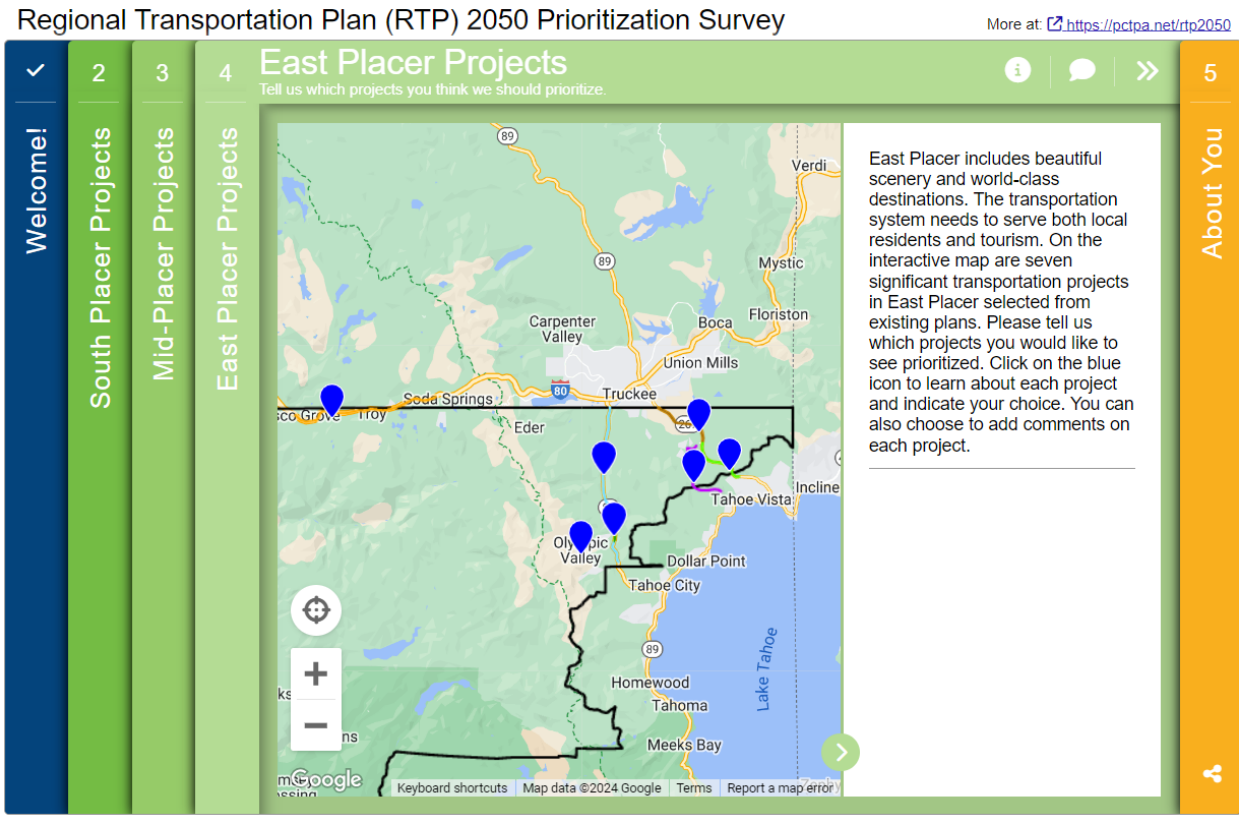
- **<u>Mid-Placer Projects</u>**: Similar to the South Placer projects, participants were asked to indicate their preferred priority for six Mid-Placer projects ranging from the Horseshoe Bar Rd/I-80 interchange to truck climbing lanes on I-80 near Colfax. This screen is shown below in **Figure 2**.

Figure 2: 2050 RTP Round 2 Survey – Mid-Placer Projects Screen



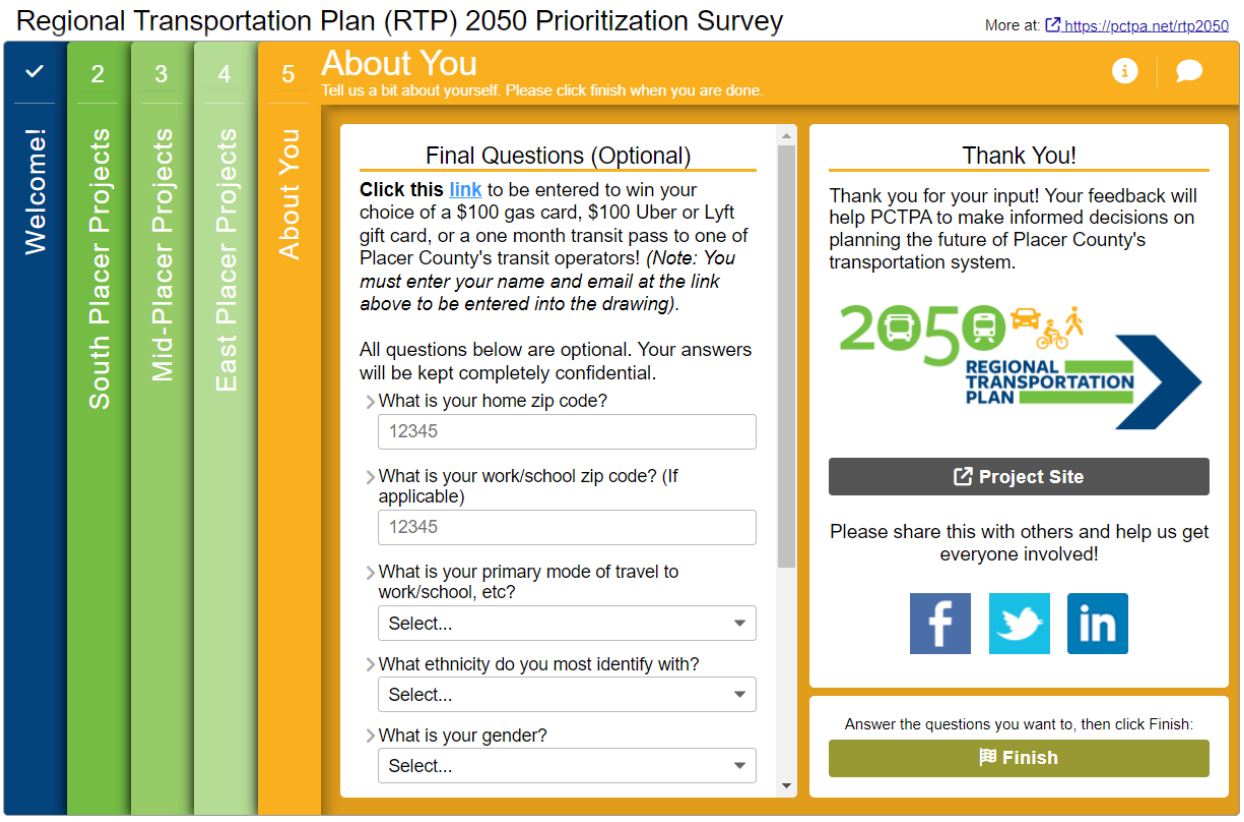
- **East Placer Projects**: Seven East Placer Projects ranging from bus-only lanes on SR 89 and SR 267 to expansion of app-based on-demand transit were shown for prioritization by participants. This is shown below in **Figure 3**.

Figure 3: 2050 RTP Round 2 Survey – East Placer Projects



- **About You (Demographics)**: Participants were asked a series of demographic questions, such as home and work or school ZIP codes, race, gender, age, and income level. On this screen, participants were also able to click a link to enter into a prize drawing for a choice of a $100 gas card, $100 Uber/Lyft gift card, or a one month pass to a Placer County transit operator. This is shown below in **Figure 4**.

Figure 4: 2050 RTP Round 2 Survey - About You (Demographics) Screen



Overall Results & Geographic Reach

In order to make the survey more interactive, PCTPA staff created the survey on the Metroquest platform, which offers a number of different survey types intended to engage the user beyond a traditional survey. The survey launched on September 1, 2023 and closed approximately two and a half months later on November 17, 2023. A total of 796 responses were received. Pursuant to PCTPA's Title IV Limited English Proficient Public Participation Plan, a Spanish translation of the survey was launched at the same time, while Tagalog translation was offered upon request. Promotion of the survey was done through a project website, boosted social media posts, in-person pop-up events, virtual and in-person workshops, City/Town Council and Board of Supervisors presentations, and email blasts. Further outreach was primarily grassroots social media sharing. Participants were invited to sign up for a prize drawing for a choice of a $100 gas card, $100 Uber/Lyft gift card, or a one month pass to a Placer County transit operator.

Respondents were asked to indicate their home ZIP code and their work/school ZIP code. Using the primary home ZIP code, the project team was able to analyze the responses to the survey geographically. Out of the 796 responses, 560 indicated a home ZIP code. Of these, 512 (91%) were in Placer County. When looking at specific ZIP codes, Lincoln had the most responses of any one ZIP code, with 95 responses. The top 10 ZIP codes by number of responses are listed below in **Table 1**.

Table 1: Top 10 Home ZIP Codes by Responses

Zip Code	City	County	# of Responses
95648	Lincoln	Placer	95
95747	Roseville	Placer	79
95603	Auburn	Placer	53
95765	Rocklin	Placer	48
95661	Roseville	Placer	37
95678	Roseville	Placer	37
95677	Rocklin	Placer	34
95746	Granite Bay	Placer	23
95650	Loomis	Placer	22
95658	Newcastle	Placer	15

When looking at work/school ZIP codes, similar trends were noticed where nine out of the top 10 ZIP codes are located in Placer County. Auburn showed up as the #1 work or school ZIP code where Placer County's offices are located, followed by Lincoln. The only ZIP code outside Placer County in this list is 95814, which covers downtown Sacramento where many State of California offices are located. The top 10 work/school ZIP codes by number of responses are listed below in Table 2.

Table 2: Top 10 Work/School ZIP Codes by Responses

Zip Code	City	County	# of Responses
95603	Auburn	Placer	45
95648	Lincoln	Placer	43
95661	Roseville	Placer	36
95678	Roseville	Placer	35
95747	Roseville	Placer	31
95765	Rocklin	Placer	30
95814	Sacramento	Sacramento	25
95677	Rocklin	Placer	24
95650	Loomis	Placer	12
95746	Granite Bay	Placer	8

South Placer Projects

The first exercise respondents were asked to participate in was to view 14 regionally significant transportation projects in the south Placer area and indicate if each was a priority to them. Participants were able to click on each project to see a description and vote "Yes" or "No" if the project was or was not a priority to them. The purpose was to better understand which projects should be given higher priority in the RTP's project list. The projects that were included (in no particular order) are shown below along with the given description of the project in the survey:

- **Placer Parkway**: Construct a new four to six-lane expressway between SR 65 and SR 99 in Sutter County. Phase 1 will complete the Whitney Ranch/SR 65 interchange and extend Placer Parkway to Foothills Blvd.
- **Watt Ave/Santucci Blvd Bus Rapid Transit**: This project would add an express bus route along the future Santucci Blvd and Watt Avenue, connecting western Placer County to the Watt Avenue Light Rail Station.
- **Widen Baseline Road**: Widens Baseline Road in phases between Fiddyment Road and the Sutter County Line.
- **Dry Creek Greenway Trail:** This multi-purpose trail would add segments within Roseville and unincorporated Placer County to eventually form a 70-mile loop within Placer and Sacramento Counties, connecting to the American River Parkway.
- **Capitol Corridor Third Track Phase 2**: This next phase would expand Capitol Corridor rail service in Placer County to 10 daily round trips between Roseville and Sacramento, connecting to the Bay Area.
- **I-80/SR 65 Interchange**: This project will widen and realign the I-80/SR 65 interchange for improved traffic flow.
- **Expand On-Demand App Based Transit Services**: On-demand app-based transit services are currently available in Roseville, Rocklin, Lincoln, and Loomis. This would potentially expand the service area, hours of operation, and decrease wait times for these on-demand transit services.
- **SR 65 Widening**: Widens SR 65 in multiple phases between Lincoln Blvd and I-80. The first phase will add a third lane on SR 65 SB between Blue Oaks Blvd and Galleria Blvd.
- **I-80/Rocklin Road Interchange**: Reconstruct the interchange at I-80/Rocklin Road including bicycle/pedestrian facilities and an auxiliary lane on I-80 West between Rocklin Road and SR 65.
- **Sierra College Blvd Widening & Improvements**: This project would widen Sierra College Blvd in phased sections between SR 193 and the Sacramento County Line.
- **South Placer Express Bus Service**: Provide express bus service from Lincoln to Kaiser and Sutter hospitals in Roseville, and the Watt/I-80 light rail station.
- **SR 65/Nelson Lane Interchange**: This project would add an interchange at SR 65 and Nelson Lane.
- **SR 65/Nicolaus Road Interchange**: This project would construct an interchange at SR 65 and Nicolaus Rd.
- **Lincoln Bypass Phase 2B**: Widen SR 65 to a four-lane expressway from Coon Creek to Sheridan

The three projects that received the most "Yes" votes were I-80/SR 65 Interchange (495), SR 65 Widening (462), and I-80/Rocklin Rd Interchange (340). SR 65/Nicolaus Rd Interchange received the least number of "Yes" votes (122), as well as the most number of "No" votes (220). In the "No" votes category, it was followed by SR 65/Nelson Ln Interchange (218), and Watt Ave Bus

Rapid Transit (213). **Figure 5** below shows the 14 projects ranked by number of "Yes" votes, while **Figure 6** shows the projects ranked by number of "No" votes. **Table 3** lists each project along with the number of "Yes" and "No" votes received.

Figure 5: South Placer Projects by Number of "Yes" Votes

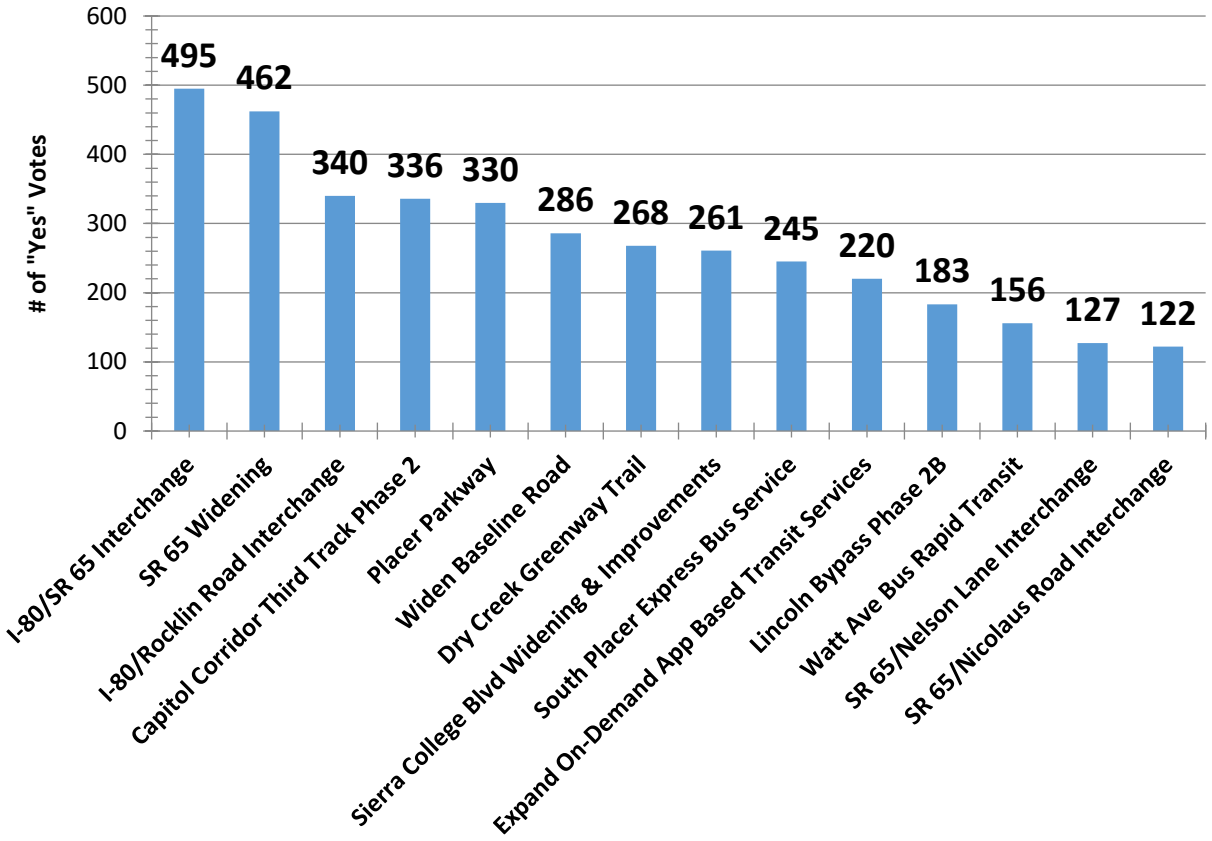


Figure 6: South Placer Projects by Number of "No" Votes

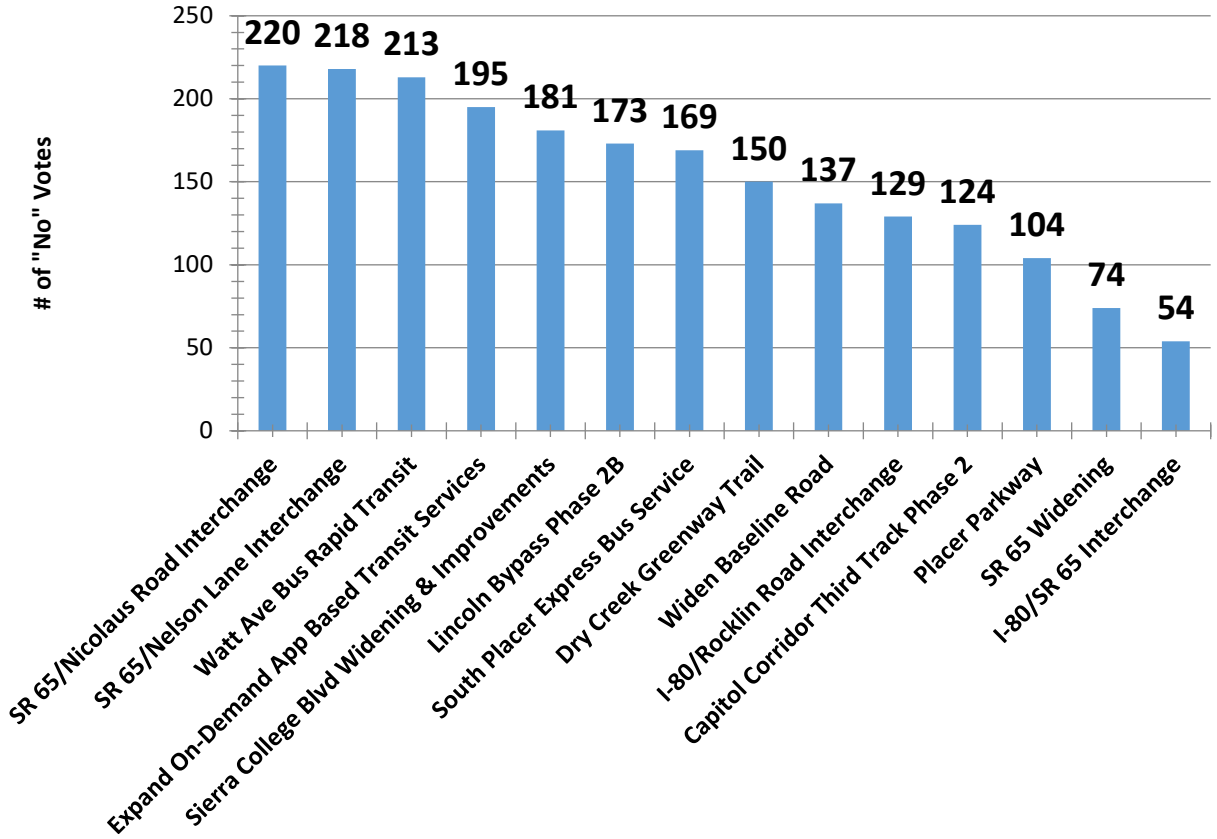


Table 3: South Placer Projects and Number of "Yes" and "No" Votes

Project	# of "Yes" Votes	# of "No" Votes
I-80/SR 65 Interchange	495	54
SR 65 Widening	462	74
I-80/Rocklin Road Interchange	340	129
Capitol Corridor Third Track Phase 2	336	124
Placer Parkway	330	104
Widen Baseline Road	286	137
Dry Creek Greenway Trail	268	150
Sierra College Blvd Widening & Improvements	261	181
South Placer Express Bus Service	245	169
Expand On-Demand App Based Transit Services	220	195
Lincoln Bypass Phase 2B	183	173
Watt Ave Bus Rapid Transit	156	213
SR 65/Nelson Lane Interchange	127	218
SR 65/Nicolaus Road Interchange	122	220

The results show that south Placer residents are highly concerned about freeway congestion, evidenced by the fact that the top four ranked projects (in terms of "Yes" votes) will help address major congestion on I-80 and SR 65. Low ranked projects were topped by two interchanges on SR 65 north of Lincoln that will be needed as development comes online in the area. Capitol Corridor Third Track Phase 2 also ranked highly, as well as Placer Parkway.

Mid-Placer Projects

Participants were next asked to review six Mid-Placer area projects (Loomis, Auburn, Colfax, and surrounding areas) and indicate if each was a priority to them. Participants were able to click on each project to see a description and vote "Yes" or "No" if the project was or was not a priority to them. The purpose was to better understand which projects should be given higher priority in the RTP's project list. The projects that were included (in no particular order) are shown below along with the given description of the project in the survey:

- **I-80/Horseshoe Bar Rd Interchange**: This project would widen the Horseshoe Bar Rd/I-80 overcrossing from two lanes to four lanes, and improve the ramps.
- **Expand On-Demand App Based Transit Services**: On-demand app-based transit services are currently available in Loomis, Auburn and parts of unincorporated Placer County. This would potentially expand the service area, hours of operation, and decrease wait times for these on-demand transit services.
- **Highway 49 Widening**: Widens SR 49 from four lanes to six lanes between Bell Road and Dry Creek Road.
- **I-80/Bell Road Roundabouts:** This project replaces the existing traffic signals and all-way stop controls with two roundabouts and relocates the park-and-ride facility.
- **I-80 Truck Climbing Lanes: Applegate to Nyack**: Construct truck climbing lanes in various locations on I-80 between Applegate and Nyack.
- **Colfax Operational Improvements**: This project would improve circulation in central Colfax by installing new traffic signals, adding turn lanes, and providing enhanced pedestrian and bicycle improvements on S. Auburn Street and Central Avenue/Highway 174.

The three projects that received the most "Yes" votes were I-80 Truck Climbing Lanes (Applegate to Nyack) (359), SR 49 Widening (271), and I-80/Horseshoe Bar Rd Interchange (245). Colfax Operational Improvements received the least number of "Yes" votes (180). I-80/Bell Rd Roundabouts received the most number of "No" votes (201), followed by I-80/Horseshoe Bar Rd Interchange (176) and Colfax Operational Improvements (170). **Figure 7** below shows the six projects ranked by number of "Yes" votes, while **Figure 8** shows the projects ranked by number of "No" votes. **Table 4** lists each project along with the number of "Yes" and "No" votes received.

Figure 7: Mid-Placer Projects by Number of "Yes" Votes

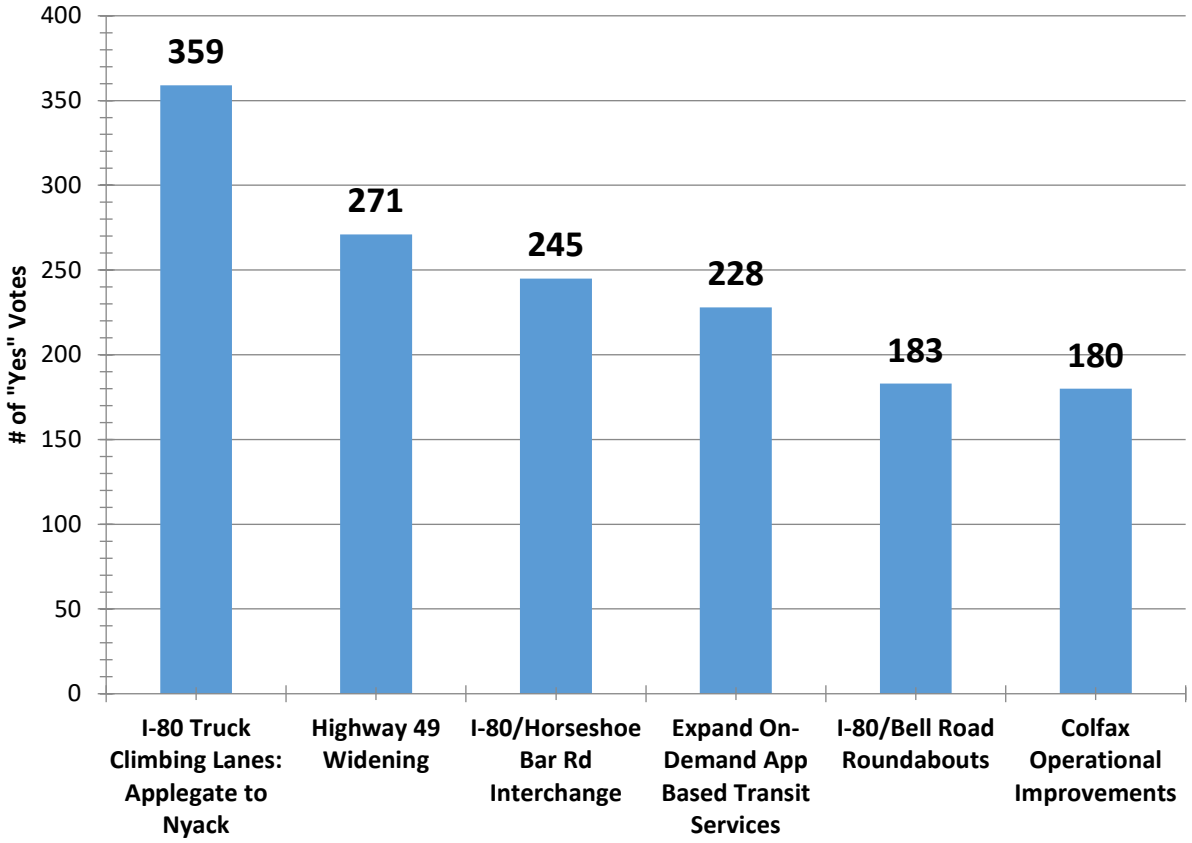


Figure 8: Mid-Placer Projects by Number of "No" Votes

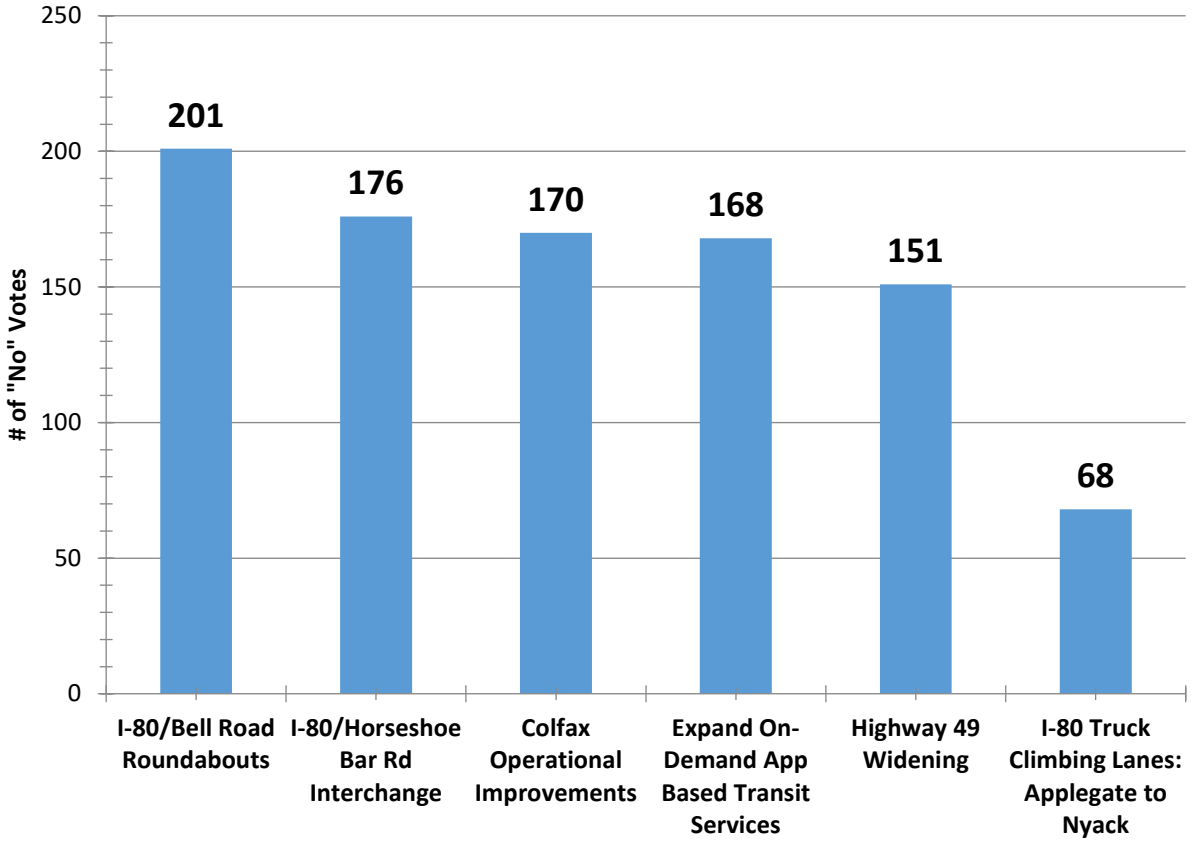


Table 4: Mid-Placer Projects and Number of "Yes" and "No" Votes

Project	# of "Yes" Votes	# of "No" Votes
I-80 Truck Climbing Lanes: Applegate to Nyack	359	68
Highway 49 Widening	271	151
I-80/Horseshoe Bar Rd Interchange	245	176
Expand On-Demand App Based Transit Services	228	168
I-80/Bell Road Roundabouts	183	201
Colfax Operational Improvements	180	170

Based on these results, respondents in Mid-Placer favored solutions that involved highway or freeway widening/reconfiguration, as opposed to roundabouts or other operational improvements. Widening projects and an interchange project were the top three voted projects, while the project with the most "No" votes was a roundabout project.

East Placer Projects

Similar to the previous two screens, participants were asked to view a set of seven transportation projects in East Placer (Resort Triangle area of unincorporated Placer County) and indicate if each was a priority to them. Participants were able to click on each project to see a description and vote "Yes" or "No" if the project was or was not a priority to them. The purpose was to better understand which projects should be given higher priority in the RTP's project list. The projects that were included (in no particular order) are shown below along with the given description of the project in the survey:

- **I-80 Truck Climbing Lanes**: This project would install truck climbing lanes in two locations on I-80 between Cisco Grove and Soda Springs.
- **SR 89 Transit Improvements**: Upgrade intersections on SR 89 between Truckee and Alpine Meadows Rd to include transit signal priority and lanes that allow buses to bypass traffic at intersections. Future phases would include widening SR 89 for a bus-only lane.
- **Truckee River Trail**: This project would construct a 1.4-mile bike path along the Highway 89 corridor from Olympic Valley Road to the USFS Silver Creek Campground along the Truckee River.
- **Expand On-Demand App Based Transit Services:** On-demand app-based transit services are currently available in Olympic Valley, Northstar, Truckee, and the Tahoe Basin. This would potentially expand the service area, hours of operation, and decrease wait times for these on-demand transit services.
- **SR 267 Transit Improvements**: Upgrade intersections on SR 267 between Truckee and Highland View Drive to include transit signal priority and queue jump lanes. Future phases would include widening SR 267 for a bus-only lane.
- **Martis Valley Trail**: This project would construct a four-mile bike path parallel to Highway 267 between the Village at Northstar and the Tahoe Basin. This project is partially outside PCTPA's boundary, meaning part of the project is within Tahoe Regional Planning Agency (TRPA's) planning area.
- **SR 267 Truck Climbing Lanes**: Install truck climbing lanes on southbound SR 267 between Northstar Drive and Brockway Summit.

The three projects that received the most "Yes" votes were I-80 Truck Climbing Lanes (307), Truckee River Trail (264), and SR 267 Truck Climbing Lanes (230). SR 267 Transit Improvements received the least number of "Yes" votes with 148, and the most number of "No" votes (184). In the "No" votes category, it was followed by Expand On-Demand App Based Transit (165) and SR 89 Transit Improvements (152). **Figure 9** below shows the seven projects ranked by number of "Yes" votes, while **Figure 10** shows the projects ranked by number of "No" votes. **Table 5** lists each category in order of number of rankings. Note that a higher number in the average rank category equals a lower ranking (the lower the number, the closer to #1 priority).

Figure 9: East Placer Projects by Number of "Yes" Votes

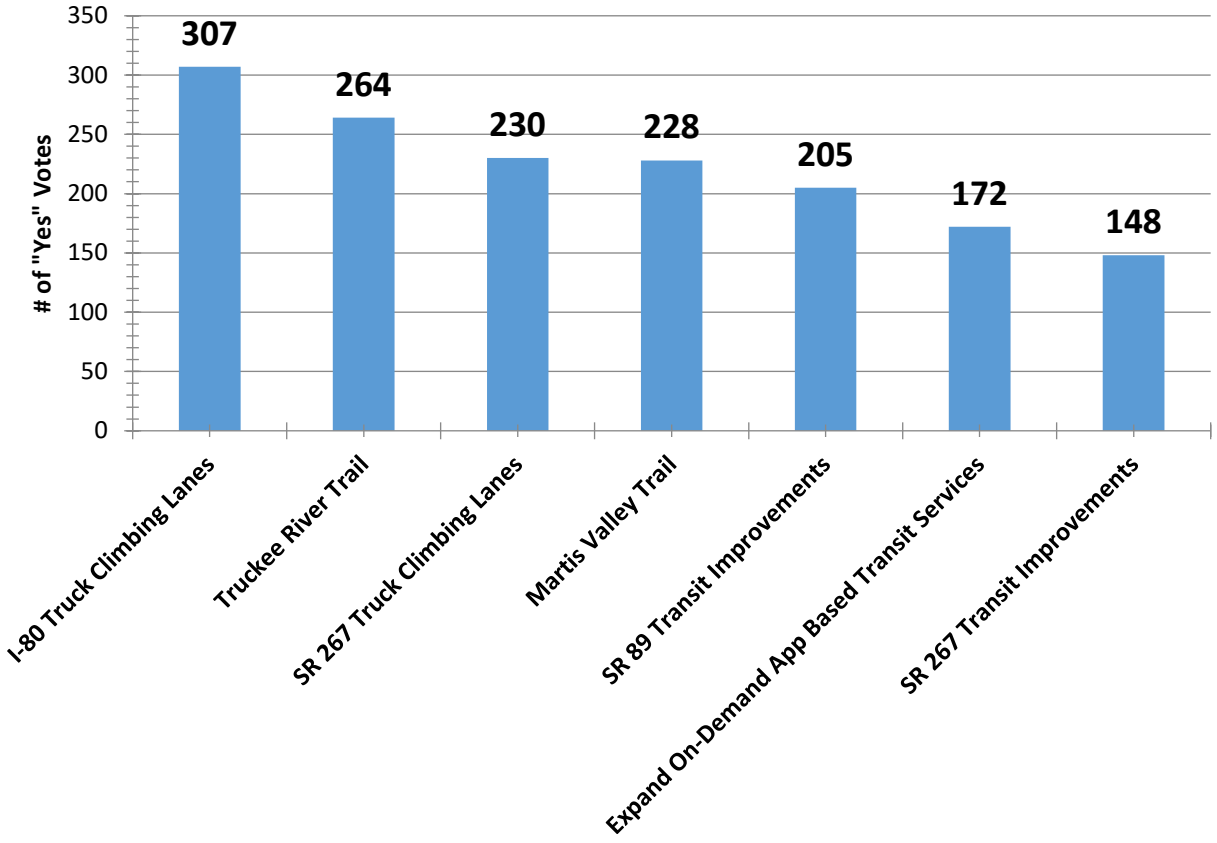


Figure 10: East Placer Projects by Number of "No" Votes

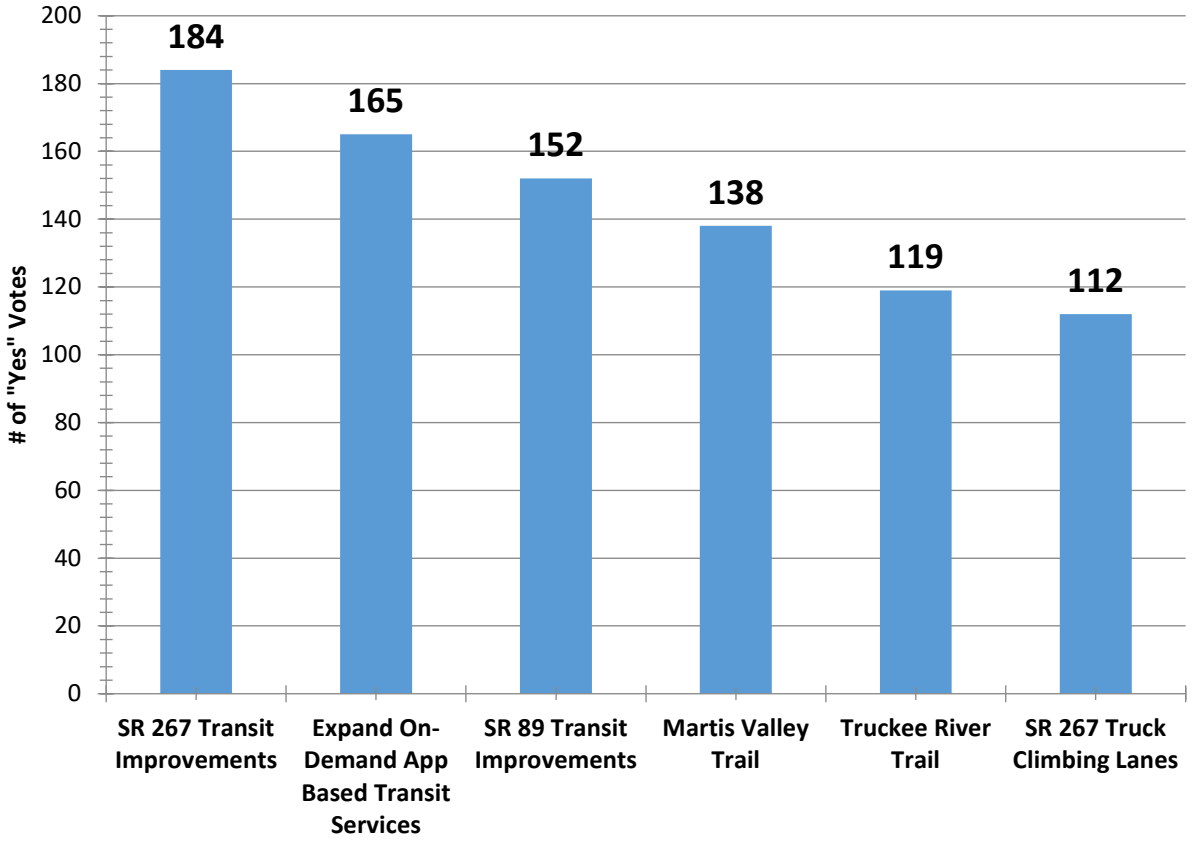


Table 5: East Placer Projects and Number of "Yes" and "No" Votes

Project	# of "Yes" Votes	# of "No" Votes
I-80 Truck Climbing Lanes	307	57
Truckee River Trail	264	119
SR 267 Truck Climbing Lanes	230	112
Martis Valley Trail	228	138
SR 89 Transit Improvements	205	152
Expand On-Demand App Based Transit Services	172	165
SR 267 Transit Improvements	148	184

The results show that East Placer respondents most prioritize truck climbing lanes and the Truckee River Trail. Low ranked projects included all three transit related projects listed, indicating these are not as much of a priority to respondents.

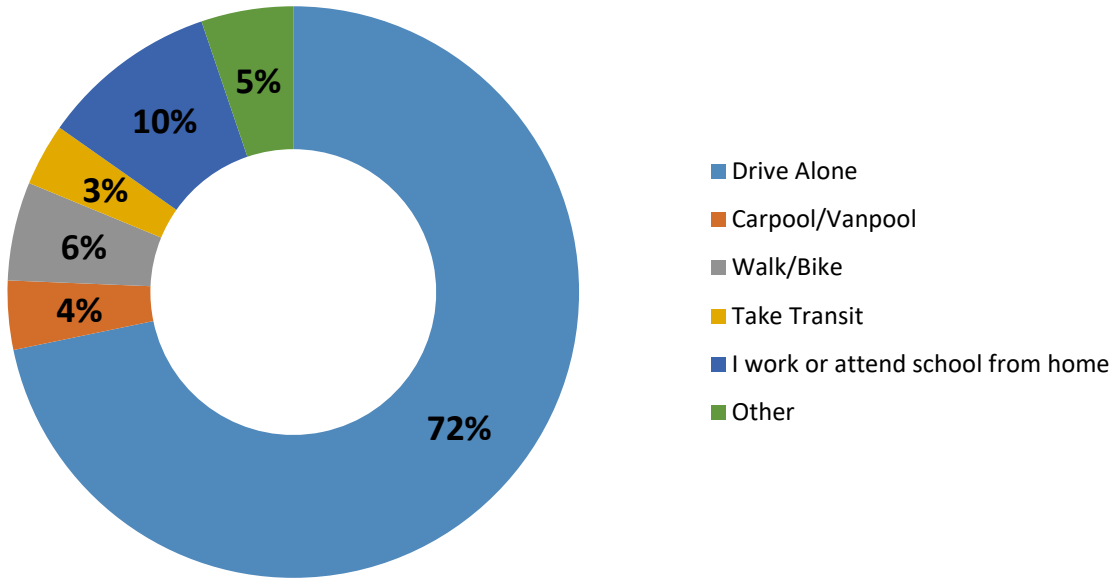
Demographics

The final screen of the survey asked a series of optional demographic questions to understand the audience that took the survey. On this screen was also a link to a separate Constant Contact form where respondents could enter to win the prize drawing for a choice of a $100 gas card, $100 Uber/Lyft gift card, or a one month pass to one of Placer County's transit operators. This was done to protect the privacy of respondents and not associate a particular name with demographic responses. The demographic questions included were:

- What is your home zip code?
- What is your work/school zip code? (if applicable)
- What is your primary mode of travel to work/school, etc?
- What ethnicity do you most identify with?
- What is your gender?
- What is your age?
- What is your income range?

The responses from home and work/school ZIP codes are explored above in the Geographic Reach section. When looking at respondents' primary mode of travel, the majority get to work/school by driving alone (72%), followed by 10% who work or attend school from home and 6% who walk/bike to work. These results are shown below in **Figure 11**.

Figure 11: Respondents' Preferred Mode of Travel



When looking at demographics related to ethnicity, gender, age, and income level; the results show that most respondents identify as White (72%). The next largest ethnicity group was Hispanic/Latino (6%), followed by Asian/Pacific Islander (5%). Gender was close to evenly split, with 49% identifying as male, and 45% identifying as female. The largest age group was 61-80 (42%), followed closely by 41-60 (39%). 14% of respondents identified as being in the 21-40 age

group. Annual income was relatively evenly split between several groups including $80,000-$120,000 (22%), followed by $120,000-$160,000 (20%) and More than $160,000 (20%). The results of the demographic analysis are shown below in **Figures 12-15**.

Figure 12: Respondents by Ethnicity

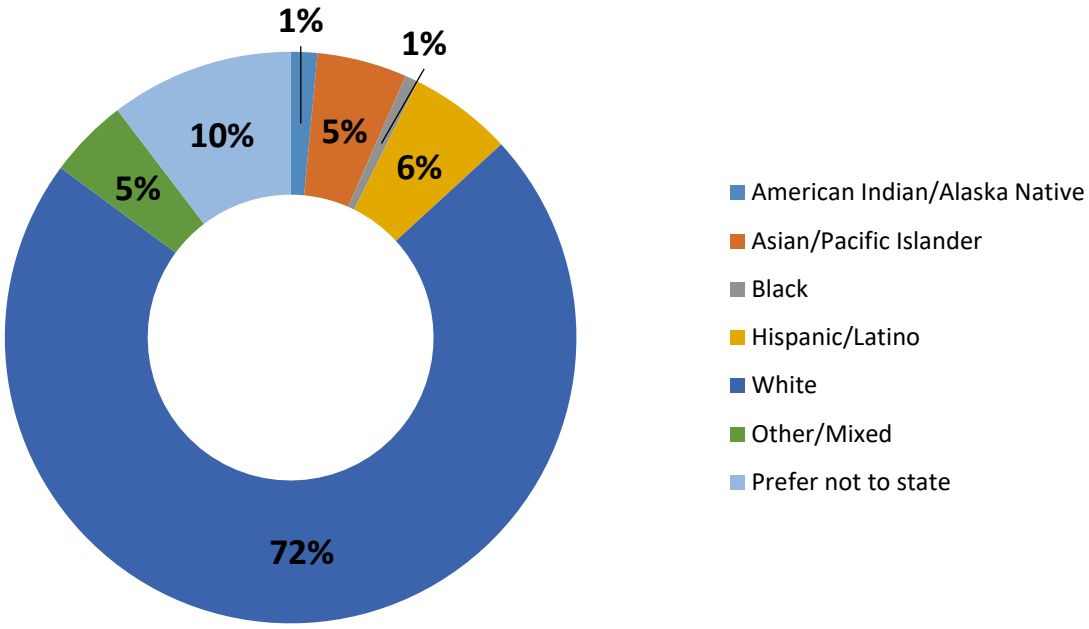


Figure 13: Respondents by Gender

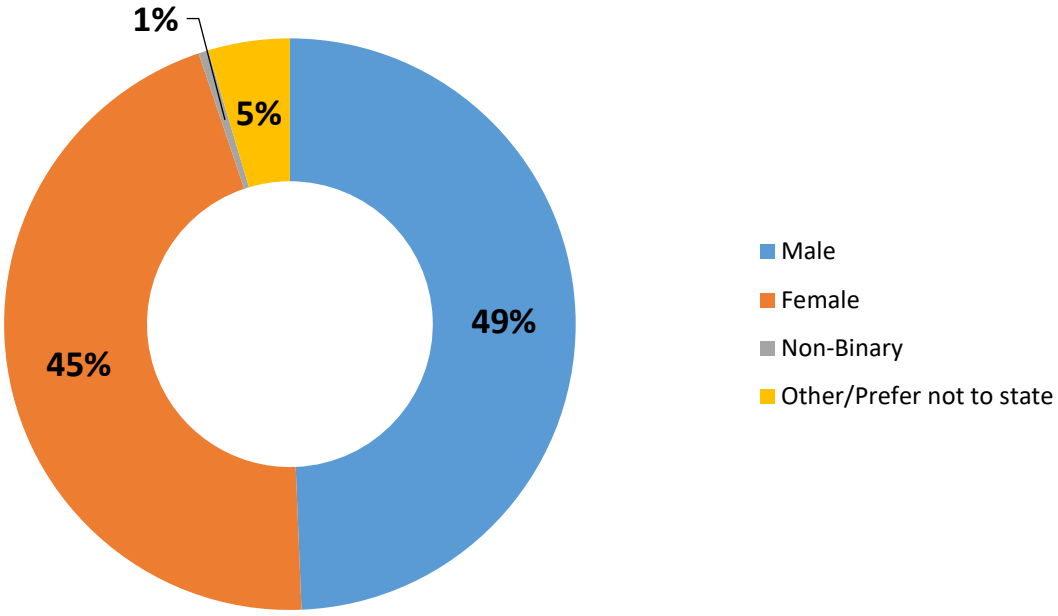


Figure 14: Respondents by Age

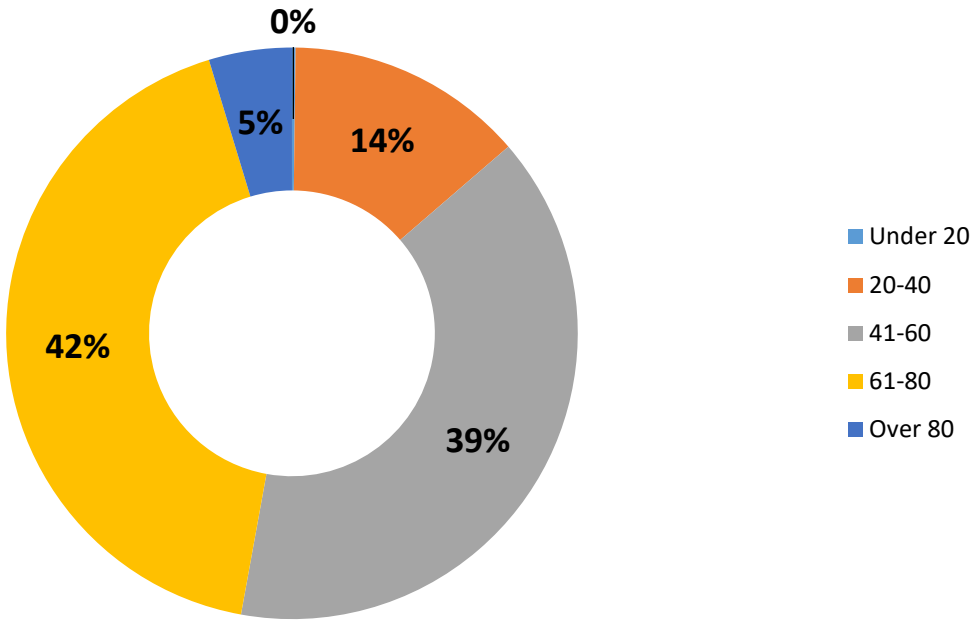
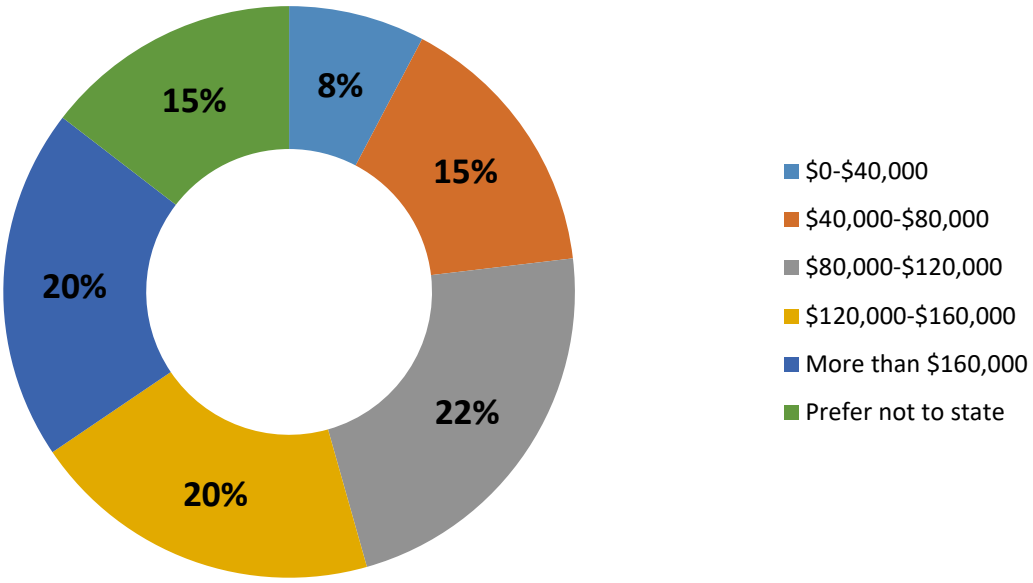


Figure 15: Respondents by Income Level



Virtual and In-Person Workshops

Figure 16: Virtual Workshop Presentation

PCTPA hosted a series of two virtual and one in-person community open houses about the Regional Transportation Plan (RTP), wherein participants had a chance to learn about the RTP efforts and provide feedback which projects should be prioritized in the RTP. These workshops occurred on three back to back days between October 17-19, 2023. The virtual workshops were held on Zoom on October 18th and 19th. The in-person workshop was held on October 17th at PCTPA's offices in Auburn. The workshops were highly publicized on PCTPA's social media and in an informational video and on flyers handed out at in-person events. Each of these workshop types and a summary of the results is shown below.

The virtual workshops were designed to provide participants with a clear understanding of the RTP and its importance, discover how the participants would prioritize their transportation investments, and provide a forum for community members to ask questions. They were organized into three sections:

- Project background and overview
- Project priorities live poll participation using Mentimeter
- Question-and-answer session

As is the case in the online survey, projects were presented for feedback based on the three regions of Placer County: South Placer, Mid-Placer, and East Placer. In South Placer, the two projects ranked highest were Placer Parkway and SR 65 Widening between Lincoln Blvd and I-80. In Mid-Placer, it was I-80/Bell Rd Roundabouts, while in East Placer it was I-80 Truck Climbing Lanes (between Cisco Grove and Soda Springs).

Each workshop ended with a question and answer session, where participants could ask questions of PCTPA staff. Questions focused on topics including (but not limited to): I-80/SR 65 Interchange, I-80/Rocklin Rd interchange, Sacramento-Roseville 3rd Track, transportation planning guidelines and practices, and community engagement.

In-Person Workshop

PCTPA held one in-person workshop at their offices in Auburn on October 17, 2023. As people arrived between 5:30-6:00 p.m., they were greeted at the registration table and asked to sign in. Food and refreshments were provided. Members of the project team were available throughout the room to answer questions and receive comments. Virtual polling on Mentimeter was done to gauge the attendees top project priorities in the three regions of the county, mirroring the online survey. This was followed by a Q&A session. Below is a summary of the key issues and outcomes that were expressed by participants:

- The public would like a better understanding of how the financial forecasts are developed, including what income streams and funding sources are available and how that fits into the RTP process.
- There isn't a clear understanding by the public on the funding structure in general: income sources, how the money is allocated to different regions and why, and how the public fits in, such as with voting on Measures. More education is needed on the entire process of funding and how it affects local transportation needs.
- Why can't the county/state emulate the infrastructure, systems & policies, and funding structures of places where transportation needs have been met effectively? Example: Europe + Mass transit.
- There is a general sense that the public agencies are not as efficient and accountable as the private sector. The general perception is that money is being wasted, that plans get updated but little is happening with them, that people do not know or it isn't clear what has been done but that infrastructure remains outdated or needs improvement, and that everything comes down to funding.
- Most people aren't knowledgeable about traffic/transportation. They are expected to prioritize and make choices about projects without really knowing what it is or what the intent of the project is. It would be good to include examples on the survey or website to inform the public.
- There are concerns that the RTP and other plans focus on recovery rather than future planning and that there isn't any coordination with business development clients within the county and state to plan projects.
- More education is needed about all aspects of transportation, from who is responsible for planning, to how funding is acquired, how funds are allocated and spent, and how the public fits into the process, and how they can get more involved.
- People are not generally aware about equity in the region, including the parameters that are used to measure it.

Pop-Up Events & Council Presentations

In addition to the online survey and virtual/in-person workshops, PCTPA staff also held pop-ups and informational meetings throughout the county to promote the 2050 RTP survey, encourage participants to sign up for the workshops, and to hear comments about the community's transportation priority projects. PCTPA staff facilitated or attended the following events:

Figure 17: PCTPA Staff at the Lincoln Showcase

- Auburn Farmer's Market (October 14, 2023)
- Colfax Railroad Days (September 17, 2023)
- Taste of Lincoln Showcase (September 23, 2023)
- Loomis Eggplant Festival (October 7, 2023)
- Sheridan Pop-Up Market (October 14, 2023)
- Rocklin Hot Chili, Cool Cars (September 16, 2023)
- Roseville Family Fest (September 30, 2023)

PCTPA staff also visited each City/Town Council (with the exception of Roseville, where staff visited the Transportation Commission) and the Board of Supervisors to give an informational presentation and encourage all to take the 2050 RTP survey. Staff presented at the following meetings:

- Auburn City Council (September 25, 2023)
- Colfax City Council (September 13, 2023)
- Lincoln City Council (August 22, 2023)
- Loomis Town Council (September 12, 2023)
- Rocklin City Council (September 12, 2023)
- Roseville Transportation Commission (September 19, 2023)
- Placer County Board of Supervisors (September 26, 2023)
- Truckee/North Tahoe Transportation Management Association Board Meeting (October 5, 2023)

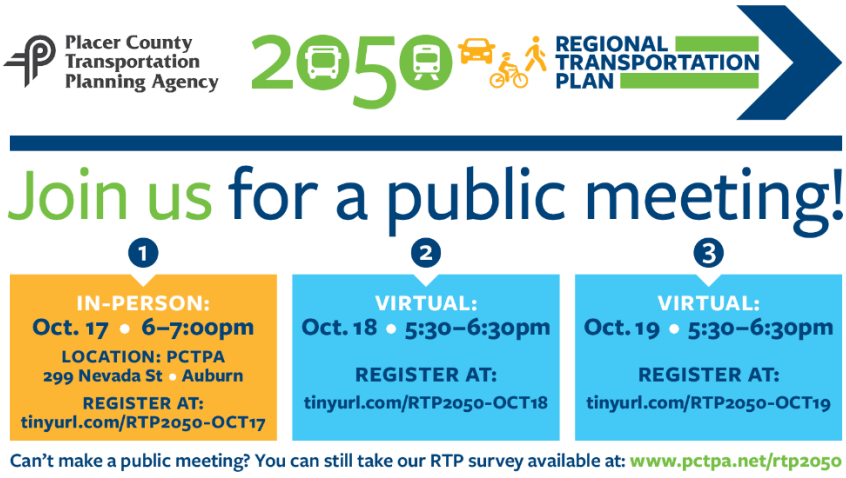
Promotion

PCTPA along with its outreach consultant DKS Associates heavily promoted the 2050 RTP outreach efforts through a number of means, including: workshops and pop-up events through

- 2050 RTP Project Website: www.pctpa.net/RTP2050
- PCTPA's social media pages (Facebook, X (Twitter), Instagram, and LinkedIn), includes boosted posts on Facebook and Instagram
- Member juridictions social media pages
- Paper flyers (to be handed out at in-person events)
- Constant Contact email blasts that reached nearly 10,000 email inboxes
- Personal emails and phone calls to community based organizations, school districts, non-profits, and more

Figure 18: Info Card for the RTP Survey

Figure 19: Workshop Promotion Flyer



Summary and Conclusions

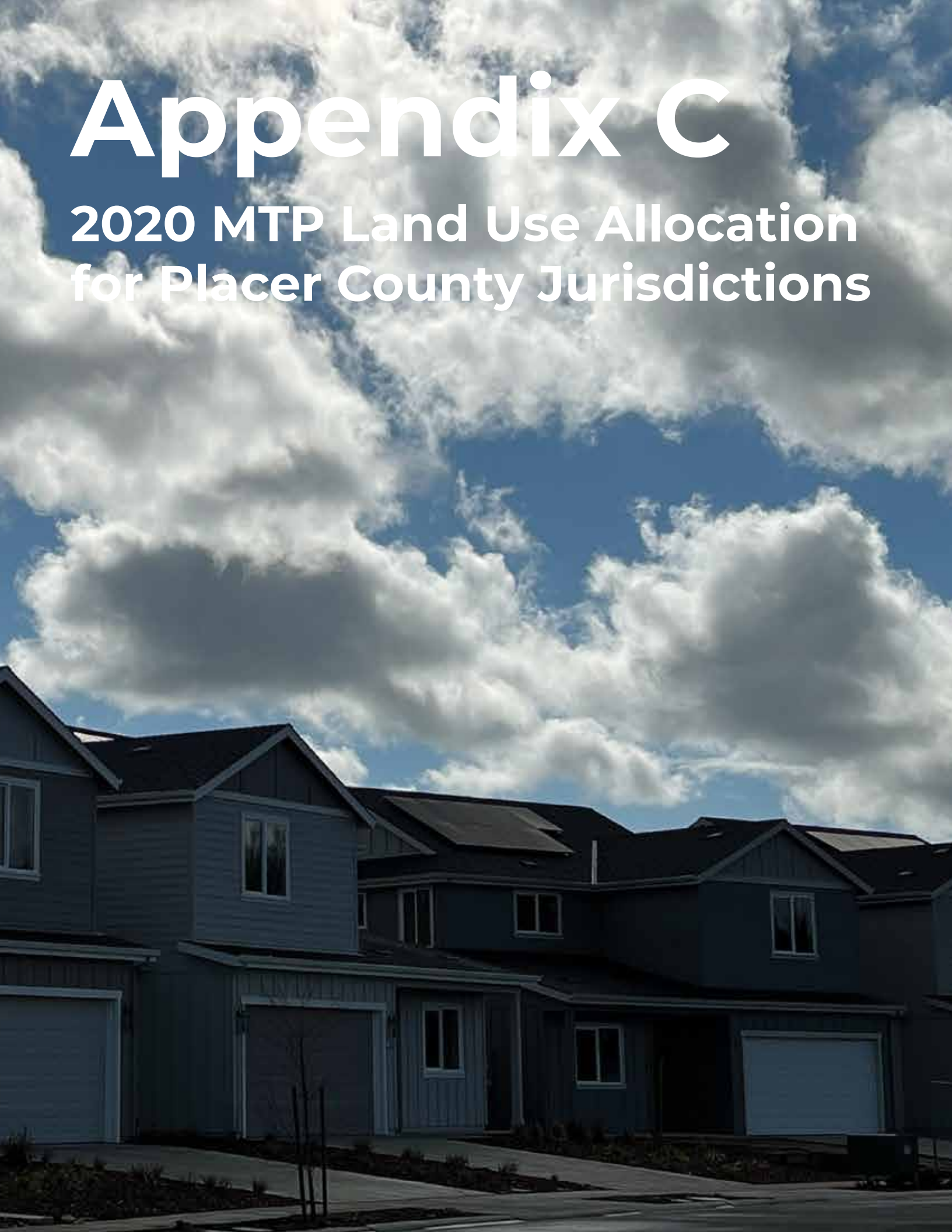
The second round of outreach for the 2050 RTP resulted in the following:

- An online survey in both English and Spanish that was responded to by 796 people
- Seven pop-up events covering each incorporated city/town and the unincorporated county.
- Eight City/Town Council, Board of Supervisor, and Commission meetings where PCTPA staff interacted with elected officials and members of the public in each jurisdiction
- Two Virtual and one in-person workshops
- Boosted social media posts
- Constant Contact email blasts that reached nearly 10,000 email inboxes three times

The results of the online survey showed that in general, Placer residents favored congestion relieving solutions for roadways; typically highway/freeway widenings, interchange reconfigurations, truck climbing lanes, etc. Some bicycle/pedestrian and transit projects, such as the Truckee River Trail and Capitol Corridor Third Track Phase 2 also scored well in their respective East Placer and South Placer regions. The results are not inconsistent with past RTP outreach efforts, where widening roadways and fixing potholes consistently ranked high across several survey questions.

The virtual and in-person workshops also asked participants to weigh in on which major transportation projects should be priorities in the RTP, as well as give opportunities to ask questions. Placer Parkway and SR 65 Widening ranked highly at the virtual workshops, while bicycle projects in general ranked highly at the in-person workshop. At the pop-up events throughout Placer, staff generally heard that fixing SR 65 is a high priority to residents, as well as improved transit options.

The results of this survey will directly influence the development of the 2050 RTP preferred project list as it develops in coordination with SACOG. Information from this survey will continue to shape the 2050 RTP as it develops over the next two years, and help to inform any future surveys.



Appendix C

2020 MTP Land Use Allocation for Placer County Jurisdictions

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

Draft as of March 25, 2019

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

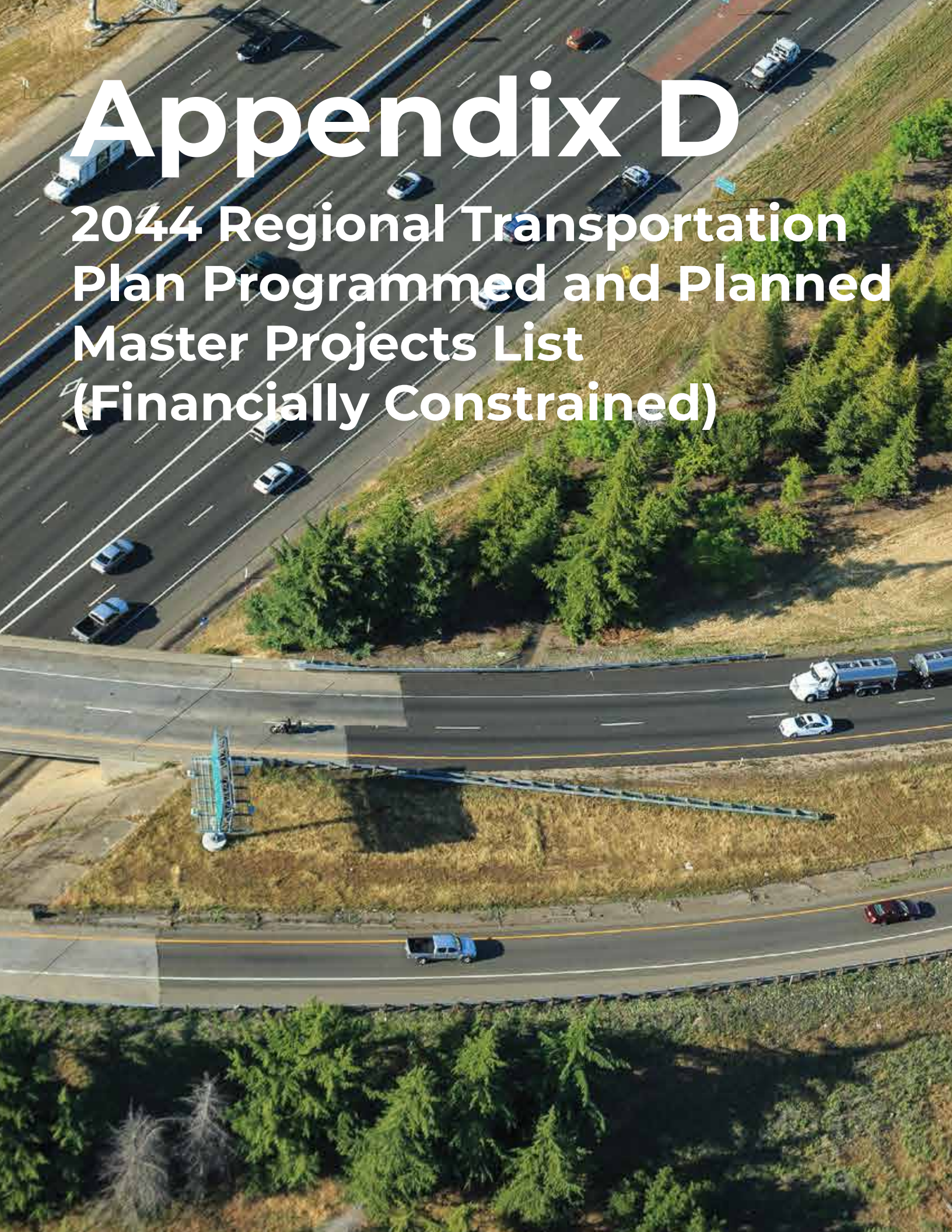
Draft as of March 25, 2019

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

The shaded rows highlight communities that are moving from the "Developing Communities" category to the "Established Communities". These communities will be included in the Established Community total andnot called out individually in the future.

Draft as of March 25, 2019

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



Appendix D

2044 Regional Transportation Plan Programmed and Planned Master Projects List (Financially Constrained)

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Caltrans Projects								
CAL20571	Caltrans D3	Active Transportation	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	$ 10,000,000	$ 10,506,250	By 2030	Planned
CAL20619	Caltrans D3	Active Transportation	SHOPP - Mobility	SHOPP - Mobility	$ 21,100,000	$ 34,574,807	By 2044	Planned
CAL21010*	Caltrans D3	Road & Highway Capacity	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane. (Total Cost= $33,423,000, Placer County share shown)	$ 11,029,590	$ 14,118,808	By 2030	Planned
CAL21240*	Caltrans D3	Road & Highway Capacity	I-80 Atlantic On-ramp Widening	Widen existing on-ramp and structure over Miners Ravine to provide a standard 2+1 on-ramp. Work involves earthwork, structures work, roadway work, electrical work.	$ 2,180	$ 2,290	By 2025	Planned
CAL20947	Caltrans D3	Maintenance & Rehabilitation	I-80 Guardrail upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.	$ 3,750,000	$ 4,038,340	By 2025	Planned
CAL20963	Caltrans D3	Maintenance & Rehabilitation	I-80 Kingvale Pavement Rehabilitation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab. (Total Cost= $93,134,000, Placer County share shown)	$ 30,734,220	$ 34,772,949	By 2025	Planned
CAL20973	Caltrans D3	Maintenance & Rehabilitation	I-80 Pavement Rehabilitation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	$ 5,386,000	$ 5,800,133	By 2025	Planned
CAL21068	Caltrans D3	Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC A	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC (Total cost = $7,000,000, Placer County share shown)	$ 2,660,000	$ 2,660,000	By 2024	Planned
CAL21079	Caltrans D3	Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19- 0188 L/R). Permanent Restoration.	$ 1,200,000	$ 1,260,750	By 2025	Planned
CAL21215	Caltrans D3	Maintenance & Rehabilitation	Whitmore Sand house	Repair sand house	$ 1,600,000	$ 1,600,000	By 2025	Planned
CAL21054	Caltrans D3	Maintenance & Rehabilitation	I-80 Drainage Improvements	In Placer County from Sacramento County Line to 0.3 mile west of Gilardi Rd OC.	$ 12,500,000	$ 14,858,572	By 2030	Planned
CAL21055	Caltrans D3	Maintenance & Rehabilitation	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC to 0.1 mile West of Yuba Pass OH 20/80 Separation.	$ 10,800,000	$ 13,158,751	By 2030	Planned
CAL20869	Caltrans D3	Maintenance & Rehabilitation	I-80 Drainage Improvements B	In Placer County, approx 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Rd OC.	$ 15,000,000	$ 18,732,945	By 2030	Planned
CAL21094	Caltrans D3	Maintenance & Rehabilitation	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	$ 380,000	$ 440,683	By 2030	Planned
CAL21093	Caltrans D3	Maintenance & Rehabilitation	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	$ 900,000	$ 1,043,724	By 2030	Planned
CAL20844*	Caltrans D3	Maintenance & Rehabilitation	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/29.3); also near Magra from PM 39.5 to 41.4; also near Emigrant Gap from PM 53.0 to 55.1: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	$ 118,972,000	$ -	By 2044	Programmed
CAL20845	Caltrans D3	Maintenance & Rehabilitation	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	$ 146,195,000	$ -	By 2044	Programmed
CAL20846	Caltrans D3	Maintenance & Rehabilitation	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale. Truck climbing lane.	$ 13,976,000	$ 22,901,303	By 2044	Planned
CAL21039	Caltrans D3	Maintenance & Rehabilitation	I-80 Pavement Rehabilitation F	In Placer County on Route 80 from Drum Forebay OC to approx 0.8 mile west of Yuba Gap.	$ 22,000,000	$ 36,049,562	By 2044	Planned
CAL21299	Caltrans D3	Maintenance & Rehabilitation	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	$ 1,250,001	$ 2,048,271	By 2044	Planned

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Caltrans Projects								
CAL21230	Caltrans D3	Maintenance & Rehabilitation	Roseville Mtce Station	Rebuild crew rooms, offices and EQ barn	$ 999,000	$ 1,636,978	By 2044	Planned
CAL20584	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	$ 4,000,000	$ 6,554,466	By 2044	Planned
CAL20618	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	$ 1,900,000	$ 3,113,371	By 2044	Planned
CAL20881	Caltrans D3	Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC B	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete gutter. EA4H110	$ 4,142,000	$ 4,351,689	By 2024	Planned
CAL20768	Caltrans D3	Maintenance & Rehabilitation	Habitat Mitigation	In Placer, Butte, El Dorado, Glenn, Nevada, Sacramento, Yolo, and Yuba Counties, at various locations. Purchase advance mitigation credits for future SHOPP projects expected to impact wetland, riparian and to other waters.	$ 2,639,000	$ -	By 2025	Programmed
CAL20971	Caltrans D3	Maintenance & Rehabilitation	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	$ 45,210,000	$ 57,872,622	By 2030	Planned
CAL21072	Caltrans D3	Maintenance & Rehabilitation	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	$ 2,000,000	$ 2,560,169	By 2030	Planned
CAL21036	Caltrans D3	Maintenance & Rehabilitation	I-80 Auburn Pavement Rehabilitation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071).	$ 5,300,000	$ 6,457,535	By 2030	Planned
CAL20974	Caltrans D3	Maintenance & Rehabilitation	I-80 Drainage Rehabilitation	From East of Gold Run OC to Beg Chain on Area. Drainage Rehab.	$ 4,167,000	$ 4,832,442	By 2030	Planned
CAL21007	Caltrans D3	Maintenance & Rehabilitation	I-80 Pavement Rehabilitation E	Near Loomis from King Road OC to Route 193 Interchange.	$ 18,200,000	$ 23,297,539	By 2030	Planned
CAL20849	Caltrans D3	Maintenance & Rehabilitation	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	$ 2,600,000	$ 3,328,220	By 2030	Planned
CAL20838*	Caltrans D3	Maintenance & Rehabilitation	Colfax Narrows Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3-35.1)	$ 54,175,000	$ 72,859,352	By 2035	Planned
CAL20620	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	$ 3,000,000	$ 4,915,849	By 2044	Planned
CAL20621	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	$ 114,000,000	$ 186,802,274	By 2044	Planned
CAL21013	Caltrans D3	Maintenance & Rehabilitation	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	$ 20,292,000	$ 33,250,805	By 2044	Planned
CAL21229	Caltrans D3	Maintenance & Rehabilitation	In Placer County at Gold Run at the Gold Run Safety Roadside Rest Area	Install back up generators	$ 395,000	$ 414,997	By 2025	Planned
CAL20879	Caltrans D3	Maintenance & Rehabilitation	Var Location Safety surface treatment A	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	$ 2,390,000	$ 2,449,750	By 2025	Planned
CAL21078	Caltrans D3	Maintenance & Rehabilitation	Var Location Safety surface treatment B	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	$ 2,390,000	$ 2,449,750	By 2025	Planned
CAL21429	Caltrans D3	Maintenance & Rehabilitation	Emigrant Gap Vista Point Upgrade	In Placer County, on Route 80 near Blue Canyon at the Emigrant Gap Vista Point. Upgrade vista point.	$ 465,000		By 2025	Programmed
CAL20969	Caltrans D3	Maintenance & Rehabilitation	I-80 Applegate Pavement Rehabilitation	In Placer County from 0.8 miles west of Auburn Ravine Road OC to Route 174/80 Separation	$ 53,000,000	$ 63,000,345	By 2030	Planned
CAL20937	Caltrans D3	Maintenance & Rehabilitation	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 between 3.5 miles east of Lincoln and 0.1 miles east of Clark Tunnel Road. Widen shoulders and overlay.	$ 7,708,000	$ 8,938,917	By 2030	Planned
CAL21045	Caltrans D3	Maintenance & Rehabilitation	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Jct St 28. (Total Cost= $8,905,000, Placer County share shown)	$ 3,918,200	$ 4,773,946	By 2030	Planned

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Caltrans Projects								
CAL20612	Caltrans D3	Maintenance & Rehabilitation	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	$ 2,680,000	$ 3,185,678	By 2030	Planned
CAL21402	Caltrans D3	Maintenance & Rehabilitation	SR 89 Pavement & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.	$ 13,940,000		By 2030	Programmed
CAL21394	Caltrans D3	Maintenance & Rehabilitation	Drum Forebay to Troy Drainage System Restoration	Near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/R58.7R) and from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R). Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements. SHOPP ID 20567 (0J560)	$ 18,009,000		By 2030	Programmed
CAL21393	Caltrans D3	Maintenance & Rehabilitation	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33.3/44.9): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	$ 37,900,000		By 2030	Programmed
CAL21227	Caltrans D3	Maintenance & Rehabilitation	SR 49 Safety Improvements	On SR 49 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.	$ 35,870,000		By 2030	Programmed
CAL20928	Caltrans D3	Maintenance & Rehabilitation	Auburn Mtce Station	Install wash facility	$ 975,000	$ 1,597,651	By 2044	Planned
CAL21011*	Caltrans D3	Maintenance & Rehabilitation	EB Colfax 174 Grade	On Placer 80 from E. of Illinoistown OC to E. of SR 174. Truck climbing lane.	$ 13,762,000	$ 22,550,639	By 2044	Planned
CAL20615	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	$ 172,000,000	$ 281,842,028	By 2044	Planned
CAL20622	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	$ 40,000,000	$ 65,544,658	By 2044	Planned
CAL21231	Caltrans D3	Maintenance & Rehabilitation	Tahoe City Mtce Station	Install wash facility	$ 975,000	$ 1,597,651	By 2044	Planned
CAL21407	Caltrans HQ	Programs & Planning	FTA 5310 - Nevada-Sierra Connecting Point Public Authority - Mobility Management	Nevada-Sierra Connecting Point Public Authority will use FTA 5310 funds awarded by Caltrans to provide mobility management services in Placer County including trip planning assistance to seniors and people with disabilities, and assistance with signing up for discounted fares and/or paratransit services. The project received $556,010 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	$ 556,010		By 2025	Programmed
CAL21357	Caltrans HQ	Transit Capital & Operations/Maintenance	FTA 5310 Pride Industries vehicle replacement	Replace two medium, 12 ambulatory passenger, two wheelchair position buses and 13 large 16 ambulatory passenger two wheelchair position buses. All buses will be gasoline powered buses. These vehicles will be used to transport Pride clients who are seniors and those with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	$ 1,209,000		By 2025	Programmed
CAL20639*	Caltrans Division of Rail	Transit Capital & Operations/Maintenance	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	$ 51,600,000	$ 84,552,608	By 2044	Planned
CAL21294	Caltrans D3	System Management, Operations, and ITS	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	$ 800,000	$ 800,000	By 2025	Planned
CAL20821	Caltrans D3	System Management, Operations, and ITS	PLA 80 Colfax WB Acceleration Lane Improvement	Improve acceleration lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	$ 2,146,000	$ 2,199,650	By 2025	Planned
CAL20728	Caltrans D3	System Management, Operations, and ITS	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	$ 8,919,000	$ -	By 2025	Programmed

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Caltrans Projects								
CAL21280	Caltrans D3	System Management, Operations, and ITS	Beg of Pla-49 at various locations to End of Pla- 49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	$ 3,960,000	$ 5,069,135	By 2030	Planned
CAL20992*	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	$ 4,700,000	$ 6,016,397	By 2030	Planned
CAL20991*	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	$ 4,700,000	$ 6,016,397	By 2030	Planned
CAL20989*	Caltrans D3	System Management, Operations, and ITS	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	$ 1,500,000	$ 1,920,127	By 2030	Planned
CAL20990*	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	$ 1,500,000	$ 1,920,127	By 2030	Planned
CAL20987*	Caltrans D3	System Management, Operations, and ITS	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	$ 5,700,000	$ 7,296,482	By 2030	Planned
CAL21111	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at SR 49. Install ramp meters.	Westbound I-80 at SR 49. Install ramp meters.	$ 380,000	$ 486,432	By 2030	Planned
CAL21099	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at SR 65. Install connector meter	Westbound I-80 at SR 65. Install connector meter	$ 1,940,000	$ 2,741,169	By 2035	Planned
CAL21106	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Newcastle Road. Install ramp meters.	Eastbound I-80 at Newcastle Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21103	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Penryn Road. Install ramp meters.	Eastbound I-80 at Penryn Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21108	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at SR 193. Install ramp meters.	Eastbound I-80 at SR 193. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21118	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21102	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21097	Caltrans D3	System Management, Operations, and ITS	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	$ 900,000	$ 1,474,755	By 2044	Planned
CAL20609	Caltrans D3	System Management, Operations, and ITS	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Rd., SB and NB Sierra College Blvd.	$ 4,800,000	$ 7,865,359	By 2044	Planned
CAL20616	Caltrans D3	System Management, Operations, and ITS	SHOPP - Collision Reduction	SHOPP - Collision Reduction	$ 101,000,000	$ 165,500,260	By 2044	Planned
CAL20617	Caltrans D3	System Management, Operations, and ITS	SHOPP - Emergency Response	SHOPP - Emergency Response	$ 2,000,000	$ 3,277,233	By 2044	Planned
CAL20638	Caltrans D3	System Management, Operations, and ITS	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck- climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67)	$ 19,500,000	$ 28,947,860	By 2044	Planned
CAL20823	Caltrans D3	System Management, Operations, and ITS	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	$ 45,000,000	$ 66,802,753	By 2044	Planned
CAL21112	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Elm Avenue. Install ramp meters.	Westbound I-80 at Elm Avenue. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Caltrans Projects								
CAL21101	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21110	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Nevada St. Install ramp meters.	Westbound I-80 at Nevada St. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21105	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Newcastle Road. Install ramp meters.	Westbound I-80 at Newcastle Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL20988*	Caltrans D3	System Management, Operations, and ITS	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channeliz ation.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	$ 5,200,000	$ 6,656,440	By 2030	Planned
CAL21284	Caltrans D3	System Management, Operations, and ITS	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	$ 2,555,000	$ 2,963,017	By 2030	Planned
CAL21100	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	$ 380,000	$ 536,930	By 2035	Planned
CAL21115	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21116	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Elm Avenue. Install ramp meters.	Eastbound I-80 at Elm Avenue. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21109	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Ophir Road. Install ramp meters.	Eastbound I-80 at Ophir Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21012	Caltrans D3	System Management, Operations, and ITS	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampshire Rocks. Truck climbing lane.(PM 64.2/66.3)	$ 20,600,000	$ 33,755,499	By 2044	Planned
CAL20652	Caltrans D3	System Management, Operations, and ITS	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	$ 9,414,900	$ 15,427,410	By 2044	Planned
CAL21098	Caltrans D3	System Management, Operations, and ITS	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	$ 900,000	$ 1,474,755	By 2044	Planned
CAL21095	Caltrans D3	System Management, Operations, and ITS	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	$ 900,000	$ 1,474,755	By 2044	Planned
CAL20637*	Caltrans D3	System Management, Operations, and ITS	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	$ 4,000,000	$ 5,938,022	By 2044	Planned
CAL21114	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21119	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Bell Road. Install ramp meters.	Westbound I-80 at Bell Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21104	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Penryn Road. Install ramp meters.	Westbound I-80 at Penryn Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21113	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Russel Road. Install ramp meters.	Westbound I-80 at Russel Road. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21107	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at SR 193. Install ramp meters.	Westbound I-80 at SR 193. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned
CAL21117	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	$ 380,000	$ 622,674	By 2044	Planned

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
City of Colfax Projects								
PLA25237	City of Colfax	Active Transportation	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	$ 50,000	$ 52,531	By 2025	Planned
PLA20420	City of Colfax	Maintenance & Rehabilitation	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	$ 600,000	$ 695,816	By 2030	Planned
PLA25235	City of Colfax	Maintenance & Rehabilitation	S. Auburn/Central/Hwy.17 4 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	$ 700,000	$ 811,785	By 2030	Planned
PLA25822	City of Colfax	Maintenance & Rehabilitation	Street & Road Maintenance, Colfax	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 135,000 annually)	$ 2,700,000	$ 4,424,264	By 2044	Planned
PLA25490	City of Colfax	System Management, Operations, and ITS	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include new signal and intersection widening with sidewalks and curb ramps	$ 550,000	$ 577,844	By 2025	Planned
PLA25466	City of Colfax	System Management, Operations, and ITS	Main and Grass Valley Signal Improvements	Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG .02 kg/day; NOx .01 kg/day)	$ 450,000	$ 534,909	By 2030	Planned
PLA25146	City of Colfax	System Management, Operations, and ITS	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main)	$ 14,700,000	$ 24,087,662	By 2044	Planned
PLA25591	City of Colfax	System Management, Operations, and ITS	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	$ 25,000,000	$ 40,965,411	By 2044	Planned

* = Regionally Significant Project

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
City of Lincoln Projects								
PLA25645	City of Lincoln	Active Transportation	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.. Toll Credits for ENG, CON	$ 3,079,980	$ -	By 2025	Programmed
PLA25169*	City of Lincoln	Road & Highway Capacity	Ferrari Ranch Road	Widen Ferrari Ranch Road from 2 to 4 lanes from 0.2 miles west of Ingram Pkwy to 0.1 miles north of SR-193	$ 5,412,211	$ 5,686,204	By 2025	Planned
PLA25467*	City of Lincoln	Road & Highway Capacity	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from Caledon Circle West to Moore Road (Village 7 boundary).	$ 3,255,522	$ 3,420,333	By 2025	Planned
PLA25733*	City of Lincoln	Road & Highway Capacity	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 miles east of Dowd Rd to existing Nelson Ln	$ 7,954,197	$ 8,779,945	By 2025	Planned
PLA25705*	City of Lincoln	Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	$ 9,249,021	$ 9,717,253	By 2025	Planned
PLA25305*	City of Lincoln	Road & Highway Capacity	Oak Tree Extension	Construct New Road: Oak Tree Lane, 4 lanes between McBean Park Dr. and Ferrari Ranch Road.	$ 8,471,567	$ 8,900,440	By 2025	Planned
PLA25775*	City of Lincoln	Road & Highway Capacity	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	$ 9,880,000	$ 12,037,821	By 2030	Planned
PLA25714*	City of Lincoln	Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	$ 5,729,091	$ 6,980,341	By 2030	Planned
PLA25689	City of Lincoln	Road & Highway Capacity	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.	$ 10,568,251		By 2030	Programmed
PLA15970*	City of Lincoln	Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. 1 lane from Airport Rd. to Aviation Blvd.	$ 3,999,142	$ 5,791,950	By 2035	Planned
PLA18710*	City of Lincoln	Road & Highway Capacity	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.	$ 4,233,719	$ 6,284,980	By 2044	Planned
PLA25737*	City of Lincoln	Road & Highway Capacity	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddyment Road to 0.5 miles east of existing Nelson Lane	$ 4,493,949	$ 7,363,859	By 2044	Planned
PLA25747*	City of Lincoln	Road & Highway Capacity	Ferrari Ranch Rd	Widen Ferrari Ranch Road from Caledon Circle East to SR-65 Interchange, lane reconfiguration for one additional lane	$ 1,961,358	$ 2,164,972	By 2025	Planned
PLA25739*	City of Lincoln	Road & Highway Capacity	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	$ 3,625,000	$ 4,001,322	By 2025	Planned
PLA25773*	City of Lincoln	Road & Highway Capacity	Oak Tree Lane Southern Widening	Widen 1 lane on Oak Tree Ln. from McBean Park Dr. to 0.35 miles south of McBean Park Dr	$ 754,835	$ 754,835	By 2025	Planned
PLA25771*	City of Lincoln	Road & Highway Capacity	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Dr. to Bella Breeze.	$ 2,519,661	$ 2,922,034	By 2030	Planned
PLA25734*	City of Lincoln	Road & Highway Capacity	Nelson Lane Interchange	Interchange at Nelson Lane and SR-65	$ 40,600,000	$ 51,971,432	By 2030	Planned
PLA19020*	City of Lincoln	Road & Highway Capacity	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr. from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	$ 1,981,120	$ 2,354,929	By 2030	Planned
PLA25732*	City of Lincoln	Road & Highway Capacity	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Rd to 1.0 miles east of Dowd Rd	$ 2,809,772	$ 4,069,388	By 2035	Planned
PLA25735*	City of Lincoln	Road & Highway Capacity	Nelson Lane Widening	Widen Nelson Lane to 6 lanes from Nicolaus Road to Rockwell Lane	$ 6,772,102	$ 9,808,023	By 2035	Planned
PLA25164*	City of Lincoln	Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Moore Rd.	$ 7,001,921	$ 11,473,463	By 2044	Planned
PLA18760*	City of Lincoln	Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Lincoln Blvd / UPRR overcrossing.	$ 10,000,000	$ 11,038,129	By 2025	Planned
PLA18810*	City of Lincoln	Road & Highway Capacity	East Joiner Parkway Widening A	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	$ 7,800,000	$ 8,194,875	By 2025	Planned
PLA25595*	City of Lincoln	Road & Highway Capacity	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	$ 12,114,449	$ 13,372,085	By 2025	Planned
PLA18790*	City of Lincoln	Road & Highway Capacity	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Blvd. South; 2 to 6 lanes from Del Webb Blvd. South to Twelve Bridges	$ 8,992,396	$ 10,689,133	By 2030	Planned
PLA25736*	City of Lincoln	Road & Highway Capacity	Fiddyment Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddyment Road across Orchard Creek	$ 4,350,000	$ 5,044,666	By 2030	Planned
PLA25768*	City of Lincoln	Road & Highway Capacity	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	$ 8,700,000	$ 10,089,333	By 2030	Planned
PLA25742*	City of Lincoln	Road & Highway Capacity	Oak Tree Lane Auburn Ravine Bridge	Construct 4 lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	$ 7,975,000	$ 9,716,763	By 2030	Planned
PLA25769*	City of Lincoln	Road & Highway Capacity	Fiddyment Road Expansion	Widen Fiddyment Road to 6 lanes from Moore Road to Athens Ave	$ 24,990,495	$ 36,193,688	By 2035	Planned
PLA25745*	City of Lincoln	Road & Highway Capacity	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	$ 2,296,256	$ 3,325,663	By 2035	Planned
PLA25743*	City of Lincoln	Road & Highway Capacity	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 4 lanes between Virginiatown Rd. and Fox Ln	$ 1,332,543	$ -	By 2044	Planned

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City of Lincoln Projects								
PLA25823	City of Lincoln	Maintenance & Rehabilitation	Street & Road Maintenance, Lincoln	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 1,400,000 annually)	$ 28,000,000	$ 45,881,260	By 2044	Planned
PLA25668	City of Lincoln	Maintenance & Rehabilitation	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to a point between 1st adn 3rd Street on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping for both north and south bound lanes.	$ 2,220,464	$ -	By 2025	Programmed
PLA20760	City of Lincoln	Maintenance & Rehabilitation	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	$ 1,430,909	$ 1,579,456	By 2025	Planned
PLA25677*	City of Lincoln	Maintenance & Rehabilitation	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	$ 1,566,000	$ -	By 2030	Programmed
PLA25540	City of Lincoln	Maintenance & Rehabilitation	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.)	$ 12,313,800	$ -	By 2030	Programmed
PLA25838	City of Lincoln	Maintenance & Rehabilitation	1st Street Resurfacing Ph2	On 1st Street from mid-block between K and L Street to H Street: rehabilitation of the existing roadway surface, ADA, drainage, and utility replacement improvements.	$ 1,482,283		By 2025	Programmed
PLA25867	City of Lincoln	Maintenance & Rehabilitation	Joiner Parkway Pavement Rehabilitation Phase 3	In Lincoln, CA on Joiner Parkway, from a point halfway between 1st and 3rd Street to Venture Drive; roadway rehabilitation including crack seal, areas of base repair, segments of slurry seal, and segments of overlay. Various ADA improvements will be constructed throughout the project limits.	$ 2,028,754		By 2030	Programmed
PLA25868	City of Lincoln	Maintenance & Rehabilitation	Industrial Avenue Rehabilitation Project	In Lincoln, CA on Industrial Avenue between Highway 65 and the southern City limit; rehabilitate roadway. This project would consist of removing and repaving 4-inches of asphalt across the entire width of the roadway for the limits described above. The improvements will provide a safe and serviceable roadway a full rehabilitation of the current roadway is necessary.	$ 1,420,948		By 2030	Programmed
PLA25746	City of Lincoln	System Management, Operations, and ITS	Ferrari Ranch Rd Phase II Interchange	Ferrari Ranch Road interchange improvements	$ 4,241,250	$ 5,167,551	By 2030	Planned

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Town of Loomis Projects								
PLA25263	Town of Loomis	Active Transportation	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	$ 60,000	$ 71,321	By 2030	Planned
PLA25264	Town of Loomis	Active Transportation	Antelope Creek Bikeway	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	$ 50,000	$ 74,225	By 2044	Planned
PLA15290*	Town of Loomis	Road & Highway Capacity	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	$ 200,000	$ 205,000	By 2025	Planned
PLA20960*	Town of Loomis	Road & Highway Capacity	Sierra College Boulevard Widening	In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes.	$ 3,600,000	$ 3,600,000	By 2025	Planned
PLA20890*	Town of Loomis	Road & Highway Capacity	Sierra College Blvd. Widening C	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	$ 5,899,180	$ 9,666,493	By 2044	Planned
PLA25274	Town of Loomis	Maintenance & Rehabilitation	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	$ 40,000	$ 47,547	By 2030	Planned
PLA25280	Town of Loomis	Maintenance & Rehabilitation	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	$ 40,000	$ 47,547	By 2030	Planned
PLA25277	Town of Loomis	Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	$ 50,000	$ 74,225	By 2044	Planned
PLA25828	Town of Loomis	Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 634,000 annually)	$ 12,680,000	$ 20,777,656	By 2044	Planned
PLA25278	Town of Loomis	Maintenance & Rehabilitation	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	$ 60,000	$ 63,038	By 2025	Planned
PLA25279	Town of Loomis	Maintenance & Rehabilitation	King Rd. Ops Improvements	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	$ 10,000	$ 14,845	By 2044	Planned
PLA25269	Town of Loomis	Maintenance & Rehabilitation	Taylor Rd. Operational Improvements A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, $800,000.	$ 230,000	$ 241,644	By 2025	Planned
PLA25864	Town of Loomis	Maintenance & Rehabilitation	STBG Paving Project	In the Town of Loomis: Roadway spot reconstruction and overlay on Brace Road between Sierra College Boulevard and Stone Road, and spot reconstruction and overlay on King Road within the limits of Taylor Road and Boyington Road.	$ 400,000		By 2030	Programmed
PLA25261	Town of Loomis	Maintenance & Rehabilitation	I-80/Brace Road Overcrossing Improvements	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	$ 1,000,000	$ 1,484,506	By 2044	Planned
PLA25840	Town of Loomis	Transit Capital & Operations/Maintenance	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	$ 938,120		By 2025	Programmed
PLA25262	Town of Loomis	System Management, Operations, and ITS	King Rd. Interchange Modification and Aux Lane	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.	$ 500,000	$ 742,253	By 2044	Planned

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City of Rocklin Projects								
PLA25722*	City of Rocklin	Road & Highway Capacity	Monument Springs	2-lane extension and 2-lane bridge	$ 2,147,226	$ 2,255,929	By 2025	Planned
PLA25751*	City of Rocklin	Road & Highway Capacity	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to University Avenue.	$ 3,083,809	$ 3,489,047	By 2025	Planned
PLA19290*	City of Rocklin	Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from Old Ranch House Rd. to Whitney Oaks Dr.	$ 12,428,000	$ 14,772,987	By 2030	Planned
PLA20460*	City of Rocklin	Road & Highway Capacity	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	$ 2,750,000	$ 3,982,820	By 2035	Planned
PLA25721*	City of Rocklin	Road & Highway Capacity	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	$ 3,565,550	$ 5,163,980	By 2035	Planned
PLA25156*	City of Rocklin	Road & Highway Capacity	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	$ 1,100,000	$ 1,593,128	By 2035	Planned
PLA25718*	City of Rocklin	Road & Highway Capacity	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	$ 5,251,927	$ 8,605,894	By 2044	Planned
PLA15620*	City of Rocklin	Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street, inlcuding Bridge of UPRR.	$ 4,177,406	$ 6,845,166	By 2044	Planned
PLA25345*	City of Rocklin	Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus.	$ 26,150,000	$ 29,586,325	By 2025	Planned
PLA25151*	City of Rocklin	Road & Highway Capacity	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4- lane portion to Whitney Ranch Parkway.	$ 3,500,000	$ 3,677,188	By 2025	Planned
PLA25272*	City of Rocklin	Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	$ 240,000	$ 347,592	By 2035	Planned
PLA15400*	City of Rocklin	Road & Highway Capacity	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguliar Tributary.	$ 3,800,000	$ 5,503,533	By 2035	Planned
PLA19260*	City of Rocklin	Road & Highway Capacity	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	$ 11,000,000	$ 16,329,562	By 2044	Planned
PLA25273*	City of Rocklin	Road & Highway Capacity	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	$ 372,266	$ 421,185	By 2025	Planned
PLA19401*	City of Rocklin	Road & Highway Capacity	Rocklin Road Widening A	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on-ramps to Sierra College Blvd: widen from 4 to 6 lanes.	$ 1,534,000	$ 2,221,689	By 2035	Planned
PLA25678	City of Rocklin	Maintenance & Rehabilitation	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, CON	$ 1,900,463		By 2025	Programmed
PLA25844	City of Rocklin	Maintenance & Rehabilitation	Five Star Blvd & Destiny Drive Road Rehabilitation	Road rehabilitation (remove and replace failed asphalt) in Rocklin: Five Star Blvd, from South Whitney heading south to City Limit; Destiny Drive, from Five Star Blvd to end of drive.	$ 1,216,854		By 2025	Programmed
PLA25847	City of Rocklin	Maintenance & Rehabilitation	I-80/Rocklin Rd. Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class I bike and pedestrian facility. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope.).. Toll Credits for CON	$ 40,010,000		By 2030	Programmed
PLA25872	City of Rocklin	Maintenance & Rehabilitation	Whitney Ranch/University Roundabout	In the City of Rocklin, at the intersection of Whitney Ranch and University: Conversion of existing stop controlled intersection with a roundabout.. Toll Credits for CON	$ 1,719,854		By 2030	Programmed
PLA25871	City of Rocklin	Maintenance & Rehabilitation	Crest/Stanford Ranch Roundabout	In the City of Rocklin, at the intersection of Crest and Stanford Ranch: Conversion of existing stop controlled intersection with a roundabout.	$ 1,000		By 2030	Programmed
PLA25870	City of Rocklin	Maintenance & Rehabilitation	Citywide Roadway Resurfacing	In the City of Rocklin: Micropave full roadway segments of Sunset Blvd., Park Dr., Blue Oaks Dr., Pacific St., Rocklin Rd., and Sierra College Blvd. Asphalt digouts and ADA improvements have been completed in preparation for the resurfacing of these arterial roadways. New striping will incorporate aspects of the City's approved Local Roadway Safety Plan such as green bike lanes near identified paths of travel to schools, parks, and commercial centers.. Toll Credits for CON	$ 2,335,000		By 2030	Programmed
PLA25824	City of Rocklin	Maintenance & Rehabilitation	Street & Road Maintenance, Rocklin	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 5,400,000 annually)	$ 108,000,000	$ 176,970,576	By 2044	Planned
PLA25859	City of Rocklin	Transit Capital & Operations/Maintenance	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet) (PE only, Total Cost = $10,000,000). Toll Credits for ENG	$ 1,400,000		By 2030	Programmed
PLA17820	City of Rocklin	System Management, Operations, and ITS	Sunset Blvd. & Sierra College Blvd.	On Sunset Blvd. & Sierra College Blvd. construct ITS Master Plan improvements.	$ 4,000,000	$ 4,000,000	By 2025	Planned
PLA25712	City of Rocklin	System Management, Operations, and ITS	Rocklin Rd. & Pacific Ave.	On Rocklin Rd. & Pacific Avenue construct ITS Master Plan downtown improvements.	$ 4,000,000	$ 4,202,500	By 2025	Planned

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
City of Roseville Projects								
PLA25716	City of Roseville	Active Transportation	Mahany Park Trail	Construct approximately 1 .1 miles of Class I trail through Open Space behind Mahany Park to Fiddyment Road.	$ 2,000,000	$ 2,153,781	By 2025	Planned
PLA25702	City of Roseville	Active Transportation	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.	$ 5,982,000		By 2025	Programmed
PLA19910	City of Roseville	Active Transportation	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-infrastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	$ 34,919,343	$ -	By 2030	Programmed
PLA25833	City of Roseville	Active Transportation	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	$ 8,386,427		By 2030	Programmed
PLA25863	City of Roseville	Active Transportation	Stoneridge - Orvietto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvietto Drive: Design and construct a multi-use bike/pedestrian trail.	$ 630,000		By 2030	Programmed
PLA25849	City of Roseville	Active Transportation	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddyment Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	$ 1,409,000		By 2030	Programmed
PLA25758	City of Roseville	Active Transportation	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	$ 45,000,000	$ 73,737,740	By 2044	Planned
PLA15100*	City of Roseville	Road & Highway Capacity	Baseline Road	In Roseville, Baseline Road from Fiddyment Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	$ 12,852,055	$ -	By 2025	Programmed
PLA25752*	City of Roseville	Road & Highway Capacity	Blue Oaks over UPRR Bridge Widening	Construct 4 lane bridge over UPRR tracks and Industrial Ave. on westbound Blue Oaks Blvd. between Foothills Blvd. and Washington Blvd to widen existing 4 lane roadway to 8 lanes	$ 23,000,000	$ 25,387,696	By 2025	Planned
PLA25711*	City of Roseville	Road & Highway Capacity	Roseville Parkway Extension	North of Pleasant Grove Blvd. and South of Blue Oaks Blvd., construct roadway segment between Foothills Blvd. and Washington Blvd. extending Roseville Parkway from it's current termination point at Washington Boulevard, through to Foothills Blvd. The segment will include a bridge over Industrial Blvd. and the UPRR tracks.	$ 22,500,000	$ 25,456,685	By 2025	Planned
PLA25538*	City of Roseville	Road & Highway Capacity	Vista Grande Arterial	In Roseville, from Fiddyment Rd west to Westbrook Blvd, construct new 4-lane arterial.	$ 6,500,000	$ -	By 2025	Programmed
PLA25820*	City of Roseville	Road & Highway Capacity	Vista Grande Arterial B	In Roseville, from Westbrook Blvd, west to Sierra Vista Specific Plan western boundary, construct new 4-lane arterial including a bridge over Curry Creek.	$ 5,500,000	$ 6,222,745	By 2025	Planned
PLA25483*	City of Roseville	Road & Highway Capacity	Westbrook Blvd. A	Construct 4 New lanes of the ultimate 6-lane Road: west of Fiddyment Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	$ 7,500,000	$ 8,485,562	By 2025	Planned
PLA25682	City of Roseville	Road & Highway Capacity	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	$ 22,500,000		By 2025	Programmed
PLA25378	City of Roseville	Road & Highway Capacity	Santucci Blvd. Extension Ph 1	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Pleasant Grove Blvd.	$ 6,500,000		By 2025	Programmed
PLA25707*	City of Roseville	Road & Highway Capacity	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	$ 5,700,000	$ 7,296,482	By 2030	Planned
PLA25753*	City of Roseville	Road & Highway Capacity	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	$ 1,600,000	$ 2,048,135	By 2030	Planned
PLA25318*	City of Roseville	Road & Highway Capacity	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	$ 4,000,000	$ 4,873,612	By 2030	Planned
PLA25681	City of Roseville	Road & Highway Capacity	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	$ 23,000,000		By 2030	Programmed
PLA25873	City of Roseville	Road & Highway Capacity	Blue Oaks west Widening, Woodcreek Oaks to Foothills	Blueprint PLA25710: In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Blvd to Foothills Blvd.	$ 500,000		By 2030	Programmed
PLA25680	City of Roseville	Road & Highway Capacity	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	$ 11,200,000		By 2030	Programmed
PLA25481*	City of Roseville	Road & Highway Capacity	Westbrook Blvd. B	Construct New Road: west of Fiddyment and north of Blue Oaks in proposed new Creekview Specific Plan.	$ 6,000,000	$ 8,907,034	By 2044	Planned
PLA15660*	City of Roseville	Road & Highway Capacity	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddyment Road: widen from 3 to 4 lanes.	$ 6,106,889	$ -	By 2030	Programmed
PLA15911*	City of Roseville	Road & Highway Capacity	Taylor Rd. Operational Improvements B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	$ 17,200,000	$ 25,533,497	By 2044	Planned
PLA25763*	City of Roseville	Road & Highway Capacity	Atlantic/Vernon Roundabout	construct roundabout at intersection of Atlantic Street and Vernon Street	$ 4,000,000	$ 4,307,563	By 2025	Planned
PLA25539*	City of Roseville	Road & Highway Capacity	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	$ 6,350,000	$ -	By 2025	Programmed

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City of Roseville Projects								
PLA15760*	City of Roseville	Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	$ 7,000,000	$ -	By 2025	Programmed
PLA25762*	City of Roseville	Road & Highway Capacity	Roseville Parkway Widening @ Galleria	Construct additional eastbound and westbound through lanes on Galleria Blvd. between Creekside Ridge Dr. and Gibson Drive and add an additional left turn lane from SW bound Pleasant Grove Blvd. onto SE bound Roseville Parkway	$ 8,000,000	$ 8,615,125	By 2025	Planned
PLA25501*	City of Roseville	Road & Highway Capacity	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	$ 29,300,000	$ -	By 2025	Programmed
PLA25755*	City of Roseville	Road & Highway Capacity	Westbrook Blvd. between Blue Oaks and Pleasant Grove.	Construct 4 lane of ultimate 6-lane roadway between Blue Oaks Blvd. and Pleasant Grove Blvd.	$ 4,500,000	$ 4,500,000	By 2025	Planned
PLA25754*	City of Roseville	Road & Highway Capacity	Blue Oaks west widening, Westpark to Fiddyment	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddyment Rd.	$ 3,000,000	$ 3,840,254	By 2030	Planned
PLA25710*	City of Roseville	Road & Highway Capacity	Blue Oaks west widening, Woodcreek Oaks to Foothills	North of Pleasant Grove Blvd., construct 1 additional westbound lane to widen Blue Oaks to a construct 8 Lane Roadway from Woodcreek Oaks Blvd to Foothills Blvd	$ 500,000	$ 640,042	By 2030	Planned
PLA15850*	City of Roseville	Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	$ 2,500,000	$ -	By 2030	Programmed
PLA25666	City of Roseville	Maintenance & Rehabilitation	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.	$ 4,232,576	$ -	By 2025	Programmed
PLA25673	City of Roseville	Maintenance & Rehabilitation	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	$ 6,339,276	$ -	By 2025	Programmed
PLA25715	City of Roseville	Maintenance & Rehabilitation	Purchase 8 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 8 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	$ 1,200,000	$ 1,230,000	By 2025	Planned
PLA25825	City of Roseville	Maintenance & Rehabilitation	Street & Road Maintenance, Roseville	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 14,400,000 annually)	$ 288,000,000	$ 471,921,535	By 2044	Planned
PLA25843	City of Roseville	Maintenance & Rehabilitation	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct median improvements, striping and signage to slow traffic and improve safety.	$ 1,498,000		By 2025	Programmed
PLA25572	City of Roseville	Maintenance & Rehabilitation	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.	$ 1,947,189		By 2025	Programmed
PLA25852	City of Roseville	Transit Capital & Operations/Maintenance	Electric Microtransit Vans	Purchase four (4) zero emission or electric vans to serve Roseville's Microtransit Pilot Program.	$ 700,000		By 2025	Programmed
PLA25861	City of Roseville	Transit Capital & Operations/Maintenance	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	$ 700,000		By 2025	Programmed
PLA25850	City of Roseville	Transit Capital & Operations/Maintenance	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of seven (7) commuter electric buses to replace existing diesel commuter buses, eight (8) electric vans to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	$ 13,598,496		By 2030	Programmed
PLA25713	City of Roseville	Transit Capital & Operations/Maintenance	Purchase 3 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	$ 450,000	$ 450,000	By 2025	Planned
PLA25756	City of Roseville	Transit Capital & Operations/Maintenance	Purchase 3 Local Fixed Route Buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 buses to replace existing buses used on our local fixed route transit system.	$ 2,000,000	$ 2,000,000	By 2025	Planned
PLA25834	City of Roseville	Transit Capital & Operations/Maintenance	Operating Assistance South Placer County Transit Project	Operating assistance for South Placer Express (Rapid Link) between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	$ 11,400,000		By 2030	Programmed

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Placer County Projects								
PLA25584	Placer County	Active Transportation	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	$ 8,000,000	$ 9,051,266	By 2025	Planned
PLA25865	Placer County	Active Transportation	Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area	In Placer County, on the north side of Douglas Boulevard, between Melwood Lane and Oak Knoll Drive: construct pedestrian and bicycle facilities to complete the multi-modal connection from Auburn Folsom Road to the Folsom Lake State Recreation Area (SRA). (Toll credits for PE, ROW, & CON).. Toll Credits for ENG, ROW, CON	$ 900,000		By 2030	Programmed
PLA15105*	Placer County	Road & Highway Capacity	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	$ 19,200,000	$ -	By 2025	Programmed
PLA25853	Placer County	Road & Highway Capacity	Fiddyment Road Widening (Phase 1)	Fiddyment Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	$ 2,960,000		By 2025	Programmed
PLA25858	Placer County	Road & Highway Capacity	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway: widen from 2 to 4 lanes	$ 2,600,000		By 2025	Programmed
PLA25463*	Placer County	Road & Highway Capacity	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	$ 29,000,000	$ -	By 2030	Programmed
PLA15300*	Placer County	Road & Highway Capacity	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	$ 12,244,300	$ 15,673,739	By 2030	Planned
PLA25299*	Placer County	Road & Highway Capacity	Placer Parkway (Phase 1)	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	$ 70,000,000	$ -	By 2030	Programmed
PLA25337*	Placer County	Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddyment Road. Includes signalized intersections at Fiddyment Rd.	$ 14,500,000	$ 17,235,943	By 2030	Planned
PLA15270*	Placer County	Road & Highway Capacity	Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	$ 1,892,300	$ 2,792,694	By 2035	Planned
PLA20350*	Placer County	Road & Highway Capacity	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	$ 6,902,600	$ 11,310,714	By 2044	Planned
PLA25130*	Placer County	Road & Highway Capacity	Fiddyment Road Widening	Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	$ 11,550,000	$ 14,784,976	By 2030	Planned
PLA15220*	Placer County	Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd. ROW, CON). Toll Credits for ENG, ROW, CON	$ 8,452,200	$ 10,819,531	By 2030	Planned
PLA25479*	Placer County	Road & Highway Capacity	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	$ 7,890,000	$ -	By 2030	Programmed
PLA25598*	Placer County	Road & Highway Capacity	SR 49 Widening A	Widen from 4 lanes to 6 lanes Bell Road to Locksley Lane	$ 8,350,650	$ 9,447,994	By 2030	Planned
PLA25044*	Placer County	Road & Highway Capacity	Sunset Boulevard Widening (Phase 1)	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.	$ 51,250,000	$ -	By 2030	Programmed
PLA25628*	Placer County	Road & Highway Capacity	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	$ 9,595,600	$ 13,897,290	By 2035	Planned
PLA18390*	Placer County	Road & Highway Capacity	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	$ 1,400,000	$ 11,343,159	By 2025	Programmed
PLA18490*	Placer County	Road & Highway Capacity	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	$ 13,085,000	$ -	By 2025	Programmed
PLA25170*	Placer County	Road & Highway Capacity	Sunset Boulevard Extension (Phase 1)	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 4-lane road	$ 12,238,000	$ -	By 2025	Programmed
PLA25535*	Placer County	Road & Highway Capacity	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	$ 30,512,258	$ -	By 2025	Programmed
PLA25725*	Placer County	Road & Highway Capacity	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	$ 750,000	$ 4,234,116	By 2030	Programmed
PLA25726*	Placer County	Road & Highway Capacity	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	$ 6,733,000	$ 7,063,608	By 2030	Programmed
PLA15390*	Placer County	Road & Highway Capacity	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	$ 2,280,000	$ 17,423,686	By 2030	Programmed
PLA20700*	Placer County	Road & Highway Capacity	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	$ 2,600,000	$ -	By 2030	Planned
PLA25505	Placer County	Maintenance & Rehabilitation	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	$ 44,651,000	$ -	By 2030	Programmed
PLA25827	Placer County	Maintenance & Rehabilitation	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 19,000,000 annually)	$ 380,000,000	$ 622,674,247	By 2044	Planned
PLA25661	Placer County	Maintenance & Rehabilitation	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	$ 6,200,000	$ -	By 2025	Planned

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Placer County Projects								
PLA25848	Placer County	Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine Mitigation	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: mitigation for the project to replace existing 2 lane structurally deficient bridge with a new 2 lane bridge (PLA25474).. Toll Credits for CON	$ 50,000		By 2025	Programmed
PLA25855	Placer County	Maintenance & Rehabilitation	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2023: $602,012 / FY 2024: $614,052	$ 4,369,682		By 2025	Programmed
PLA25876	Placer County	Maintenance & Rehabilitation	Edgeline Installation	Various Locations in Lincoln and Auburn: Install edgelines along both sides of Nelson Lane (Moore Road to SR65), along the south side of a portion of Baxter Grade Road and along a portion of Wise Road (Garden Bar Road to the bridge over Doty Creek). (H11-03-014)	$ 244,900		By 2025	Programmed
PLA25778	Placer County	Maintenance & Rehabilitation	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). Toll Credits for CON	$ 3,146,239		By 2025	Programmed
PLA25877	Placer County	Maintenance & Rehabilitation	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road. (H11-03-015)	$ 276,900		By 2025	Programmed
PLA25475	Placer County	Maintenance & Rehabilitation	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	$ 6,200,000		By 2030	Programmed
PLA25875	Placer County	Maintenance & Rehabilitation	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Auburn-Foresthill Rd Over N FK American River, East of I-80: Standalone Bridge Preventative Maintenance	$ 4,130,250		By 2030	Programmed
PLA25831	Placer County	Transit Capital & Operations/Maintenance	Transit Vehicle Purchase	Purchase of one (1) diesel bus to replace an older vehicle currently in use by Placer County Transit.. Toll Credits for CON	$ 727,300		By 2025	Programmed
PLA25860	Placer County	Transit Capital & Operations/Maintenance	Preventative Maintenance and Operation Assistance, 2022	Operating assistance and preventative maintenance for urban transit services within Placer CountyFFY 2022 - Operating Assistance = $1,878,580FFY 2022 - Preventative Maintenance = $465,654	$ 2,344,234		By 2025	Programmed
PCT10512	Placer County Transit	Transit Capital & Operations/Maintenance	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2021: $463,087	$ 1,550,000		By 2025	Programmed
PLA25699	Placer County	Transit Capital & Operations/Maintenance	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).	$ 1,849,000		By 2030	Programmed
PLA25697	Placer County	Transit Capital & Operations/Maintenance	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	$ 2,245,000		By 2030	Programmed
PLA25866	Placer County	Transit Capital & Operations/Maintenance	Tahoe Truckee Area Regional Transit (TART) Battery Electric Bus	Replace one existing 40' CNG bus with a new battery electric bus (BEB). This will begin the effort of converting the TART fleet to zero emissions as of 2030.	$ 1,000,000		By 2030	Programmed
PLA25759	Placer County	Transit Capital & Operations/Maintenance	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	$ 6,000,000	$ 6,788,449	By 2025	Planned
PLA25761	Placer County	Transit Capital & Operations/Maintenance	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	$ 2,500,000	$ 2,828,521	By 2025	Planned
PLA25760	Placer County	Transit Capital & Operations/Maintenance	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	$ 4,000,000	$ 4,525,633	By 2025	Planned
PLA25671	Placer County	System Management, Operations, and ITS	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts and relocate the existing park-and-ride lot from the south of Bell Road to the north of Bell Road.. Toll Credits for ENG, ROW, CON	$ 7,901,177	$ -	By 2030	Programmed
PLA25630	Placer County	System Management, Operations, and ITS	SR49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	$ 5,705,100	$ 8,469,253	By 2044	Planned

* = Regionally Significant Project

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PCTPA, SPRTA, and WPCTSA Projects								
PLA25670	Placer County Transportation Planning Agency (PCTPA)	Active Transportation	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, Along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	$ 20,092,989	$ -	By 2025	Programmed
PLA25588	Placer County Transportation Planning Agency (PCTPA)	Active Transportation	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	$ 40,000,000	$ 65,544,658	By 2044	Planned
PLA25587	Placer County Transportation Planning Agency (PCTPA)	Active Transportation	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.	$ 52,000,000	$ 85,208,055	By 2044	Planned
PLA25529*	Placer County Transportation Planning Agency (PCTPA)	Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane and HOV/transit priority lane on southbound SR 65, and an auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes.. Toll Credits for ENG	$ 31,060,000	$ -	By 2030	Programmed
PLA25638*	Placer County Transportation Planning Agency (PCTPA)	Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	$ 12,000,000	$ 15,361,015	By 2030	Planned
PLA25649*	Placer County Transportation Planning Agency (PCTPA)	Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and 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.	$ 591,500,000	$ -	By 2035	Programmed
PLA25637*	Placer County Transportation Planning Agency (PCTPA)	Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on- ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	$ 35,250,000	$ 39,882,140	By 2025	Planned
PLA25602*	Placer County Transportation Planning Agency (PCTPA)	Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.	$ 100,000,000	$ 144,829,817	By 2035	Planned
PLA25592*	South Placer Regional Transportation Authority	Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddyment Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	$ 85,000,000	$ 126,182,978	By 2044	Planned
PLA25603*	Placer County Transportation Planning Agency (PCTPA)	Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	$ 95,000,000	$ 155,668,562	By 2044	Planned
PLA25543	Placer County Transportation Planning Agency (PCTPA)	Maintenance & Rehabilitation	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr).	$ 3,372,258	$ -	By 2025	Programmed
PLA25826	Placer County Transportation Planning Agency (PCTPA)	Maintenance & Rehabilitation	Street & Road Maintenance, PCTPA	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($52,000,000 annually)	$ 500,000,000	$ 1,704,161,098	By 2044	Planned
PLA25842	Placer County Transportation Planning Agency (PCTPA)	Maintenance & Rehabilitation	Placer County Freeway Service Patrol FY 2023+	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65.. Toll Credits for CON	$ 2,247,202		By 2030	Programmed

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PCTPA, SPRTA, and WPCTSA Projects								
PLA25679	Placer County Transportation Planning Agency (PCTPA)	Programs & Planning	Planning, Programming, Monitoring 2019-2027	PCTPA plan, program, monitor (PPM) for RTPA related activities.	$ 1,318,000		By 2030	Programmed
PLA25839	Placer County Transportation Planning Agency (PCTPA)	Programs & Planning	Placer County Congestion Management Program FY 2023-2027	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 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	$ 269,371		By 2030	Programmed
PLA25634	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1- CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	$ 82,526,000	$ 135,228,460	By 2044	Planned
PLA25594	Western Placer Consolidated Transportation Services Agency (WPCTSA)	Transit Capital & Operations/Maintenance	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	$ 55,490,317	$ 90,927,346	By 2044	Planned
PLA25632	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only.	$ 63,153,000	$ 103,483,544	By 2044	Planned
PLA25585	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs ($5,704,000) specifically for a three route BRT system for Fiscal years 2023-2040 for a TBD transit operator.	$ 142,600,001	$ 233,666,706	By 2044	Planned
PLA Regional Service Expansion Lump Sum 1	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	$ 475,000,000	$ 778,342,809	By 2044	Planned
PLA25631	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	$ 224,910,000	$ 368,541,224	By 2044	Planned
PLA25593	Western Placer Consolidated Transportation Services Agency (WPCTSA)	Transit Capital & Operations/Maintenance	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	$ 28,233,907	$ 46,264,544	By 2044	Planned
PLA25576*	Placer County Transportation Planning Agency (PCTPA)	System Management, Operations, and ITS	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (PCTPA is applying for $26.13 m SB1 discretionary funding.). Toll Credits for ENG, ROW	$ 49,589,635	$ -	By 2025	Programmed
PLA25626	Placer County Transportation Planning Agency (PCTPA)	System Management, Operations, and ITS	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County	$ 250,000,000	$ 819,308,220	By 2044	Planned
PLA25586	Placer County Transportation Planning Agency (PCTPA)	System Management, Operations, and ITS	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	$ 20,000,000	$ 32,772,329	By 2044	Planned

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Capitol Corridor Joint Powers Authority Projects								
CAL18320*	Capitol Corridor Joint Powers Authority (CCJPA)	Transit Capital & Operations/Maintenance	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.	$ 169,430,000	$ -	By 2030	Programmed
VAR56199*	Capitol Corridor Joint Powers Authority (CCJPA)	Transit Capital & Operations/Maintenance	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	$ 224,000,000	$ -	By 2035	Delayed
VAR56134	Capitol Corridor Joint Powers Authority (CCJPA)	Transit Capital & Operations/Maintenance	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: $728,000,000)	$ 58,181,760	$ 95,337,588	By 2044	Planned

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Federal Agency Projects (U.S. Forest Service, and FHWA)								
PLA25862	USFS Tahoe National Forest	Active Transportation	Robinson Flat to China Wall Connector Trail Project	In the Tahoe National Forest, as part of 24 miles of multi-use single-track motorized trail, east of Foresthill, California, in Placer County: Construct two 65' trail bridges along the China Wall to Robinson Flat, 24-mile trail connector and blasting projects in the Beacroft, 23 Corners, Rock Lobster and multiple unidentified/subsurface areas along the China Wall to Robinson Flat route.	$ 921,153		By 2025	Programmed
VAR56279	FHWA	Maintenance & Rehabilitation	Mountain Quarry Bridge Improvements	In the Auburn State Recreation Area, on the Mountain Quarry bridge (FTBR): Remove the existing railing system and install a new system that meets current code and design practice for pedestrian and equestrian use; regrade gravel bridge deck & install new drainage system.	$ 906,371		By 2025	Programmed
VAR56280	FHWA	Maintenance & Rehabilitation	Ponderosa Way Bridge Replacement	In El Dorado National Forest, Remove and replace 190 lf single span Ponderosa Way Bridge. Regravel approaches. Minor roadway rehabilitation of 2.4 miles of Ponderosa Way.	$ 4,663,138		By 2025	Programmed

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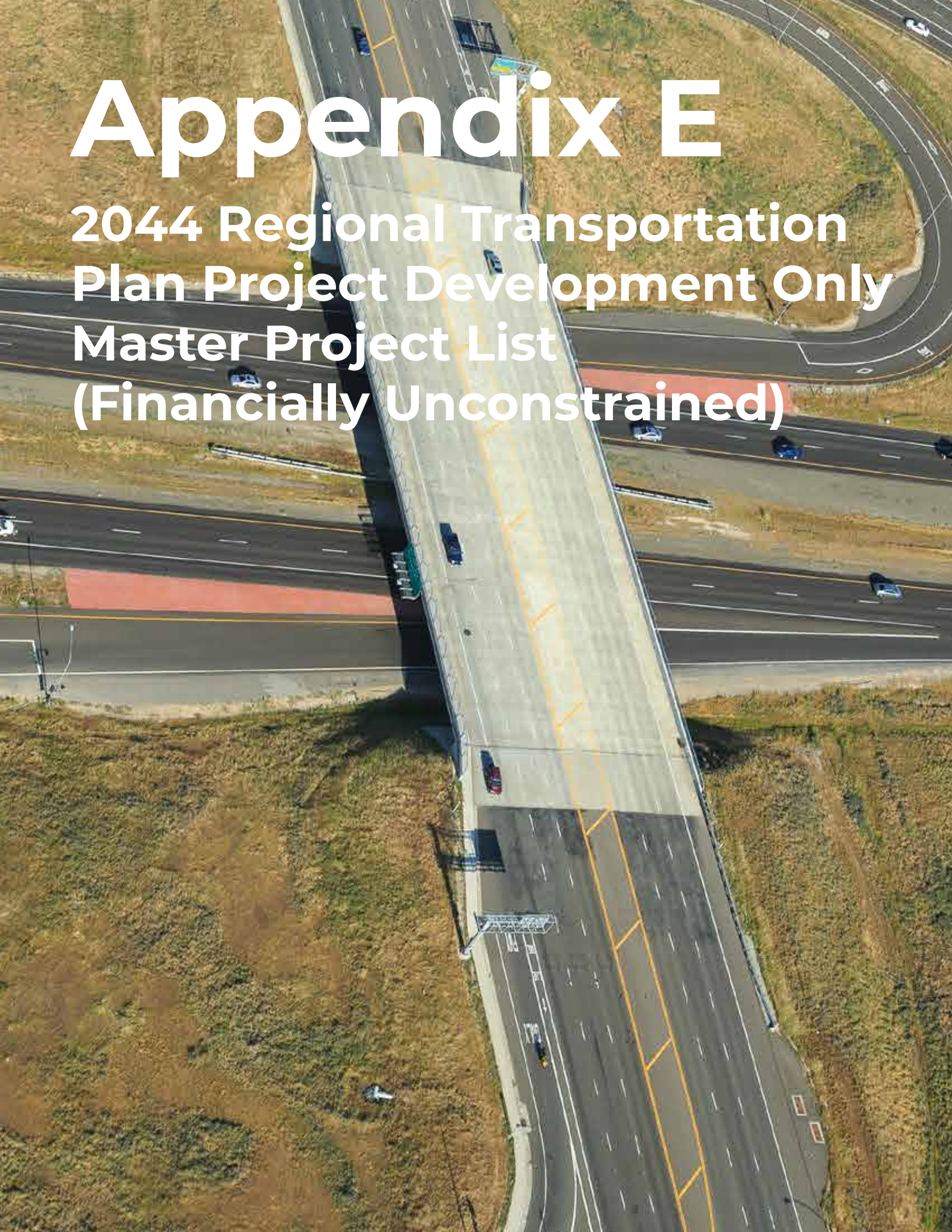

Appendix E

2044 Regional Transportation Plan Project Development Only Master Project List (Financially Unconstrained)

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL21227	Caltrans D3	System Management, Operations, and ITS	49 Corridor - Roundabouts/Median Barrier	Construct median barrier between Lorenson Rd and Lonestar Rd and roundabouts at Lorenson Rd and Lone Star Rd intersections. (EA 4H600)	$21,800,000	-	Post-2044	Project Development Only
CAL20831	Caltrans D3	System Management, Operations, and ITS	SR 49 Safety Corridor Improvements	Route 49 Safety Corridor Improvements (Grass Valley to Auburn). '4E170	-	-	Post-2044	Project Development Only
CAL20830	Caltrans D3	System Management, Operations, and ITS	I-80 Managed Lanes from Yolo/Sac County line to the I-80/SR65 IC	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	-	-	Post-2044	Project Development Only
CAL20630	Caltrans D3	System Management, Operations, and ITS	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR65 east to SR49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)(PM R4.160-17.374)	$2,000,000	-	Post-2044	Project Development Only
CAL21000	Caltrans D3	System Management, Operations, and ITS	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct capacity & operational improvements to interchange.	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct operational improvements to interchange. SHOPP ID 18145	$4,850,000	-	Post-2044	Project Development Only
CAL20837	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	$2,160,000	-	Post-2044	Project Development Only
CAL20986	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	$7,000,000	-	Post-2044	Project Development Only
CAL20981	Caltrans D3	System Management, Operations, and ITS	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	$5,000,000	-	Post-2044	Project Development Only
CAL20633	Caltrans D3	Road & Highway Capacity	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	$55,000,000	-	Post-2044	Project Development Only
PLA25136	Caltrans D3	Road & Highway Capacity	SR 267 Widening	In eastern Placer County, widen SR 267 from 2 lanes to 4 lanes from Nevada County line to Northstar Drive (PM 0.0/3.76).	$10,000,000	-	Post-2044	Post-2044
CAL20640	Caltrans Division of Rail	Transit Capital & Operations/Maintenance	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	$30,000,000	-	Post-2044	Project Development Only
VAR56135	Capitol Corridor Joint Powers Authority	Transit Capital & Operations/Maintenance	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: $120,720,000)	$9,647,942	-	Post-2044	Project Development Only
PLA25234	City of Auburn	Road & Highway Capacity	Baltimore Ravine Development	Construct New Road: various roadways in the Baltimore Ravine area of Auburn. Includes: widening and construction of new local roadways as a result of new development.	$200,000	-	Post-2044	Post-2044

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA20740	City of Lincoln	Road & Highway Capacity	Airport Rd.	Construct New Road: 4 lanes from Northwest Rd. to Wise Rd. and from Nicolaus Rd to Southern extension. Widen Airport Rd from 2 to 4 lanes from Northwest Rd to Nicolaus Rd.	$12,781,053	-	Post-2044	Post-2044
PLA25738	City of Lincoln	Road & Highway Capacity	Athens Avenue Expansion	Construct New / Widen: Athens Avenue to 4 lanes from 0.5 miles west of Dowd Road to Fiddyment Road	$11,380,870	-	Post-2044	Post-2044
PLA18650	City of Lincoln	Road & Highway Capacity	Aviation Blvd. Extension north of Venture	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	$3,150,192	-	Post-2044	Project Development Only
PLA25304	City of Lincoln	Road & Highway Capacity	Aviation Blvd. Extension to Wise Rd	Road Extension: 4 lanes from Venture Dr. to Wise Rd.	$6,618,670	-	Post-2044	Post-2044
PLA25770	City of Lincoln	Road & Highway Capacity	Catlett Road Expansion	Widen Catlett Road to 4 lanes from 0.5 miles west of Dowd Road to Fiddyment Road	$16,742,329	-	Post-2044	Post-2044
PLA25731	City of Lincoln	Road & Highway Capacity	Dowd Road Auburn Ravine Bridge	Construct 4 lane bridge on Dowd Road across Auburn Ravine	$7,250,000	-	Post-2044	Post-2044
PLA25766	City of Lincoln	Road & Highway Capacity	Dowd Road Markham Ravine Bridge	Construct 4 lane bridge on Dowd Road across Markham Ravine	$5,800,000	-	Post-2044	Post-2044
PLA25730	City of Lincoln	Road & Highway Capacity	Dowd Road Stream Bridge	Construct 4 lane bridge on Dowd Road across stream	$4,350,000	-	Post-2044	Post-2044
PLA25767	City of Lincoln	Road & Highway Capacity	Dowd Road Widening	Widen Dowd Road from 2 lanes to 6 lanes from Athens Ave to "widening" (approx. 0.25 miles north of Catlett Rd)	$10,581,952	-	Post-2044	Post-2044
PLA25729	City of Lincoln	Road & Highway Capacity	Dowd Road, Road Realignment, Widening, and extension	Road Realignment, Widening, and extension: 4 lanes from old intersection of Wise Rd and Dowd Rd to "widening" (approx. 0.25 miles north of Catlett Rd.	$34,263,346	-	Post-2044	Post-2044
PLA20780	City of Lincoln	Road & Highway Capacity	Gladding Parkway A	Construct new 2 lane road from E. 10th Street to Gladding Road	$8,532,980	-	Post-2044	Post-2044
PLA25772	City of Lincoln	Road & Highway Capacity	Gladding Parkway B	Construct new 2 lane road from Gladding Road to Nicolaus Road / 9th Street	$2,776,952	-	Post-2044	Post-2044
PLA25741	City of Lincoln	Road & Highway Capacity	Gladding Parkway Overcrossing	Construct new 2 lane overpass on Gladding Parkway over UPRR and Lincoln Blvd	$8,855,935	-	Post-2044	Post-2044
PLA25776	City of Lincoln	Road & Highway Capacity	Gladding Road	Widen Gladding Road from 2 to 4 lanes from Oak Tree Ln to Wise Road	$988,108	-	Post-2044	Post-2044
PLA18720	City of Lincoln	Road & Highway Capacity	Lincoln Blvd. Widening B	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from 12 Bridges Dr. to Athens Blvd.	$6,596,957	-	Post-2044	Post-2044
PLA25728	City of Lincoln	Road & Highway Capacity	Nicolaus Road A	Widen Nicolaus Road from 2 lanes to 6 lanes from Dowd Road to 0.15 miles west of Airport Road	$6,841,216	-	Post-2044	Post-2044
PLA25727	City of Lincoln	Road & Highway Capacity	Nicolaus Road B	Widen Nicolaus Road from 2 lanes to 4 lanes from Airport Road to 0.15 miles west of Airport Road, and from Dowd Road to	$5,140,253	-	Post-2044	Post-2044

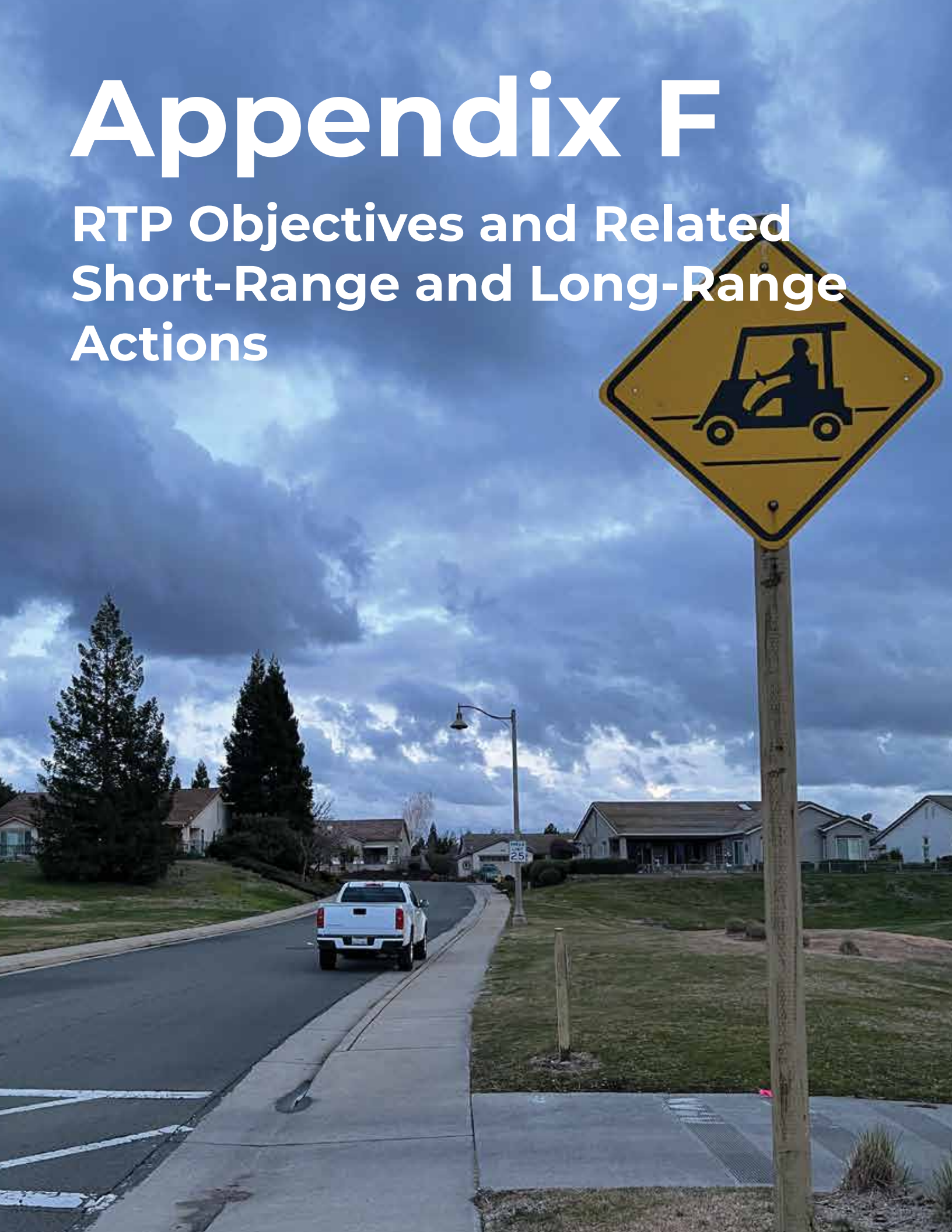
PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25765	City of Lincoln	Road & Highway Capacity	Nicolaus Road Interchange	Interchange at Nicolaus Road and SR- 65	$23,200,000	-	Post-2044	Post-2044
PLA25774	City of Lincoln	Road & Highway Capacity	Northwest Road	Construct New Road: 4 lanes, Northwest Road from Dowd Road to Airport Road	$1,286,012	-	Post-2044	Post-2044
PLA25764	City of Lincoln	Road & Highway Capacity	Northwest Road Overcrossing	Overcrossing at Northwest Road and SR-65	$6,960,000	-	Post-2044	Post-2044
PLA25744	City of Lincoln	Road & Highway Capacity	Oak Tree Extension Phase 3	Construct New Road: Oak Tree Lane, 4 lanes between Fox Ln. and Lincoln Blvd.	$15,730,222	-	Post-2044	Post-2044
PLA25166	City of Lincoln	Road & Highway Capacity	Twelve Bridges Dr. Widening B	Widen: 4-6 lanes from Hwy. 65 Interchange to Lincoln Pkwy.	$225,200	-	Post-2044	Post-2044
PLA25740	City of Lincoln	Road & Highway Capacity	Twelve Bridges Interchange	Interchange at Twelve Bridges and SR-65	$5,089,500	-	Post-2044	Post-2044
PLA25310	City of Lincoln	Road & Highway Capacity	Wise Rd.	Road Realignment and Widening: 2 lanes to 6 lanes from Access Rd (approx. 0.25 miles NE of Lincoln Blvd) to Dowd Rd	$23,433,432	-	Post-2044	Post-2044
PLA25748	City of Lincoln	Road & Highway Capacity	Wise Road	Road Realignment and Widening: 2 lanes to 4 lanes from McCourtney Rd to Access Rd (approximately 0.25 miles NE of Lincoln Blvd)	$10,603,137	-	Post-2044	Post-2044
PLA25749	City of Lincoln	Road & Highway Capacity	Wise Road Interchange	Interchange at Wise Road and SR-65	$31,900,000	-	Post-2044	Post-2044
PLA25777	City of Lincoln	Road & Highway Capacity	Wise Road Overcrossing	Overcrossing at Wise Road and Lincoln Blvd	$9,048,000	-	Post-2044	Post-2044
PLA25720	City of Rocklin	Road & Highway Capacity	Rocklin Road Widening B	Widen Rocklin Rd. to 6 lanes from I- 80 WB Ramps to West of Granite Drive.	$236,875	-	Post-2044	Post-2044
PLA19810	City of Roseville	Road & Highway Capacity	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	$7,000,000	-	Post-2044	Project Development Only
PLA15740	City of Roseville	Road & Highway Capacity	Galleria Blvd.	Widen: 6 lanes from Berry to Roseville Pkwy.	$1,500,000	-	Post-2044	Post-2044
PLA15600	City of Roseville	Road & Highway Capacity	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	$5,000,000	-	Post-2044	Project Development Only
PLA25719	PCTPA	Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.	$55,000,000	-	Post-2044	Project Development Only

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA15070	Placer County	Road & Highway Capacity	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	$60,000,000	-	Post-2044	Project Development Only
PLA25127	Placer County	Road & Highway Capacity	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	$22,000,000	-	Post-2044	Project Development Only
PLA25757	Placer County	Road & Highway Capacity	Dyer Lane Widening	Widen Dyer Lane from Baseline Rd at Brewer Rd to Baseline Road near Fiddyment from 2 to 4 lanes in accordance with the Placer Vineyards Specific Plan.	$10,025,700	-	Post-2044	Project Development Only
PLA20690	Placer County	Road & Highway Capacity	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	$2,434,000	-	Post-2044	Project Development Only
PLA25724	Placer County	Road & Highway Capacity	SR 49 Widening B	Widen from 4 lanes to 6 lanes Locksley Lane to Dry Creek Road	$8,350,650	-	Post-2044	Project Development Only
PLA20721	South Placer Regional Transportation Authority	Road & Highway Capacity	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	$295,000,000	-	Post-2044	Project Development Only
PLA25260	Town of Loomis	Road & Highway Capacity	Barton Rd. Widening	Widen: from Brace Rd. to S. Town limits to standard lane widths. Includes: bike lanes.	$210,000	-	Post-2044	Post-2044
PLA25259	Town of Loomis	Road & Highway Capacity	Brace Rd.	Widen from Sierra College Blvd. to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	$100,000	-	Post-2044	Post-2044
PLA25258	Town of Loomis	Road & Highway Capacity	Brace Rd. / Horseshoe Bar Rd.	Road Realignment: two existing intersections into one intersection. Includes: related signalization improvements.	$60,000	-	Post-2044	Post-2044
PLA25708	Town of Loomis	Road & Highway Capacity	Brace Rd. Phase 2	Widen from I-80 Overpass to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	$100,000	-	Post-2044	Project Development Only
PLA16350	Town of Loomis	Road & Highway Capacity	Horseshoe Bar Road at I-80 Overcrossing Widening	Widen Horseshoe Bar Rd. @ I-80 overcrossing 2 to 4 lanes and improve ramps.	$15,000,000	-	Post-2044	Post-2044
PLA25597	Town of Loomis	Road & Highway Capacity	Horseshoe Bar Road Widening	Widen from Taylor Rd. to Highway 80 Interchange 2000 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	$800,000	-	Post-2044	Post-2044
PLA15350	Town of Loomis	Road & Highway Capacity	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	$1,200,000	-	Post-2044	Project Development Only
PLA20510	Town of Loomis	Road & Highway Capacity	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	$3,000,000	-	Post-2044	Project Development Only

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25600	Town of Loomis	Road & Highway Capacity	Webb St. Extension	Extend from Laird St. to future Doc Barnes Dr. 1800 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	$1,000,000	-	Post-2044	Post-2044

Appendix F

RTP Objectives and Related Short-Range and Long-Range Actions



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

Short-Range & Long-Range Actions	RTP Objective
GOAL 1: HIGHWAYS/STREETS/ ROADWAYS	
Short Range Action #1. Continually develop and implement innovative approaches to delivering projects as quickly and cost effectively as possible. (PCTPA, project sponsors)	**OBJECTIVE A:** Identify and prioritize improvements to the roadway system. **OBJECTIVE B:** Construct, maintain, and upgrade roadways to meet current safety standards.
Short Range Action #2. Obtain funding for and construct high priority regional road network projects shown in Figure 6.1-4. *(PCTPA, SPRTA, Caltrans, jurisdictions)*	**OBJECTIVE A:** Identify and prioritize improvements to the roadway system. **OBJECTIVE B:** Construct, maintain, and upgrade roadways to meet current safety standards.
Short Range Action #3. Identify deficiencies and/or future congestion impacts on the regional road network. *(PCTPA, Caltrans, jurisdictions)*	**OBJECTIVE C:** To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.
Short Range Action #4. Identify and pursue additional funding sources, as appropriate. *(PCTPA, Caltrans, jurisdictions)*	**OBJECTIVE B:** Construct, maintain, and upgrade roadways to meet current safety standards.
Short Range Action #5. Maintain street and highway system, including vegetation management. *(Caltrans, jurisdictions)*	**OBJECTIVE B:** Construct, maintain, and upgrade roadways to meet current safety standards. **OBJECTIVE C:** To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.
Short Range Action #6. Identify and implement operational improvements on local streets and roads. (Jurisdictions)	**OBJECTIVE A:** Identify and prioritize improvements to the roadway system. **OBJECTIVE B:** Construct, maintain, and upgrade roadways to meet current safety standards. **OBJECTIVE C:** To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.
Short Range Action #7. Consider the concept of complete streets when developing and implementing local roadway improvement projects. (Jurisdictions)	**OBJECTIVE B:** Construct, maintain, and upgrade roadways to meet current safety standards.
Short Range Action #8. Improve select rural roads to an urban standard that serve new Blueprint development on the urban edge. (Jurisdictions)*)*	**OBJECTIVE B:** Construct, maintain, and upgrade roadways to meet current safety standards.

Short-Range & Long-Range Actions	RTP Objective
Short Range Action #9. Continue to participate in the Caltrans system planning and corridor planning processes. (PCTPA, jurisdictions, Caltrans)	**OBJECTIVE B:** Construct, maintain, and upgrade roadways to meet current safety standards.
Short Range Action #10. Consider access management strategies along older retail corridors to improve economic performance. (Jurisdictions, transit operators, Caltrans)	**OBJECTIVE C:** To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.
Short Range Action #11. Begin construct the Placer Parkway connecting from SR 65 to SR 70/99. *(PCTPA, , SPRTA, Caltrans, jurisdictions, other state/federal agencies)*	**OBJECTIVE C:** To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.
Long Range Action #2. Continue to implement the actions called for in the short range action plan. *(PCTPA, Caltrans, jurisdictions, other state/federal agencies)*	**OBJECTIVE C:** To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.
GOAL 2: PUBLIC TRANSIT	
Short Range Action #1. Continue to maximize available Federal Transit Administration (FTA) funds through the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities), 5311 (rural transit), Section 5307 (urban transit), and other FTA discretionary programs. (PCTPA, transit operators, WPCTSA)	**FUNDING OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources.
Short Range Action #2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs. (PCTPA, transit operators, WPCTSA)	**FUNDING OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources.
Short Range Action #3. Update the short range transit plans for Auburn, Roseville, Placer County, and the Western Placer CTSA. *(PCTPA, jurisdictions, transit operators, WPCTSA)*	**OBJECTIVE A:** Provide transit services that fulfill all "unmet transit needs that are reasonable to meet." **OBJECTIVE D:** Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.
Short Range Action #4. Monitor transit services regularly and make adjustments to routes and schedules to improve operational efficiency and on-time performance, and maintain a discipline of cost recovery *(Transit operators, WPCTSA)*	**OBJECTIVE B:** Tailor transit service provision to the area's population characteristics and special needs. **OBJECTIVE C:** Provide a transit system that is responsive to the needs of persons who rely on public transportation.
Short Range Action #5. Conduct an independent performance audit every three years of the activities of each of the five transit operators under its jurisdiction that it allocates LTF (funds). *(PCTPA, transit operators, WPCTSA)*	**OBJECTIVE C:** Provide a transit system that is responsive to the needs of persons who rely on public transportation.

Short-Range & Long-Range Actions	RTP Objective
Short Range Action #6. Conduct an independent financial audit annually of the TDA funds allocated to each jurisdiction to determine compliance with statutes, rules and regulations of TDA and the allocation instructions of PCTPA. *(PCTPA, jurisdictions, transit operators, WPCTSA)*	**OBJECTIVE C:** Provide a transit system that is responsive to the needs of persons who rely on public transportation.
Short Range Action #7. Continue to obtain public input on public transportation systems by holding annual unmet transit needs workshops and hearings. Implement expanded services to respond to needs that are reasonable to meet. *(PCTPA, transit operators, jurisdictions, WPCTSA)*	**OBJECTIVE A:** Provide transit services that fulfill all "unmet transit needs that are reasonable to meet." **OBJECTIVE B:** Tailor transit service provision to the area's population characteristics and special needs. **OBJECTIVE C:** Provide a transit system that is responsive to the needs of persons who rely on public transportation.
Short Range Action #8. Continue active participation in local and regional coordinating groups (e.g., SACOG Transit Coordinating Committee, Transit Operators Working Group, Best Step Transportation Collaborative). *(PCTPA, transit operators)*	**OBJECTIVE E:** Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.
Short Range Action #9. Work with public transit operators and social service transportation providers to improve or increase transit services to rural areas of Placer County. (PCTPA, transit operators, WPCTSA)	**OBJECTIVE B:** Tailor transit service provision to the area's population characteristics and special needs. **OBJECTIVE C:** Provide a transit system that is responsive to the needs of persons who rely on public transportation.
Short Range Action #10. Implement and/or modify paratransit services to continually meet the requirements of the Americans with Disabilities Act. (PCTPA, transit operators)	**OBJECTIVE E:** Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.
Short Range Action #11. Continue to coordinate and consolidate social service transportation whenever possible. (PCTPA, WPCTSA, social service agencies	**OBJECTIVE B:** Tailor transit service provision to the area's population characteristics and special needs. **OBJECTIVE E:** Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.
Short Range Action #12. Implement the recommendations outlined in the South Placer Regional Dial-a-Ride Study to avoid duplication and coordinate respective Dial-a-Ride services. (PCTPA, transit operators, WPCTSA)	**OBJECTIVE B:** Tailor transit service provision to the area's population characteristics and special needs. **OBJECTIVE E:** Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.

Short-Range & Long-Range Actions	RTP Objective
Short Range Action #13. Encourage the transit operators to work cooperatively to optimize service delivery, offer complementary services and fare media to improve ease of connectivity among transit systems. (PCTPA, transit operators, WPCTSA)	**OBJECTIVE B:** Tailor transit service provision to the area's population characteristics and special needs. **OBJECTIVE E:** Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.
Long Range Action #1. Continue to update the short range transit plans for the transit operators with continued emphasis on meeting the transit needs of the growing and changing population, public education, enhancing the convenience of regional travel, offering alternatives to the automobile, and improving connections between various modes of travel. *(PCTPA, transit operators, WPCTSA, jurisdictions)*	**OBJECTIVE A:** Provide transit services that fulfill all "unmet transit needs that are reasonable to meet." **OBJECTIVE B:** Tailor transit service provision to the area's population characteristics and special needs. **OBJECTIVE C:** Provide a transit system that is responsive to the needs of persons who rely on public transportation. **OBJECTIVE D:** Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership. **OBJECTIVE E:** Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.
Long Range Action #2. Pursue the recommendations outlined for Scenario 2 in the Transit Master Plan in the development of future transit services in Placer County through the year 2040, with a focus on coordination and integration opportunities. *(PCTPA, transit operators, WPCTSA, jurisdictions)*	**OBJECTIVE A:** Provide transit services that fulfill all "unmet transit needs that are reasonable to meet." **OBJECTIVE B:** Tailor transit service provision to the area's population characteristics and special needs. **OBJECTIVE C:** Provide a transit system that is responsive to the needs of persons who rely on public transportation. **OBJECTIVE D:** Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership. **OBJECTIVE E:** Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.
GOAL 3: PASSENGER RAIL	
Short Range Action #1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. *(PCTPA, CCJPA, Caltrans, jurisdictions)*	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.
Short Range Action #2. Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. (PCTPA, CCJPA, Caltrans, jurisdictions, UPRR)	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.

Short-Range & Long-Range Actions	RTP Objective
Short and Long Range Action #3. Continue to partner with CCJPA to promote destination and rail travel to / from Placer County *(PCTPA and CCJPA)*	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.
Short Range Action #4. Support the allocation of Proposition 1A high speed rail bond funding and other intercity rail funding to the Capitol Corridor from the California Transportation Commission. (PCTPA, CCJPA, and jurisdictions)	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.
Short Range Action #5. Support the allocation of Proposition 1A high speed rail bond funding to the Capitol Corridor from the California Transportation Commission *(PCTPA and jurisdictions)*	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.
Short Range Action #6. Support the allocation Of Cap and Trade funding to the Capitol Corridor from the California Transportation Commission (PCTPA, CCJPA, and jurisdictions)	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.
Short Range Action #7. Consider implementing new safety / quiet zones at at-grade rail crossings to eliminate train horn noise provided that the crossing accident rate meets Federal Railroad Administration (FRA) standards and supplemental or alternative safety measures are in place in accordance with the FRA Final Train Horn and Quiet Zone Rule (effective June 2005). (Local jurisdictions, CCJPA, CPUC, Caltrans, PCTPA and FRA)	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.
Long Range Action #1. Encourage expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (PCTPA, CCJPA, Nevada County Transportation Commission, Caltrans, Washoe County Regional Transportation Commission, jurisdictions, UPRR)	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.
Long Range Action #2. Pursue implementation of regional rail service between Auburn and Oakland. (PCTPA, Regional Transit, Yolo County Transportation District, CCJPA, Solano Transportation Authority, Contra Costa Transportation Authority, Caltrans, UPRR)	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.
Long Range Action #3. Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. (PCTPA, Caltrans, Yuba County, jurisdictions, UPRR)	**OBJECTIVE A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.

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

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

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

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

Short-Range & Long-Range Actions	RTP Objective
GOAL 6: ACTIVE & ALTERNATIVE TRANSPORTATION (NEVS)	
Short Range Action #1. Identify issues and problems pertaining to active and alternative transportation. (PCTPA, jurisdictions)	**OBJECTIVE A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region. **OBJECTIVE B:** Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property. **OBJECTIVE C:** Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone. **OBJECTIVE D:** Promote the development of multi-use trails in rural and other areas. **OBJECTIVE E:** Provide an informational/ educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.
Short Range Action #2. Develop policies for the allocation of funds and processing of claims active and alternative transportation projects. (PCTPA, jurisdictions)	**OBJECTIVE A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region. **OBJECTIVE B:** Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property. **OBJECTIVE C:** Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone. **OBJECTIVE D:** Promote the development of multi-use trails in rural and other areas.
Short Range Action #3. Promote active and alternative transportation as a viable transportation control measure for the mitigation of air quality and congestion problems. (PCTPA, jurisdictions, air district)	**OBJECTIVE C:** Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone. **OBJECTIVE D:** Promote the development of multi-use trails in rural and other areas.
Short Range Action #4. Work with PCTPA member agencies and Caltrans to connect the urbanized centers of the region through active and alternative transportation facilities. (PCTPA, jurisdictions, Caltrans)	**OBJECTIVE A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region. **OBJECTIVE C:** Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.

Short-Range & Long-Range Actions	RTP Objective
Short Range Action #5. Work with PCTPA member jurisdictions to encourage the development of support facilities, such as secure bicycle parking or storage lockers, shower and changing space, appropriate signage, and adequate lighting, at new commercial and industrial sites, transit centers, park-and-ride lots, and all transit buses. (PCTPA, jurisdictions, Caltrans, transit operators)	**OBJECTIVE A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region. **OBJECTIVE B:** Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property. **OBJECTIVE C:** Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.
Short Range Action #6. Encourage PCTPA member jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay projects. *(PCTPA, jurisdictions)*	**OBJECTIVE A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region. **OBJECTIVE B:** Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property. **OBJECTIVE C:** Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.
Short Range Action #7. Pursue new revenue sources for active and alternative transportation development. *(PCTPA, jurisdictions)*	**OBJECTIVE A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region. **OBJECTIVE B:** Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property. **OBJECTIVE C:** Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone. **OBJECTIVE D:** Promote the development of multi-use trails in rural and other areas.
Short Range Action #8. Review existing abandoned railroad corridors for possible conversion to active and alternative transportation facilities. *(PCTPA, jurisdictions)*	**OBJECTIVE A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region. **OBJECTIVE D:** Promote the development of multi-use trails in rural and other areas.
Short Range Action #9. Promote the beneficial aspects of active and alternative transportation through Spare the Air, Bike-to-Work Month, and other similar programs. *(PCTPA, jurisdictions, Caltrans)*	**OBJECTIVE E:** Provide an informational/ educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.

Short-Range & Long-Range Actions	RTP Objective
Long Range Action #1. Continue to implement the actions outlined in the short range action plan. *(PCTPA, jurisdictions)*	**OBJECTIVE A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region. **OBJECTIVE B:** Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property. **OBJECTIVE C:** Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone. **OBJECTIVE D:** Promote the development of multi-use trails in rural and other areas. **OBJECTIVE E:** Provide an informational/ educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.
GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT (TSM)	
Short and Long Range Action #1. Work cooperatively with neighboring jurisdictions to implement ITS improvements that would support TSM efforts in the region. *(PCTPA, SACOG, TRPA, NCTC, EDCTC, Sierra County, Caltrans)*	**OBJECTIVE C:** Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.
Short and Long Range Action #2. Continue to work cooperatively with SACOG, SMAQMD, and the City of Roseville on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation. *(SACOG, SMAQMD, PCTPA, City of Roseville, local employers)*	**OBJECTIVE A:** Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers. **OBJECTIVE B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.
Short and Long Range Action #3. Continue to work cooperatively with area school districts on outreach to children in educating them about the benefits realized through the use of alternative transportation.	**OBJECTIVE B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner. **OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Short and Long Range Action #4. Implement traffic flow improvements on regionally significant roadways. *(PCTPA, jurisdictions, Caltrans)*	**OBJECTIVE A:** Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers. **OBJECTIVE B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.

Short-Range & Long-Range Actions	RTP Objective
Short and Long Range Action #5. Improve and expand public transportation systems (bus and rail) as feasible, to maintain existing and increase new ridership. *(PCTPA, CCJPA, transit operators)*	**OBJECTIVE A:** Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers. **OBJECTIVE B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.
Short and Long Range Action #6. Develop and expand facilities to support the use of alternative transportation such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations. *(PCTPA, CCJPA, jurisdictions, Caltrans)*	**OBJECTIVE A:** Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers. **OBJECTIVE B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.
Short and Long Range Action #7. Increase the awareness of alternative transportation options in Placer County through outreach, educational and incentive programs. *(PCTPA, jurisdictions, transit operators)*	**OBJECTIVE B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.
Short and Long Range Action #8. Encourage SACOG to develop a periodic regional survey of traveler choices, which would monitor trends in traveler choices related to external influences and the impact of public policy programs.	**OBJECTIVE B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.
Short and Long Range Action #9. Continue to implement regional Transportation Demand Management (TDM) programs as a strategy for education and promotion of alternative travel modes for all types of trips toward reducing Vehicle Miles Traveled (VMT) by 10 percent.	**OBJECTIVE A:** Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers. **OBJECTIVE B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner. **OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Short Range Action #1. Maximize the operating efficiency of the existing surface transportation system. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Short Range Action 2. Improve the safety of travel into, through, and out of the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips. **RECREATIONAL TRAVEL OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.

Short-Range & Long-Range Actions	RTP Objective
Intelligent Transportation Systems Short Range Action 3. Ensure that accurate and reliable traveler information regarding traffic and weather conditions is available to those entering the region as well as those traveling within the region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Short Range Action #4. Provide more effective and convenient transit services. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, transit operators, SACOG)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips. **PUBLIC TRANSIT OBJECTIVE D:** Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.
Intelligent Transportation Systems Short Range Action #5. Ensure efficient commercial vehicle operations into, through and out of the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Short Range Action #6. Ensure the long-term viability of ITS in the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, FHWA)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Short Range Action #7. Maintain an ITS program that is compatible and supported by National ITS efforts. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans, FHWA)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Long Range Action #1. Continue implementation (deployment, operations, and maintenance) of the Tahoe Gateway Counties ITS. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Long Range Action #2. Continue implementation (deployment, operations, and maintenance) of the Sacramento Region ITS. *(PCTPA, El Dorado County, Sacramento County, Sutter County, Yolo County, Yuba County, jurisdictions, Caltrans, SACOG, FHWA)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.

Short-Range & Long-Range Actions	RTP Objective
Intelligent Transportation Systems Long Range Action #3. Continue regional ITS management via each member County, neighboring regions, and other agencies, organizations, and individuals. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Long Range Action #4. Mainstream or incorporate ITS technologies into the planning process as stand-alone projects and/or as part of larger transportation projects. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
Intelligent Transportation Systems Long Range Action #5. Ensure that the Regional ITS Architecture Maintenance Plan continues to be implemented. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*	**TSM OBJECTIVE C:** Promote the use of technology to reduce work-related, education-related, and personal trips.
GOAL 8: RECREATIONAL TRAVEL	
Short and Long Action #1. Promote and use intelligent transportation systems (ITS) to improve recreational travel. *(PCTPA, Caltrans, SACOG, TRPA, FHWA)*	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.
Short and Long Range Action #2. Work with SACOG and other regional partners to implement and expand the 511 traveler information system (electronic information system) so it can be used to provide accurate and timely information on roads, traffic, transit, and alternative routes. *(SACOG, Caltrans, PCTPA, transit operators)*	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.
Short and Long Range Action #3. Provide education and marketing of alternatives to the personal automobile. *(PCTPA, employers, resorts, TNT TMA, transit operators)*	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.
Short and Long Range Action #4. Identify public infrastructure in need of expansion, as well as maintenance and repair to support tourism and recreation. *(PCTPA, jurisdictions, Caltrans, transit operators)*	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.

Short-Range & Long-Range Actions	RTP Objective
Short and Long Range Action #5. Expand the availability of alternative transportation options (transit, rail, bike, pedestrian, airport shuttles) to driving the personal (private or rental) automobile. *(transit operators, PCTPA, jurisdictions, Capitol Corridor, employers, resorts)*	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.
Short and Long Range Action #6. Provide coordinated feeder transit services to parks and attractions. *(transit operators, resorts, employers, Caltrans)*	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.
Short and Long Range Action #7. Coordinate transportation planning with the tourism and resort industry to cooperatively develop, recommend, and implement transportation-related programs for improving recreational travel. (*resorts, employers, Caltrans, TNT TMA, transit operators*)	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.
Short and Long Range Action #8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. *(PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers)*	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.
Short and Long Range Action #9. Work with primary marketing organizations to develop travel guides, way finding signage and to designate tourism routes. *(PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resort, business and merchant associations, visitors bureau, chambers of commerce's, recreation providers)*	**OBJECTIVE A**: Incorporate access to recreational centers in the transportation infrastructure.

Short-Range & Long-Range Actions	RTP Objective
GOAL 9: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING	
Short Range Action #1. Continue to coordinate with jurisdictions and agencies inside and outside of Placer County to help establish county-wide transportation priorities, implement studies and projects in cooperation with other counties, facilitate joint transportation projects, and anticipate impacts on Placer County from governmental decisions. (*PCTPA, jurisdictions, SACOG, Caltrans, PCAPCD, CCJPA, Nevada County, Sacramento County, El Dorado County, Yuba County, Sutter County*)	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs. **OBJECTIVE D:** Work with local jurisdictions, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that Placer County jurisdictions have maximum participation and control in the transportation decision-making process. **OBJECTIVE E:** Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.
Short Range Action #2. Review local general and specific plans, and land use entitlement applications for consistency with airport land use plans. (*PCTPA, jurisdictions*)	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.
Short Range Action #3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. (*PCTPA, jurisdictions, PCAPCD, Caltrans*)	**OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs. **OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.
Short Range Action #4. Continue to participate in the SACOG regional Blueprint planning efforts. (*PCTPA, jurisdictions, SACOG*)	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE D:** Work with local jurisdictions, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that Placer County jurisdictions have maximum participation and control in the transportation decision-making process. **OBJECTIVE E:** Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.
Short Range Action #5. Develop guidelines and/or policies to prioritize transportation projects that have air quality benefits while providing cost effective movement of people and goods. (*PCTPA, PCAPCD*)	**OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.

Short-Range & Long-Range Actions	RTP Objective
Short Range Action #6. Provide support for projects consistent with Placer County's Ozone Reduction Ordinance, and also lead to reduced Greenhouse Gas emissions. (*PCTPA, PCAPCD*)	**OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.
Short Range Action #7. Encourage jurisdictions to develop roadways that complement Blueprint planned growth patterns, infill development, economic development programs , and requirements of infrastructure to support planned land uses (*PCTPA, jurisdictions*)	**OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs. **OBJECTIVE E:** Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.
Short Range Action #8. Encourage jurisdictions to review and assess the impact of new development proposals consistency with Blueprint principles, and the impact on local circulation plans and transit system demand and supply.(*PCTPA, jurisdictions, transit operators*)	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs. **OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.
Short Range Action #9. Continue active participation in local and regional coordinating groups as well as statewide forums to maximize opportunities for transportation improvements in Placer County.(*PCTPA*)	**OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs. **OBJECTIVE E:** Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.
Short Range Action #10. Provide written support for development projects which may increase residential and employment densities near existing transit and rail stations, as well as future rail stations that may emerge as a result of expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (*PCTPA*)	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.
Short Range Action #11. Plan for new/expanded facilities such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations where development projects will provide increased residential and/or employment densities. (*PCTPA, jurisdictions, Caltrans, CCJPA*)	**OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs.
Short Range Action #12. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities. *(PCTPA, jurisdictions)*	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.

Short-Range & Long-Range Actions	RTP Objective
Short Range Action #13. Work with jurisdictions to include the needs of all transportation users in the planning, design, construction and maintenance of roadway (complete streets) and transit facilities where feasible. *(PCTPA, jurisdictions, transit operators, Caltrans)*	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs.
Short Range Action #14. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities. *(PCTPA, jurisdictions, transit operators)*	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs. **OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.
Short Range Action #15. Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. *(PCTPA, jurisdictions, transit operators, Caltrans))*	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.
Short Range Action #16. Where possible, support jurisdictions' efforts to maintain their adopted Level of Service (LOS) on local streets and roads in accordance with the applicable general plan Circulation Element. *(PCTPA, jurisdictions) (PCTPA, jurisdictions)*	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs.
Short Range Action #17. Encourage jurisdictions to require land uses which produce significant trip generation to be served by roadways with adequate capacity and design standards to provide safe usage for all modes of travel. *(PCTPA, jurisdictions, Caltrans)*	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs.
Short Range Action #18. Encourage jurisdictions to include transit-oriented development Blueprint principles in designing neighborhoods and communities to reduce vehicle miles traveled (VMT) and to deal with more short trips.*(PCTPA, jurisdictions, transit operators, Caltrans)*	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.

Short-Range & Long-Range Actions	RTP Objective
Long Range Action #1. Integrate land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental standards.	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs. **OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards. **OBJECTIVE E:** Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.
Long Range Action #2. Continue to coordinate with SACOG, the Placer County Air Pollution Control District, and the Sacramento Metropolitan Air Quality Management District to ensure transportation projects meet all applicable budgets for air quality conformity standards.	**OBJECTIVE C:** Ensure that transportation satisfy regional air quality conformity standards.
Long Range Action #3. Encourage the use of general plan designations, zoning controls, access management, acquisition, development easements, and development agreements to help secure future right of way for essential transportation corridors.	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE B:** Provide transportation infrastructure that meets existing and future needs. **OBJECTIVE E:** Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.
Long Range Action #4. Coordinate and arrange for regional workshops focused on the incorporation of "smart growth" and transportation project planning.	**OBJECTIVE A**: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. **OBJECTIVE E:** Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.
Air Quality Element Short and Long Range Action #1. Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs and projects.*(PCTPA, jurisdictions, PCAPCD)*	**INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:** Ensure that transportation projects do not contribute to increased vehicle emissions.

Short-Range & Long-Range Actions	RTP Objective
Air Quality Element Short and Long Range Action #2. Prioritize and recommend transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods. *(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)*	**INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:** Ensure that transportation projects do not contribute to increased vehicle emissions. **PUBLIC TRANSIT OBJECTIVE D:** Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.
Air Quality Element Short and Long Range Action #3. Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system. *(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)*	**INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:** Ensure that transportation projects do not contribute to increased vehicle emissions. **PUBLIC TRANSIT OBJECTIVE D:** Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership
Air Quality Element Short and Long Range Action #4. Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and also lead to reduced greenhouse gas emissions. *(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)*	**INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:** Ensure that transportation projects do not contribute to increased vehicle emissions. **PUBLIC TRANSIT OBJECTIVE D:** Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership
Air Quality Element Short and Long Range Action #5. Work with the Sacramento Area Council of Governments to evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards, and regional greenhouse gas emission reduction targets. *(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)*	**INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:** Ensure that transportation projects do not contribute to increased vehicle emissions.
Air Quality Element Short and Long Range Action #6. Expand the use of alternative fuels to reduce impacts on air quality and GHG emissions. *(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)*	**INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:** Ensure that transportation projects do not contribute to increased vehicle emissions.
GOAL 10: FUNDING	
Regional Roadway Short Range Action #2. Obtain funding for and construct high priority regional road network projects shown in Figure 3-1. *(PCTPA, Caltrans, jurisdictions)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources.

Short-Range & Long-Range Actions	RTP Objective
Regional Roadway Short Range Action #4. Identify and pursue additional funding sources, as appropriate. (*PCTPA, Caltrans, jurisdictions*)	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Regional Roadway Short Range Action #6. Develop Regional Transportation Improvement Program. *(PCTPA, jurisdictions)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources.
Public Transit Short Range Action #1. Continue to maximize the available Federal Transit Administration (FTA) funds through the Section 5311 (rural transit) and Section 5307 (urban transit) programs, and other FTA discretionary programs. (*PCTPA, transit operators*)	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Public Transit Short Range Action #2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs *(PCTPA, transit operators)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources.
Public Transit Short Range Action #6. Conduct an independent financial audit annually of the TDA funds allocated to each jurisdiction to determine compliance with statutes, rules and regulations of TDA and the allocation instructions of PCTPA. *(PCTPA, jurisdictions, transit operators, CTSA)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources.
Passenger Rail Short and Long Range Action #1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. *(PCTPA, CCJPA, Caltrans, jurisdictions)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Passenger Rail Short and Long Range Action #4. Support Capitol Corridor program / project applications for high-speed rail funding from the Federal Railroad Administration (FRA). *(PCTPA, CCJPA, Nevada County Transportation Commission, Regional Transportation Commission, jurisdictions, federal representatives)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Passenger Rail Short and Long Range Action #5. Support the allocation of Proposition 1A high speed rail bond funding to the Capitol Corridor from the California Transportation Commission *(PCTPA and jurisdictions)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources.

Short-Range & Long-Range Actions	RTP Objective
Aviation Short Range Action #6. Assist operators of public use airports in pursuing funding sources. *(PCTPA, airport operators)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Aviation Long Range Action #2. Encourage more flexible use of airport revenues for off-airport ground access projects *(PCTPA, jurisdictions)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Non-Motorized Transportation and Low-Speed Vehicles Short Range Action #2. Develop policies for the allocation of funds and processing of claims for non- motorized and low-speed projects. *(PCTPA, jurisdictions)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources.
Non-Motorized Transportation and Low-Speed Vehicles Short Range Action #5. Pursue new revenue sources for low speed and non-motorized transportation development. *(PCTPA, jurisdictions)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Recreational Travel Short and Long Range Action #8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. *(PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Integrated Land Use, Air Quality, and Transportation Planning Short Range Action #3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion.	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.
Financial Element Short and Long Range Action #1. Encourage multi-agency package of projects for federal and State funding programs, where a regional strategy may improve chances of success. *(PCTPA, jurisdictions, Caltrans, SACOG)*	**OBJECTIVE A:** Obtain funding of vital transportation needs through all conventional sources. **OBJECTIVE B:** Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.

Appendix G

Financial Element Detailed Descriptions of Funding Programs

APPENDIX G-1

FINANCIAL ELEMENT - DETAILED DESCRIPTIONS OF FUNDING PROGRAMS

FEDERAL

Surface Transportation Block Grant Program (STBGP)

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) amended the Surface Transportation Block Grant Program, previously revised by the FAST Act in 2016. The IIJA provides an estimated annual average of $14 billion for STBG, which States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the IIJA continues all prior STP eligibilities pre- and post-FAST Act, and adds the following new ones that may benefit jurisdictions in Placer County:

- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions,
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife,
- Installation of safety barriers and nets on bridges,
- Maintenance and restoration of existing recreational trails,
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure,
- Installation and deployment of current and emerging intelligent transportation technologies,
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility,
- Measures to protect eligible transportation facilities from cybersecurity threats,
- Projects to enhance travel and tourism,
- Replacement of low-water crossing with a bridge not on a Federal-aid highway, and
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane.

Funding for Transportation Alternatives (TA) is set aside from the overall STBG funding amount. After accounting for this set-aside, FHWA distributes 55 percent of a State's STBG funds based on population (suballocated), and the remaining funds are available for use anywhere in the State.

The IIJA also continues to require FHWA to set aside a portion of a State's STBG funds (increased to 20 percent of the State's FY 2009 Highway Bridge Program apportionment) for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines that the State's needs are insufficient to justify this amount. Finally, it allows states to use up to 15% of certain categories of suballocated STBG funds for projects in areas with a

population of no more than 49,999 for roads functionally classified as rural minor collectors or local roads, and/or critical rural freight corridors designated under Federal regulations..

Congestion Mitigation and Air Quality Program (CMAQ)

The CMAQ program, continued in the IIJA at an estimated average annual funding level of approximately $2.6 billion, provides a funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas), as well as former nonattainment areas that are now in compliance (maintenance areas). States with no nonattainment or maintenance areas may use their CMAQ funds for any CMAQ- or STBG-eligible project.

Under the IIJA, a State with PM2.5 (fine particulate matter) nonattainment or maintenance areas must use 25% of its apportioned CMAQ funds attributable to the weighted population of such areas in the State to address PM2.5 emissions in those maintenace areas. The IIJA continues all prior CMAQ eligibilities including, but not limited to, public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) and V2I communication equipment, and adds the following new ones:

- Shared micromobility, including bikesharing and shared scooter systems,
- Purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment,
- Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and like to contribute to attainment or maintenance of national ambient air quality standards, and
- Alternative fuel projects, vehicle refueling infrastructure that would reduce emission from nonroad vehicles and nonroad engines in construction projects or port-related freight operations.

Transportation Alternative Set-Aside

The IIJA continues the Transportation Alternatives (TA) set-aside from the Surface Transportation Block Grant (STBG) program f. These set-aside funds include all projects and activities that were previously eligible under the FAST Act's TA program, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The IIJA sets aside an average of $1.34 billion per year for TA.

Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects.

After the set-aside for the Recreational Trails Program, the IIJA requires FHWA to distribute 59 percent of TA funds to areas based on population (suballocated), with the remainder available for use anywhere in the State. States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for the use of TA funds. Eligible applicants include tribal governments, MPOs (representing an area with less than a population of 200,000), local governments, transit agencies, school districts, and a new eligibility for any nonprofit organizations.

National Highway Performance Program

Provides an estimated average of $28.7 billion per year for the NHPP, which will support the condition and performance of the National Highway System (NHS), enable the construction of new facilities on the NHS, and ensure that investments of Federal-aid funds in highway construction are directed to support progress toward achieving performance targets established in a State's asset management plan for the NHS. The IIJA also maintains all prior NHPP eligibilities established in the FAST Act and adds the following new eligibilities:

- Undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project,
- Resiliency improvements on the NHS, including protective features, and
- Activities to protect NHS segment from cybersecurity threats.

Highway Bridge Replacement and Rehabilitation Program (HBRR)

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

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

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

- Seismic retrofit;
- Engineered scour countermeasures, and
- Bridge approach barrier and railing replacement.

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

Highway Safety Improvement Program (HSIP)

Safety throughout all transportation programs remains DOT's number one priority. Consistent with this, the IIJA continues the successful HSIP, providing estimated average annual funding of approximately $3 billion and reserving a portion of this funding for the Railway-Highway Crossings Program. The Act also reserves $3.5 million per year from HSIP for work zone and guardrail safety training, Operation Lifesaver, and safety clearinghouses.

The IIJA continues to require States to pursue under HSIP a data-driven, strategic, and performance-focused approach to improving highway safety on all public roads. The Act clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (most of which are infrastructure safety-related). It also adds several activities to the list, including V2I communication equipment and certain pedestrian safety improvements. Unlike previous prohibitions under MAP-21 regulations, the IIJA allows States may to now use HSIP funds to purchase, operate, or maintain an automated traffic enforcement system that captures an image of a vehicle.

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

The IIJA continues the Railway-Highway Crossings Program, providing funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. This funding continues as a set-aside from HSIP, which the FAST Act reserves at an average of $245 million per year. To be eligible the project location must be a public road on both sides of the intersection and must be included on California's Section 130 Priority List. Railroad/highway at-grade crossing improvement projects include, but are not limited to, installation and upgrade of railroad protection systems to a state-of-the-art condition at grade crossings and grade crossing eliminations. Projects are evaluated under existing conditions and any roadway widening projects to improve roadway capacity will not be considered. The project must be delivered in the year programmed. Additionally, locations

that are funded will not be eligible for a subsequent project for ten years. The program is competitive and the federal reimbursement rate is 100 percent.

Emergency Relief Program (ER)

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

FTA Section 5307

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

FTA Section 5309

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

FTA Section 5310

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

FTA Section 5311

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

Airport Improvement Program (AIP)

The Federal AIP provides funding directly to federally designated airports for the planning and development of public-use airports that are in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs, except for terminal hangers, and non-aviation development.

STATE

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

State Transportation Improvement Program (STIP)

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

STIP funding is split 25% to the Interregional Transportation Improvement Program (ITIP) for projects nominated by Caltrans, and 75% to County Shares for the state's 58 counties for projects nominated in each county's Regional Transportation Improvement Program (RTIP),

as decided by regional agencies. The overall STIP is adopted by the California Transportation Commission (CTC), which can accept or reject each RTIP and ITIP in its entirety.

State Highway Operations and Protection Program (SHOPP)

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

Local Transportation Fund (LTF)

The Transportation Development Act (TDA) of 1971 added ¼% to the statewide sales tax to fund transit services throughout the state. These monies, known as the Local Transportation Fund, are returned to the county of origin for use to operate the transit systems in that area. The funds are administered by the regional transportation planning agency in accordance with TDA regulations. While the primary focus of the LTF is transit service, there are provisions for use of the funds for other transportation modes. For example, under Section 3 of the TDA statute, regions may elect to set aside up to two percent of the LTF for pedestrian and bicycle projects, and under Article 4.5, regions may elect to set aside up to five percent of the LTF for a Consolidated Transportation Service Agency (CTSA). In regions with less than 500,000 population, some funds may also be used for street and road purposes upon completion of an annual unmet transit needs process.

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

State Transit Assistance (STA) Fund

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

Highway-Railroad Grade Separation Program

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

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

Active Transportation Program (ATP)

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

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

Fuel Taxes

The state gas tax is actually two separate components, a base excise tax (Prop. 111, 1990) and a price based excise tax (AB 105, 2011). The first component is the base excise tax of 30¢ per gallon, which includes a 12¢ increase due to SB-1. The second component is a price based excise tax of 17.3¢ a gallon that is adjusted to inflation beginning July 2019. These funds are then distributed by formula directly to cities and counties for street and road maintenance.

Motor Vehicle Fees

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

California Aid to Airports Program (CAAP)

The CAAP encompasses three different programs administered by Caltrans Division of Aeronautics. These include discretionary grants for capital improvements, annual grants to general aviation airports, and matching funds for Federal Aviation Administration (FAA) grants.

LOCAL

Transit Fares

Funds generated by passenger fares on transit are used to help fund that transit system. Under the requirements of the TDA, fares must generate at least, 20% of the operating revenue for urban/suburban transit systems, and 10% of the operating revenue for rural transit systems and for CTSA services.

General Funds

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

Traffic Impact Fees

Under state law, jurisdictions may impose fees on development that mitigate their impacts on local services. One common impact fee is for traffic generated by the new development on the road system. Fees must be backed by a traffic study that provides a nexus of the improvements to the traffic generated by the development, as required by AB 1600.

In 2002, Lincoln, Roseville, Rocklin, and Placer County formed the South Placer Regional Transportation Authority Joint Powers Authority to develop a regional traffic impact fee.

This fee, known as the Regional Transportation and Air Quality Mitigation Fee Program, is set to generate $125 million for specified transportation projects through 2022.

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

Traffic Mitigation Measures

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

Community Facilities Districts

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

Special Benefit Assessment Districts

The passage of Proposition 218 on November 6, 1996, established a strict definition of "special benefit," which applies to any new or increased assessments proposed after that date. In a reversal of previous law, a local agency is now prohibited by Proposition 218 from including the cost of any general benefit in an assessment apportioned to individual properties. Assessments are limited to those necessary to recover the cost of the special benefit provided the property. A special benefit means "a particular and distinct benefit over and above general benefits conferred on real property located in the district or the public at large. General enhancement of property value does not constitute special benefit. An example of a special benefit could include a transportation improvement meeting the specific

traffic needs within a geographic area. A special benefit assessment district cannot be formed without a two-thirds majority vote of residents living within the proposed assessment district boundaries

Exactions

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

OTHER POTENTIAL FUNDING MECHANISMS

Local Transportation Sales Tax

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

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

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

Local Option Motor Vehicle Fuel Tax

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

User Fees

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

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

Public/Private Partnerships

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

Peak Hour Congestion Pricing

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

Bond Measures

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

APPENDIX G-2

EXCERPT FROM SACOG DRAFT 2020 MTP/SCS FINANCIAL ELEMENT

Plan Finances

Transportation investments and programs included in the 2023 MTP are constrained to a reasonable estimate of future funding sources. The funding to support these investments comes from a number of federal, state, and local sources, each with specific purposes and restrictions. The dollar amounts are presented in both current year dollars and nominal or year of expenditure (YOE) values. The MTP uses current year dollars to illustrate the magnitude of investments in terms of project costs and revenues that are relevant to today. However, federal statute requires regional transportation plans to also provide costs and revenues in YOE dollars for transparency in the overall investments planned for in the MTP.

In total, SACOG forecasts $35.5 billion in revenues ($46.9 billion YOE) over the planning period. On average, this comes out to approximately $1.6 billion ($2.1 billion YOE) per year over 22 years.

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

The federal Infrastructure Investment and Jobs Act (IIJA Act) requires that all cost estimates be escalated to year of expenditure or nominal values to express a realistic estimate of future construction costs. The average rate of inflation used in the MTP is 2.5 percent based on the last 20 years of data on the California consumer price index reported by the California Department of Finance.

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

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

Summary of Revenue Sources and Assumptions

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

transportation funding revenues and the costs of building, operating, and maintaining the regional transportation system over 22 years (Federal FFY 2022-23 through FY 2043-44).

Compared to the plan adopted by the SACOG Board in November 2019, this minor update of the federal MTP component of the plan increases overall revenues by roughly $500 million or by 1 percent from $35 billion to $35.5 billion. This increase is primarily due to higher than anticipated growth sales tax receipts since the adoption of the current plan. Overall growth rates for forecasted revenues remain consistent with the current plan.

Federal Funding

Federal funding assumptions are derived from the annual apportionments provided to SACOG by the federal government or from historic funding levels. The Infrastructure Investment and Jobs Act (IIJA), which was signed into law in 2021, sets the program structure and distribution formulas for federal transportation funds. SACOG projects funding from both the Federal Highway Administration and Federal Transit Administration Programs listed below, with revenue assumptions outlined in Table B.1.

Federal Highway Administration Programs

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

Federal Transit Administration Programs

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

Table B.1. Federal Revenue Sources and Assumptions

Federal Source	MTP
Congestion Mitigation and Air Quality (CMAQ)	**Base Year:** 2023 **Key Assumptions:** SACOG region will continue to receive CMAQ funds in a manner consistent with historic apportionments. **Growth:** 2.5% annual growth.

Regional Surface Transportation Program (RSTP)	**Base Year:** 2023 **Key Assumptions:** SACOG region will continue to receive RSTP funds in a manner consistent with historic apportionments. **Growth:** 2.5% annual growth.
Highway Bridge Program	**Base Year:** 2023 **Key Assumptions:** The region will continue to receive highway bridge program reimbursements for eligible activities that rehabilitate and replace structurally deficient bridges.
FTA Funds: 5307, 5310, 5311, 5337, 5339	**Base Year:** 2023 **Key Assumptions:** SACOG region will continue to receive FTA funds in a manner consistent with historic apportionments. **Growth:** 2.5% annual growth.
FTA 5309 Fixed-Guideway Capital Investment Grants	**Base Year:** N/A **Key Assumptions:** Presume continuation of FTA grants for major rail expansion projects at up to 50% of new rail capital project costs.

State Funding

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

The state funding programs assumed in the MTP include:

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

Table B.2. State Revenue Sources and Assumptions

State Source	MTP
State Highway Operations and Protection Program (SHOPP)	**Base Year:** 2023 **Key Assumptions:** Based on transfers from the State Highway Account (SHA), Federal Trust Fund, and the new excise tax on gasoline. Includes adjustments resulting from ABX8 6 and ABX8 9 (Gas Tax Swap) including 12% of the revenues generated by the new excise tax on gasoline following transfers for bond debt service. **Growth:** 1% average annual growth
Interregional Transportation Improvement Program (STIP- ITIP)	**Base Year:** 2023 **Key Assumptions:** ITIP will continue to receive 25% of the total STIP allocations from the Federal Highway Trust Fund, State Highway Account, Public Transportation Account **Growth:** 4% average annual growth
Regional Transportation Improvement Program (STIP- RTIP)	**Base Year:** 2023 **Key Assumptions:** RTIP will continue to receive 75% of the total STIP allocations from the Federal Highway Trust Fund, State Highway Account, Public Transportation Account and the new excise tax on gasoline. **Growth:** 4% average annual growth
State Cap and Trade Program	**Base Year:** 2023 **Key Assumptions:** Cap and Trade revenues are made up of the 35% of auction proceeds that are allocated to Affordable Housing & Sustainable Communities, Intercity Rail, and Low Carbon Transit Programs. The region's capture of these revenues assumes SACOG member agencies receive revenues roughly equivalent the region's share of statewide population **Growth:** 5% average annual growth
State Transit Assistance (99313, 99314, State of Good Repair)	**Base Year:** 2023 **Key Assumptions:** STA will continue to receive funding from sales taxes on diesel fuels consistent with current funding formulas. **Growth:** 1% average annual growth
State Discretionary	**Base Year:** N/A

	Key Assumptions: Assumes the region will capture roughly 5% of statewide competitive discretionary program funding. **Growth:** 2% average annual growth

Local Funding

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

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

Local-Option County Sales Taxes in the MTP

The MTP plans for two new local option countywide sales tax measures in the region; one in Sacramento County and one in Placer County. In Sacramento County this would institute a new ½-cent sales tax to support road investments, maintenance, and transit within the county of Sacramento. Placer County is also pursuing a new ½ cent sales tax measure to support transportation investments in that county.

In 2019, the California Governor signed AB1413 which authorized the Placer County Transportation Planning Agency (PCTPA) to levy a use tax for transportation purposes. Additionally, recent polling shows that two-thirds of voters may support a sales tax initiative to fund transportation investments in the county. See Attachment 1 at the end of this document for a summary of the most recent polling results. PCTPA is continuing to engage communities and key partners in the county, including SACOG, as well as monitor both economic and political trends to inform the development and timing of a future ballot measure. More information on PCTPA's efforts, visit https://www.keepplacermoving.com.

Likewise, efforts continue in Sacramento County to bring a sales tax measure before voters to generate additional funding for transportation purposes consistent with the region's long-range plan. In 2016, the last time the Sacramento Transportation Authority included a proposed sales tax on voter ballots, the measure fell just 1.3% shy of the 67% majority requirement needed to enact the new tax. Three of the largest cities within the county actually showed sufficient support

for the measure with the City Sacramento receiving more than 70% yes votes, Elk Grove with 67.6% yes, and Rancho Cordova receiving 67.3% yes. Since then, the STA has reviewed the reasons why the measure may have been unsuccessful including starting voter outreach late in the process, low voter turnout, and a high number (nearly 52,000) under votes. In 2022, a citizen's initiative was unsuccessful, in part due to lack of consistency with the regional transportation plan. In February 2023, the Sacramento Transportation Authority established a Future Transportation Funding Subcommittee to examine local transportation needs for a transportation funding measure, the level of revision that should be considered from prior efforts, and the process, timeline, and community engagement that should be considered in developing the new transportation funding source that is consistent with the regional plan. The subcommittee includes elected officials from each of the jurisdictions in Sacramento County as well as two citizen advisory members. In addition to the activities underway by the subcommittee, Sacramento County officials are working with the Greater Sacramento Economic Council to conduct additional polling and engagement to gauge and build community support for the measure.

While one or both of these local option measures may go forward in the first four years of the MTP, in 2024 or 2026, the plan takes a more conservative approach by not including any new revenue in the plan's financial forecast until 2030. This assumption provides sufficient time for county officials to place measures before voters ahead of any anticipated revenues in the regional plan with voting cycles occurring in 2024, 2026, and 2028. SACOG will not include any new sales tax revenues as "available" or "committed" for transportation purposes per federal guidance on financial constraint in non-attainment and maintenance areas. However, given the active efforts on both these measures, positive polling results in Placer County, and previous levels of support in Sacramento County, SACOG believes the assumption of future sales tax measures is reasonable for planning purposes in the later years of the plan. Assuming no revenues until after 2030 also avoids including non-committed funding for specific transportation projects within the years of the Metropolitan Transportation Improvement Program which currently programs funds out to 2026. SACOG is also working on a major update of the regional plan with an anticipated adoption date of November 2025 that will revisit the assumptions of new sales taxes based on the latest information available from the ongoing efforts in both counties.

Note on Roadway User Fees in the MTP

Advancements in technologies enabling greater use of electric and alternative fuel and highly efficient vehicles will continue to impact gas tax revenues. In California, the California Energy Commission estimates that statewide demand for gasoline will decrease by one to two percent annually over the next decade. At the same time, SACOG projections indicate that the total number of vehicle miles traveled (VMT) will increase by roughly 16 percent, despite a decrease in per capita VMT of nearly 8 percent by 2044. This additional demand on the roadways, paired with decreasing gas consumption, creates a significant challenge for a gas tax-based system and necessitates exploration of a replacement.

The MTP includes revenues from both tolling specific facilities and from a mileage-based fee that would replace existing state fuel taxes. This assumption is supported by both national and statewide efforts to explore mileage-based systems. In 2009, the National Surface Transportation

Infrastructure Financing Commission identified direct user fees, such as tolling and mileage fees, as the most viable replacement for fuel taxes in the long term. Currently, at least ten states, including California are exploring or testing mileage fees in some capacity. SACOG supports further research, development, and demonstration of mileage-based user fees specific to the Sacramento region to help build and maintain our regional transportation system. SACOG is currently leading an effort with the Southern California Association of Governments and San Diego Association of Governments to develop a pricing pilot program in support of the pricing assumptions included in the regional plan. The revenue forecast for the plan conservatively estimates that revenues generated from user fees will not be available until the last 10 years of the plan. However, testing and research efforts will begin immediately as are efforts to begin implementation on the first tolled facilities in the region on I-80 in Yolo County.

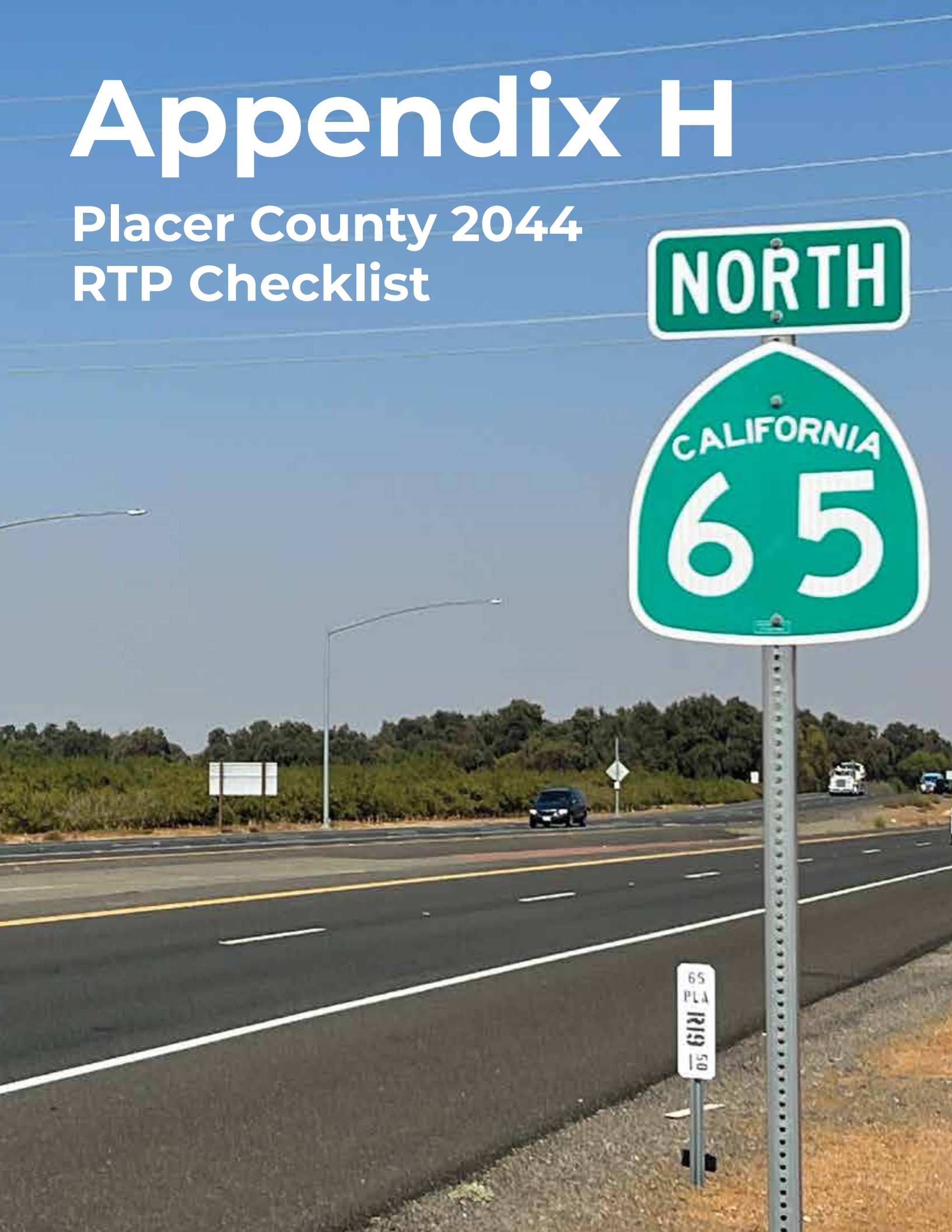
Table B.3. Local Revenue Sources and Assumptions

	MTP
Local Transportation Fund (LTF)	**Base Year:** 2023 **Key Assumptions:** ¼-percent general sales tax for transportation will remain in place at existing rate. **Growth:** 3% annual average growth
Measure A	**Base Year:** 2023 **Key Assumptions:** ½-cent general sales tax in Sacramento County will remain in place at existing rate. **Growth:** 3% annual average growth
New Measure A	**Base Year:** N/A **Key Assumptions:** Equivalent of 1/2-percent general sales tax will begin in 2020 and last through the horizon year of the plan in 2040. **Growth:** 3% annual average growth
Placer ½ cent sales tax	**Base Year:** N/A **Key Assumptions:** Equivalent of 1/2-percent general sales tax will begin in 2020 and last through the horizon year of the plan in 2040. **Growth:** 3% annual average growth
Gas Tax Subventions (Sec. 2103-2107.5) and SB1 Road Maintenance and Rehabilitation Account (Sec. 2031)	**Base Year:** 2023 **Key Assumptions:** Subventions will continue to flow to cities and counties based on existing formulas. **Growth:** 1% annual average growth
Other Local Funds	**Base Year:** 2023

	Key Assumptions: Based on 19-year historic average of budget information provided by local jurisdictions to the California State Controller. Contains all revenues from local sources dedicated to local streets and roads. **Nominal Growth Rate:** 2% average annual growth
Developer Contributions	**Base Year:** 2023 **Key Assumptions:** Developer investments in new roadways keep pace with housing growth over the life of the plan. **Growth:** 2% annual average growth
Transit Fare revenues	**Base Year:** 2023 **Key Assumptions:** Based on SACOG ridership projections and average fare per rider. Assumes future fare increases keep pace with inflation. Average fare per rider increases as more choice riders that pay closer to full fares increases to $1.24 by 2040 (in 2019 dollars).
Roadway User Fees	**Base Year:** N/A **Key Assumptions:** Net revenue captured from roadway user fees including tolling and mileage-based fees that would replace the fuel tax. Revenues based on vehicle miles traveled on the region's roadways. For estimating purposes, fees vary by location and time of day. The mileage-based user fee would replace the current gasoline tax and is estimated to range from 1 to 4 cents per mile.

Appendix H

Placer County 2044 RTP Checklist



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Regional Transportation Plan Checklist for RTPAs

(Revised December 2016)

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

Name of RTPA: Placer County Transportation Planning Agency

Date Draft RTP Completed: 04/15/2024

RTP Adoption Date (Anticipated): 06/26/2024

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

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

*PCTPA is not making substantial changes to the RTP constrained project list and therefore is relying on the 2040 RTP EIR. See Chapter 9 for more information.

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

Regional Transportation Plan Contents

General

		Yes/No	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.216(a))	Yes	1-1
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)	Yes	1-3, Ch. 5 & at the end of each action element.
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	1-3, Ch. 5,6,8
4.	Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	1-1, 1-2

Consultation/Cooperation

1.	Does the RTP contain a documented public involvement process that meets the requirements of Title 23, CFR part 450.210(a)?	Yes	2-17, App, A & B

		Yes/No	Page #
2	Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))	Yes	2-17, App, A & B
3.	Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))	Yes	2-17
4.	Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)	Yes	2-18, App, A & B
5.	Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	2-18 & EIR, App B
6.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.216(j))	Yes	9-1, NOP & EIR process
7.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	2-4
8.	Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	2-16, 2-17, 2-18
9.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	2-21, 2-22
10.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	2-19, Appendix B
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	2-3, 2-10, 6.2-17
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	1.7

	Yes/No	Page #
13. If the RTPA made the election allowed by Government Code 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to Government Code 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?	N/A	

Modal Discussion

1. Does the RTP discuss intermodal and connectivity issues?	Yes	Ch. 4
2. Does the RTP include a discussion of highways?	Yes	Ch. 6.1
3. Does the RTP include a discussion of mass transportation?	Yes	Ch. 6.2
4. Does the RTP include a discussion of the regional airport system?	Yes	Ch. 6.4
5. Does the RTP include a discussion of regional pedestrian needs?	Yes	Ch. 6.6
6. Does the RTP include a discussion of regional bicycle needs?	Yes	Ch. 6.6
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) **(For RTPAs located along the coast only)**	N/A	
8. Does the RTP include a discussion of rail transportation?	Yes	Ch. 6.3
9. Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	
10. Does the RTP include a discussion of goods movement?	Yes	Ch. 6.5

Programming/Operations

1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))	Yes	Ch. 6.7
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	6.1-9, 6.1-19, 6.1-20, 6.1-21, 6.5-7, 6.6-5, 6.6-17, 6.6-18, 6.8-4, 6.10-9

	Yes/No	Page #
		6.10-13. 6.10-14, 6.10-15, 6.17, 7-9,
3. Does the RTP contain a list of un-constrained projects?	Yes	App. E

Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10) ("Should" for RTPAs)?	Yes	Ch 8
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (Government Code 65080(b)(4)(A))	Yes	6-4, 8-18
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (Government Code 65080(b)(4)(A))	Yes	8-19, 8-14
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	App. D
5. Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) ("Should" for RTPAs)	Yes	8-9, 8-10, 8-17
6. After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))	Yes	8-14, 8-15
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	2-11
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	2-11

Environmental

1. Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines? *(2044 RTP is relying on 2040 RTP EIR, see Chapter 9)*	Yes	9.1
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	No	
3. Does the RTP specify mitigation activities? (23 CFR part 450.216(k))	Yes	9.2 & App. J

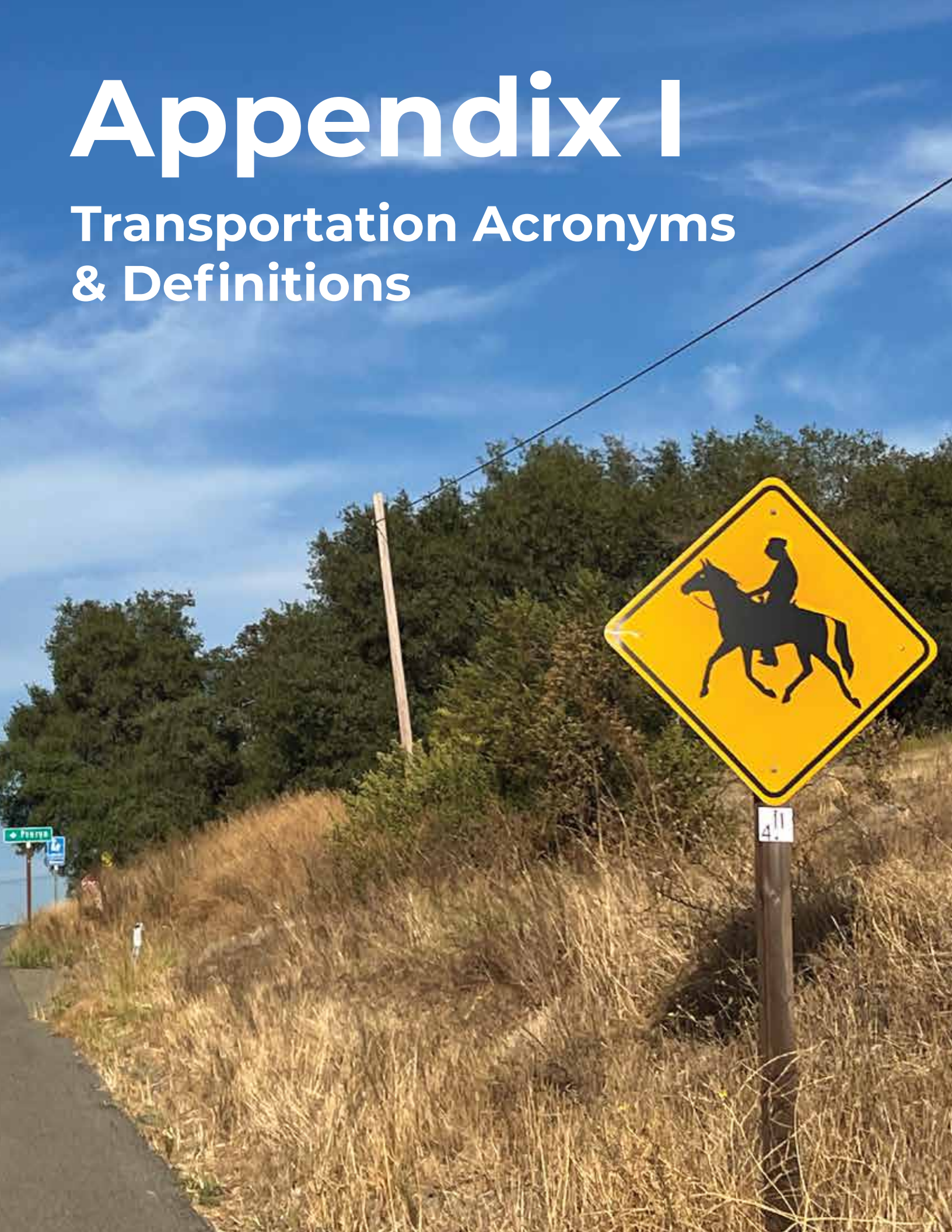
	Yes/No	Page #
4. Where does the EIR address mitigation activities?	Exec. Summary and appropriate chapters	
5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No	
6. Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	N/A	

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

(Must be signed by RTPA Executive Director or designated representative)	April 1, 2024 Date
Matt Click, AICP Print Name	Executive Director Title

Appendix I

Transportation Acronyms & Definitions



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

AB **Assembly Bill**
Legislation that originates in the California assembly.

ADA **Americans with Disabilities Act**
Federal act that requires equal accessibility for persons with disabilities. It mostly comes into play with transit issues.

ATP **Active Transportation Program**
A competitive annual statewide and regional funding program for bicycle and pedestrian projects.

ADT **Average Daily Traffic**
Unit of measurement for the average amount of traffic that travels daily on a specific roadway(s).

ALUC **Airport Land Use Commission**
The designated body that deals with the compatibility of land use around airports to ensure the safety of the public while maintaining the integrity of the airport. PCTPA is the ALUC for Placer County.

ALUCP **Airport Land Use Compatibility Plan**
The plan that governs how jurisdictions will deal with land use around airports.

APCD **Air Pollution Control District**
The designated agency that deals with air quality requirements for both stationary source and mobile source (transportation-based) pollution. The Placer County Air Pollution Control District is the APCD for our area.

ARB **Air Resources Board (California)**
California agency responsible for protecting the State's air.

CAAA **Clean Air Act Amendments**
The federal law that sets air quality standards for the nation, including procedures for meeting these standards and penalties for non compliance.

CALTRANS **California Department of Transportation**
The California Department of Transportation (Caltrans) is primarily responsible for the planning, design, construction, maintenance, and operation of the State's transportation system.

CAPTI **Climate Action Plan for Transportation Infrastructure**
Completed by CalSTA in 2021, this planning document provides California state agencies with a road map for directing transportation spending to make California's transportation network more resilient to climate change.

CASP **California Aviation System Plan**
The California Aviation System Plan (CASP) is prepared by Caltrans every five years as required by the Public Utilities Code. The CASP integrates regional aviation system planning on a statewide basis.

CCAA **California Clean Air Act**
The State law that sets air quality standards for California, including procedures for meeting these standards and penalties for non compliance.

CEQA **California Environmental Quality Act**
The law that requires an assessment of the environmental impact of specified governmental actions, including procedures for making determinations.

CIP **Capital Improvement Program**
Jurisdictions and agencies prepare a Capital Improvement Program (CIP) which forecasts capital improvement needs, revenues and expenditures over a period of time varying from two to up to ten years.

CMA **Congestion Management Agency**
Under Proposition 111, passed in 1990, each county with an urbanized population of 50,000 or more was required to designate a CMA to perform specified duties to better integrate transportation, land use, and air quality. These duties were subsequently made voluntary, although PCTPA continues to administer a Transportation Demand Management program. PCTPA retains the designation as the CMA for Placer County.

CMAQ **Congestion Mitigation and Air Quality**
A funding program provided under Federal transportation legislation that targets a certain portion of Federal transportation dollars to projects that reduce congestion and/or improve air quality. PCTPA programs these funds through SACOG.

CMP **Congestion Management Program**
Under Proposition 111, passed in 1990, each county with an urbanized population of 50,000 or more was required to designate a CMA and adopt a program for integrating transportation, land use, and air quality decisions made by local jurisdictions. The CMP requirement was later made voluntary, although PCTPA continues to assist with transportation control measures.

CO **Carbon Monoxide**
A colorless, odorless, poisonous gas emitted by vehicle combustion.

CTC **California Transportation Commission**
A nine-member board, appointed by the Governor, that governs the State Transportation Improvement Program and other specified transportation funding programs.

CTSA **Consolidated Transportation Service Agency**
A designation conferred by the Regional Transportation Planning Agency on a transit provider to coordinate and consolidate the efforts of the county's paratransit providers. The CTSA is eligible to receive Transportation Development Act funding.

DOT **Department of Transportation**
The federal department responsible for transportation programs established by Congress.

EIR **Environmental Impact Report**
An environmental document prepared to comply with the California Environmental Quality Act that provides an assessment of the environmental impacts of a proposed governmental action, as well as mitigation measures and findings.

EIS **Environmental Impact Statement**
An environmental report that documents the actions and processes implemented to comply with the National Environmental Protection Act. The Environmental Impact Statement (EIS) is required for any project involving federal funding.

EPA **Environmental Protection Agency**
The federal agency responsible for environmental protection and environmental programs established by Congress.

FAST ACT **Fixing Americas Surface Transportation Act**
The federal surface transportation bill authorized into law on December 4, 2015. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

FHWA **Federal Highway Administration**
The federal agency charged with overseeing compliance with federal requirements for highway projects. The FHWA also acts as a conduit to other federal agencies, such as US Fish & Wildlife, Army Corps of Engineers, and US Environmental Protection Agency, on transportation related permits, air quality conformity, and environmental documents.

FSP **Freeway Service Patrol**
A Freeway Service Patrol (FSP) is an umbrella term for a variety of programs implemented by government agencies, typically state Highway Patrols or Departments of Transportation, to reduce traffic congestion and improve highway safety by having specially marked and equipped vehicles patrol designated sections of roadway and provide incident management and motorist assistance.

FTA **Federal Transit Administration**

The federal agency charged with overseeing compliance with requirements for federally funded transit projects.

FY **Fiscal Year**
Begins July 1 of each year and ends June 30 the following year.

HCP **Habitat Conservation Plan**
Regional planning mechanism designed to protect an area's unique ecological assets, while clearing regulatory obstacles toward continued economic growth and development.

HOV **High Occupancy Vehicle**
A passenger vehicle with 2 or more occupants sometimes referred to as a carpool.

IIJA **Infrastructure Investment and Jobs Act of 2021**
Also known as the Bipartisan Infrastructure Law (BIL), it was signed into law by President Biden on November 15, 2021. It authorized $1.2 trillion for transportation and infrastructure spending with $550 billion going towards "new" investments and programs.

IIP **Interregional Improvement Program**
A programming document prepared by the Caltrans District that designates the projects and amounts to be funded by the county's share of Interregional Choice funding. Every two years, the Caltrans ITIP, along with the RTIPs from California's 58 counties, are adopted into the State Transportation Improvement Program (STIP).

ITIP **Interregional Transportation Improvement Program**
The portion of the State Transportation Improvement Program that is controlled by Caltrans. ITIP funds are used by Caltrans to fund and construct projects of statewide importance on the state highway system.

ITS **Intelligent Transportation Systems**
Refers to techniques that use technology to improve transportation safety and mobility. Techniques may include changeable message signs to alert drivers of upcoming problems, sensors to detect ice on pavement, traffic monitoring cameras, and so on.

LOS **Level of Service**
A letter designation indicating the level of traffic congestion on a particular roadway or intersection, with "A" being free-flowing and "F" being gridlock.

LTF **Local Transportation Fund**
A funding source provided under the Transportation Development Act and administered by the regional transportation planning agency, for jurisdictions to operate local transit systems. The LTF is funded by 1/4% of the statewide sales tax, returned to the county of origin.

MAP-21 **Moving Ahead for Progress in the 21st Century**
The successor legislation to SAFETEA-LU, MAP-21 covers the years 2012 – 2014, and has been extended three times under continuing resolutions. Funding levels for MAP-21 have remained essentially unchanged from SAFETEA-LU.

SAFETEA-LU **Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users**
The successor legislation to TEA-21, SAFETEA-LU covers the years 2004 - 2009. While funding levels increased, programs from TEA-21 remained essentially unchanged.

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

MTP **Metropolitan Transportation Plan**
A federally required transportation planning document which inventories existing transportation systems, forecasts needs, and designates a funding-constrained list of projects for a 20 year horizon. This document is prepared by the Sacramento Area Council of Governments.

MTIP **Metropolitan Transportation Improvement Program**
A federally required document which lists federally funded and "regionally significant" transportation projects over a four year horizon. This document is then used to demonstrate air quality conformity, which is required for a transportation project to proceed.

NEPA **National Environmental Protection Act**
The federal law which outlines the processes required to determine the environmental impact of federal projects.

NHS **National Highway System**
The National Highway System consists of 163,000 miles of interstate highways and major primary roads.

OWP **Overall Work Program**
The document PCTPA prepares each year to outline the work the agency will be undertaking, including the specific activities, products, time lines, and budgets.

PA & ED **Project Approval and Environmental Document**
Project Approval and Environmental Document (PA&ED) include commitments between partners that apply to the PA&ED phase of the project covered by an agreement.

PDT **Project Development Team**

A Project Development Team (PDT) is an interdisciplinary team composed of key members of the project team and selected external stakeholders.

PMP **Pavement Management Program**
A Pavement Management Program (PMP) is a maintenance plan for streets.

PS&E **Plans, Specifications and Estimate**
This component includes all work to develop contract plans, specifications engineer's estimate, and contract bid documents, allocation of funds, contract award, and contract approval. In addition, environmental commitments must be resolved.

PSR **Project Study Report**
Project Study Reports (PSRs) are engineering reports whose purpose is to document agreement on the scope, schedule, and estimated cost of a project so that it can be considered for inclusion in a future programming document such as the STIP. PSRs are prepared for State highway projects. PSRs are also used by Caltrans for certain projects funded under the State Highway Operation and Protection Program (SHOPP) and for certain locally funded projects on the State highway system.

RCRC **Regional Council of Rural Counties**
An organization of rural counties that share information, and advocate for rural issues at the state level.

RCTF **Rural Counties Task Force**
A group of regional transportation planning agencies from rural counties that share information on rural transportation issues, and represent the rural perspective on policy issues with Caltrans and the California Transportation Commission.

RFP **Request for Proposal**
A Request for Proposal (RFP) is an early stage in a procurement process, issuing an invitation for suppliers, often through a bidding process, to submit a proposal on a specific commodity or service.

RIP **Regional Improvement Program**
Regional Improvement Program, funded through 75% of new STIP funding and subdivided by formula into county shares.

R-O-W **Right-of-Way**
Right-of-way is a strip of land granted for a transportation facility. It can also refer to legally granted access for a public throughway.

RSTP **Regional Surface Transportation Program**
One of the funding programs included in the federal transportation legislation. RSTP funds are the most flexible funding pot, and can be used for most transportation purposes.

RTIP **Regional Transportation Improvement Program**
A programming document adopted by the regional transportation planning agency (RTPA) that designates the projects and amounts to be funded by the county's share of Regional Choice funding. Every two years, the RTIPs from California's 58 counties, along with Caltrans ITIP, are adopted into the State Transportation Improvement Program (STIP).

RTP **Regional Transportation Plan**
A state required transportation planning document that inventories existing transportation systems, forecasts needs, and designates a funding-constrained list of projects for a 20 year horizon. This document is prepared by PCTPA.

RTPA **Regional Transportation Planning Agency**
A state designation for the countywide agency charged with certain tasks under California law, including administration of the Transportation Development Act, adoption of the Regional Transportation Improvement Program, and adoption of the Regional Transportation Plan.

SACOG **Sacramento Area Council of Governments**
The Metropolitan Planning Organization for the Sacramento region, SACOG also acts as the RTPA for Sacramento, Yolo, Sutter, and Yuba Counties.

SAFE **Service Authority for Freeway Emergencies**
A Service Authority for Freeway Emergencies administers a freeway callbox program.

SECAT **Sacramento Emergency Clean Air and Transportation Program**
A $70 million program that combines $20 million of Congestion Mitigation and Air Quality funds with $50 million from the Traffic Congestion Relief Program to fund projects to repower older diesel engines with low polluting ones.

SHOPP **State Highway Operation Protection Program**
A program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation without increasing roadway capacity. The SHOPP is a four -year program of projects, approved by the CTC separately from the STIP cycle.

SIP **State Implementation Plan**
A State Implementation Plan (SIP) is the framework for the state's program to protect the air. It is not a single plan, but an accumulated record of a number of air pollution documents showing what the state has done, is doing, or plans to do to assure compliance with federal National Ambient Air Quality Standards (NAAQS) for "criteria" pollutants.

SOV **Single Occupancy Vehicle**
A vehicle with a driver only, and no additional passengers.

SRTP **Short Range Transit Plan**
A document that assesses the existing conditions for a transit system, projects short term (usually five year) demand, and outlines a plan for meeting those needs. While PCTPA usually develops these plans, they are adopted by the jurisdiction's governing board.

SSTAC **Social Service Transportation Advisory Council**
An appointed committee which advises the PCTPA Board on the Unmet Transit Needs process, as required under the Transportation Development Act.

STA **State Transit Assistance**
A funding source provided under the Transportation Development Act. Revenues come through the state budget process.

STIP **State Transportation Improvement Program**
The programming document that is adopted every two years by the California Transportation Commission to designate the projects, schedule, and funding amount for the state's portion of the federal gas tax funds. Placer projects are included in the STIP via PCTPA's adopted Regional Transportation Improvement Program.

TAC **Technical Advisory Committee**
Public works and planning staff from each of the jurisdictions, Caltrans, and the Placer County Air Pollution Control District staff make up PCTPA's Technical Advisory Committee, which reviews and advises staff on issues before the Board.

TART **Tahoe Area Regional Transit**
The transit provider for the Tahoe area, including Truckee.

TCM **Transportation Control Measure**
Essentially interchangeable with Transportation Demand Management (TDM) and Transportation Systems Management (TSM), these describe techniques to reduce congestion and air quality problems by encouraging people to use alternative transportation or carpool. Some techniques include increased transit frequency, carpool match listing programs, or providing bike maps to employers.

TDA **Transportation Development Act**
Passed in 1971, the TDA requires every county to provide transit service to its residents, based on criteria of unmet transit needs that are reasonable to meet. The required transit service is funded by 1/4% of the state's sales tax, returned to the Regional Transportation Planning Agency in the county of origin.

TDM **Transportation Demand Management**
Strategies designed to reduce vehicular demand upon the existing transportation system.

TEA **Transportation Enhancement Activities**

One of the funding programs included in the federal transportation legislation (see ISTEA and TEA-21). TEA funds are targeted to provide enhancements over and above those normally provided for transportation projects, such as streetscape improvements, additional landscaping, or transportation museums.

TMA **Transportation Management Association**
A private non-profit association, usually made up of large employers, to develop and encourage use of TCMs. The Truckee/North Tahoe Transportation Management Association is the only TMA currently operating in Placer County.

TRO **Trip Reduction Ordinance**
An ordinance specifying requirements for employers to encourage their employees to use alternative transportation. Local jurisdictions were required to adopt these ordinances as part of Proposition 111, which passed in 1990, but compliance was later made voluntary.

TRPA **Tahoe Regional Planning Agency**
Amongst its many functions, TRPA is also the Regional Transportation Planning Agency and Metropolitan Planning Organization for the Tahoe Basin, including a portion of Placer County.

TSM **Transportation System Management**
Strategies designed to improve the efficiency and effectiveness of the existing transportation system.

VMT **Vehicle Miles Traveled**
Unit of measurement of how far a vehicle or vehicles have traveled in a day, month or year.

YTD **Year-to-Date**
Year-To-Date (YTD) represents the period starting January 1 of the current year and ending today.

ZEV **Zero Emission Vehicle**
A vehicle that produces no tailpipe pollutants. Electric vehicles and fuel cell vehicles are considered ZEVs.

Appendix J

Mitigation Monitoring Reporting Program

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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	***Mitigation Measure 3.1-1****: The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:* • *Design transportation systems in a manner where the surrounding landscape dominates.* • *Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material).* • *Design transportation systems such that landscape vegetation blends in and complements the natural landscape.* • *Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design.* • *Design grades to blend with the adjacent landforms and topography.*	Implementing Agency	Prior to Design Approval	
	Mitigation Measure 3.1.2*: Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic resources including historic buildings, trees, rocks, or scenic water features.* *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.* *If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of*	Implementing Agency	Prior to Design Approval	

Environmental Impact	*Mitigation Measure*	*Monitoring Responsibility*	*Timing*	*Verification (Date/Initials)*
	improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.			
Impact 3.1-3: Creation of new sources of light and glare	***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:* • *Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used.* • *Luminaries will be directed away from habitat and open space areas adjacent to the project site.* • *Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways.* • *Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes.* • *Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.*	Implementing Agency	Prior to Design Approval	

Environmental Impact	*Mitigation Measure*	*Monitoring Responsibility*	*Timing*	*Verification (Date/Initials)*
Agricultural Resources				
Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract	***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).* *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.*	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	***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.*	Implementing Agency	Prior to Design Approval	
Air Quality				
Impact 3.3-2: Short-term - Conflict with, or Obstruct, the Applicable Air Quality Plan, Cause a Violation of Air Quality Standards, Contribute Substantially to an Existing Air Quality Violation, or Result in a Cumulatively Considerable Net Increase of a Criteria Pollutant in a Non-Attainment Area	***Mitigation Measure 3.3-1:*** *The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with APCD Rule 228 (Fugitive Dust Emissions). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.*	Implementing Agency	Prepare DCP prior to Design Approval, implement DCP during construction.	

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

Environmental Impact	*Mitigation Measure*	*Monitoring Responsibility*	*Timing*	*Verification (Date/Initials)*
	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.			
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	***Mitigation Measure 3.4-2:*** *During environmental review of individual RTP improvement projects, the implementing agencies shall:* • *Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual projects.* • *Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area* • *Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified.* *In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate "substantial adverse changes" to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.* *Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:*	Implementing Agency	Prior to Design Approval, and during construction activities	

Environmental Impact	*Mitigation Measure*	*Monitoring Responsibility*	*Timing*	*Verification (Date/Initials)*
	• *If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.* • *If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.* • *The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.*			
Impact 3.4-3: Potential to directly or indirectly destroy a unique paleontological resource	***Mitigation Measure 3.4-3:*** *During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*	Implementing Agency	Prior to Design Approval	
Impact 3.4-4: Potential to disturb human remains, including those interred outside formal cemeteries	***Mitigation Measure 3.4-4:*** *Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated*	Implementing Agency	Prior to Design Approval, and	

Environmental Impact	*Mitigation Measure*	*Monitoring Responsibility*	*Timing*	*Verification (Date/Initials)*
	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: • *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:* o *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.* o *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:* ▪ *The Native American Heritage Commission is unable to identify a descendent.* ▪ *The descendant identified fails to make a recommendation.* ▪ *The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*		during construction	

Environmental Impact	*Mitigation Measure*	*Monitoring Responsibility*	*Timing*	*Verification (Date/Initials)*
Greenhouse Gas Emissions				
Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	***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,).*	Implementing Agency	On-going	
	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).*	Implementing Agency	On-going	
	Mitigation Measure 3.5-3: *Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:* • *Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.* • *Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.* • *Promote efforts to reduce peak energy demand in the design and operation of RTP projects.* • *Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.* • *Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.*	Implementing Agency	On-going	
	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*	Implementing Agency	On-going	

Environmental Impact	*Mitigation Measure*	*Monitoring Responsibility*	*Timing*	*Verification (Date/Initials)*
	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:* • *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).* *PCTPA's role in the development of local and regional CAPs should include:* • *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.*			
	Mitigation Measure 3.5-5: *PCTPA has included alternative vehicle fueling/charging stations in the RTP. PCTPA should consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, PCTPA should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:* • *A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles.*	Implementing Agency	On-going	

Environmental Impact	*Mitigation Measure*	*Monitoring Responsibility*	*Timing*	*Verification (Date/Initials)*
	• *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	***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.*	Implementing Agency	Prior to Design Approval	
Transportation and Circulation				
Impact 3.7-2: The Proposed project could result in the alteration of present patterns of vehicular, bicycle, and pedestrian circulation, increased traffic delay, and increased traffic hazards during construction of future projects	***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.*	Implementing Agency	Prior to the commencement of construction	

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

Appendix K

Draft RTP Response to Comments

Date	Comment From	Comment	PCTPA Response
5/3/2024	Rocklin Resident	Regarding Project ID PLA15400 (Sierra College Blvd, Widening D), Aguliar is misspelled and should be Aguilar	This comment has been addressed.
5/3/2024	Rocklin Resident	Regarding Project ID PLA15400 (Sierra College Blvd, Widening D), project description should be made clear if it includes widening the bridge over Secret Ravine or not.	Per City of Rocklin, comment is noted but project description will remain the same.
5/30/2024	Caltrans District 3	Regarding Project ID CAL20571 (Complete Streets Improvements to the SHS); adjust competion timing to 2030	This comment has been addressed.
5/30/2024	Caltrans District 3	Regarding Project ID CAL20881 (Repair shoulder damage); project complete in 2024	Comment noted; project will remain on list until 2050 RTP, then be removed.
5/30/2024	Caltrans District 3	Regarding Project ID CAL20922 (I-80 Cold Plane & RHMA Overlay); project complete in 2020	Comment addressed; project deleted from list
5/30/2024	Caltrans District 3	Regarding Project ID CAL21068 (Repair shoulder damage); project complete in 2024	Comment noted; project will remain on list until 2050 RTP, then be removed.
5/30/2024	Caltrans District 3	Regarding Project ID CAL21070 (SR 65 Ingram Slough Storm Damage A); project complete in 2023	Comment addressed; project deleted from list
5/30/2024	Caltrans District 3	Regarding Project ID CAL21240 (I-80 Atlantic On-ramp Widening); project complete in 2024	Comment noted; project will remain on list until 2050 RTP, then be removed.
5/30/2024	Caltrans District 3	Regarding Project ID CAL21294 (Various safety improvements); project complete in 2023	Comment addressed; project deleted from list
5/30/2024	Caltrans District 3	Regarding Project ID CAL21394 (Drum Forebay to Troy Drainage System Restoration); make updates to project description	This comment has been addressed.