

DECEMBER 2021



RTIP 2022

**Placer County
Regional Transportation
Improvement Program (RTIP)**

**Prepared by
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603
530.823.4030
www.pctpa.net**

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December 1, 2021

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

SANDY AMARA
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
BRIAN BAKER
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MIKE LUKEN
Executive Director

Re: PCTPA 2022 Regional Transportation Improvement Program (RTIP)

Dear Mr. Weiss:

The Board of Directors for the Placer County Transportation Planning Agency (PCTPA) adopted at the December 1, 2021 meeting the 2022 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2022 State Transportation Improvement Program. The 2022 RTIP is enclosed, including a copy of the Board of Directors resolution.

Individual STIP Project Programming Request forms are included as an attachment for the PCTPA 2022 RTIP projects. The following transportation projects and recommendations comprise our 2022 RTIP and ITIP submittal.

Regional Transportation Improvement Program

Planning, Programming, and Monitoring

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

- FY 2022/23 - \$144,000
- FY 2023/24 - \$144,000
- FY 2024/25 - \$144,000
- FY 2025/26 - \$144,000
- FY 2026/27 - \$144,000

Interregional Transportation Improvement Program

No ITIP funding requests are proposed.

RTIP / RTP Consistency

The attached 2022 RTIP was completed using the template developed by the Regional Transportation Planning Agencies (RTPA) group. The report provides an analysis of both quantitative and qualitative performance indicators and measures that indicate how the PCTPA 2022 RTIP is consistent with the goals established in the adopted 2040 RTP

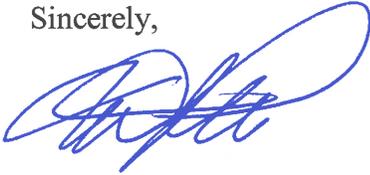
(<http://pctpa.net/rtp2040/>).

Mitch Weiss, Executive Director
PCTPA 2022 RTIP
Page 2

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

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

Sincerely,



Michael W. Luken Executive Director

Enclosures:

1. PCTPA 2022 RTIP
- C: Teresa Favila, Deputy Director of Programming, California Transportation Commission (via email)
Amarjeet Benipal, District 3 Director, Caltrans (via email)
James R. Anderson, Chief of Financial Programming, Caltrans
Rambabu Bavirisetty, Chief of Office of STIP, Caltrans (via email)
Rick Carter, PCTPA

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

**2022 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2022 RTIP)**

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A. Overview and Schedule

Section 1. Executive Summary

The Board of Directors for the Placer County Transportation Planning Agency (PCTPA) adopted at the December 1, 2021 meeting the 2022 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2022 State Transportation Improvement Program.

Section 2. General Information

Insert contact information in the text fields below.

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

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

RTIP document link: <https://pctpa.net/regional-planning/>

RTP link: <https://pctpa.net/rtp2040/>

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

- Name Mike Luken
- Title Executive Director
- Email mluken@pctpa.net
- Telephone 530-823-4030

- **RTIP Manager Staff Contact Information**

Name	Rick Carter, PE	Title	Deputy Executive Director
Address	299 Nevada Street		
City/State	Auburn, CA		
Zip Code	95603		
Email	RCarter@pctpa.net		
Telephone	530-823-4033	Fax	

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

Name	Teresa Favila	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	teresa.favila@catc.ca.gov		
Telephone	916-653-2064	Fax	916-653-2134

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

A. What is the Regional Transportation Improvement Program?

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

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

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

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

Measure M was placed on the November 2016 ballot in Placer County for a countywide transportation sales tax measure. The ½ cent sales tax measure received 64 percent support, just shy of the 2/3 majority needed to pass. The sales tax was estimated to generate \$1.6 billion over 30 years to be used for transportation projects in Placer County, including the proposed Interstate 80/State Route 65 interchange reconfiguration. PCTPA considered placing a sales tax measure on the 2020 ballot but put these plans on hold due to the impacts of the COVID-19 pandemic. PCTPA is now looking at a placing a transportation sales tax measure on the 2022 or 2024 ballot.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

The last project completed in Placer County using STIP funding was Phase 1 of the Highway 65 Lincoln Bypass, which was completed in 2012. Significant STIP funding was advanced to complete the Lincoln Bypass that resulted in a project with significant benefits to the public but also resulted in an overdrawn balance of approximately \$15.8 million in fiscal year 2026-27 for Placer County's regional choice STIP funding. Without additional funding available, there were no projects completed in Placer County using STIP funding between adoption of the 2020 RTIP and the current 2022 RTIP.

Section 5. RTIP Outreach and Participation

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regional Agency adopts 2022 RTIP	December 1, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

PCTPA actively solicits the participation of the general public as part of its ongoing transportation planning work. PCTPA includes outreach to Native American tribal governments, specifically, the United Auburn Indian Community. The adopted Placer County 2040 Regional Transportation Plan (December 4, 2019) Appendix B contains Interagency and Public Involvement Process. The outreach efforts for the Placer County 2040 RTP was a multipronged approach. PCTPA coordinated with SACOG on interagency consultation and coordination to identify project lists and future land use forecasts used in the evaluation of their Sustainable Communities Strategy (SCS) scenarios. Residents, civic groups, and the private sector were engaged statistically valid phone polling, a pop-up workshop at the Sierra College Campus in Rocklin, and a series of three on-line surveys. The on-line surveys built upon the success of recent online outreach efforts and engaged over 2,300 residents. Past RTP updates that utilized in-person presentations and workshops had relatively low turnout for such a high investment in resources. The surveys provided a wealth of feedback for use far beyond the RTP. There were two key takeaways from the responders that were incorporated into the RTP. First, highways and congestion are a top priority. Throughout the surveys, Placer County's community made clear that traffic is a concern and the RTP's section on Regionally Significant Roadway Projects highlights how those concerns can be alleviated. This desire to alleviate congestion to improve quality of life has been a consistent theme through multiple RTP update processes. The second takeaway is that transportation funding is confusing. Particularly in the second survey, responders indicated that they didn't understand what the various taxes fund, reinforcing PCTPA's work to educate and inform the community on the complexities of transportation

funding. The RTP's financial element breaks down these revenue sources, providing some clarity for the community.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 3

Pursuant to the STIP Guidelines, Caltrans submits a list of projects to each RTPA for inclusion in their respective RTIPs for the 2020 STIP. Since PCTPA does not have programming capacity, Caltrans has no requests for the PCTPA 2020 RTIP.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below. COVID Relief shares should be listed separately from traditional STIP shares as they are being tracked separately.

Our target share in the 2022 STIP is \$0. Significant STIP funding was advanced to complete the Lincoln Bypass that resulted in a project with significant benefits to the public but also resulted in an overdrawn balance of approximately \$15.8 million in fiscal year 2026-27 for Placer County's regional choice STIP funding.

B. Summary of Requested Programming

No projects are proposed for programming as part of the 2022 STIP.

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

No projects are proposed for programming as part of the 2022 STIP.

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

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

transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

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

PCTPA is not currently requesting ITIP funding for projects as part of the 2022 STIP

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

Interregional Highway Needs:

I-80 and SR65 are the two highest traveled routes in Placer County. I-80 is the main state highway traversing east/west through the County and supports interregional and regional commuting and recreational travel, and national freight movement. SR65 carries traffic between I-80 and rapidly growing communities to the north. Both routes experience significant congestion during peak hours that increases travel times resulting in added pollution and GHG emissions. On-time performance of transit routes in South Placer are challenged both on the mainline and as the mainline is congested it causes significant congestion slowing transit routes on major arterials in Roseville, Rocklin and Lincoln. The most significant immediate needs for these routes include the \$270 million reconstruction of the 80/65 Interchange and the \$115 million multi-phased widening, future managed lanes and operational improvements to SR 65. The I-80/65 Interchange currently lacks funding to start preliminary engineering. Phase 1 of the SR 65 widening is designed but an \$18 million funding shortfall is delaying construction. Additionally, a feasibility analysis for managed lanes on I-80 from the 80/65 Interchange to the western county line is needed explore how managed lanes may benefit the corridor.

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

Intercity Rail Needs:

The UPRR line parallels I-80 throughout Placer County and serves as a transcontinental rail route accommodating freight and passenger services. The J. R. Davis Yard, located in the City of Roseville in Placer County, is the largest classification yard on the West Coast. Approximately 98 percent of all UPRR traffic in Northern California is moved through this yard. The Capitol Corridor intercity passenger rail service runs daily service between Auburn to San Jose, through Sacramento and the East Bay. Because of the heavy freight use, only 1 round trip per day operates between Placer County and Sacramento. The most significant need is the addition of 17.8 miles of track between Roseville and Sacramento, as identified in the California

State Rail Plan, to expand intercity passenger rail service to Placer County to 10 round trips a day. The \$170 million Phase 1 project will construct 6.8 miles of track to accommodate 2 additional round trips but currently has a \$60 million funding gap which is delaying construction. The Phase 2 project is estimated at \$295 million.

Longer term needs include track and station improvements between Auburn and Reno to provide Capitol Corridor intercity passenger rail service connecting the Bay Area, Sacramento and the Lake Tahoe/Reno/Sparks area, as envisioned in the California and Nevada State Rail Plans. The Lake Tahoe/Reno area is a high-volume tourist destination for both the Sacramento Valley and Bay Area communities and major economic driver for Placer County. Feasibility studies are needed to define the needed capital infrastructure and associated costs.

Section 9. Projects Planned Within Multi-Modal Corridors

No projects are proposed for programming as part of the 2022 STIP.

Section 10. Highways to Boulevards Conversion Pilot Program

PCTPA has identified state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program. Because there are no guideline for a potential program at this time, this discussion covers a range of needs where state highways divide existing communities. Although no locations have been identified for removal of freeways or relinquishment of the highway to the local agency, other needs have been identified.

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

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

I-80 near Cirby Way

I-80 near Rocklin Rd/ Sierra College

SR 49 north of Bell Rd

SR 49 near Palm Ave.

SR65 near Blue Oaks Blvd

SR65 near Galleria Blvd

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

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

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

CARB initially set reduction targets for the Sacramento region of 7 and 16 percent per capita GHG reduction by 2020 and 2035, respectively. In 2019, CARB increased the 2035 reduction target to 19 percent per capita GHG reduction. SACOG, which covers a six County region including Placer County, adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy on November 18, 2019, which incorporated the 2040 Placer County RTP adopted on December 4, 2019.

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

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

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

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	27.55	25.30
	Percent of congested VMT (at or below 35 mph)	1.17%	0.96%

	Commute mode share (travel to work or school)	Automobile - 92.3% Transit - 0.3% Bike/Walk - 6.4% Other – 1.0%	Automobile – 91.4% Transit - 0.6% Bike/Walk – 7.1% Other – 0.9%
Infrastructure Condition	Percent of distressed state highway lane-miles	N/A	N/A
	Pavement Condition Index (local streets and roads)	68	N/A
	Percent of highway bridges by deck area classified in Poor condition	23%	N/A
	Percent of transit assets that have surpassed the FTA useful life period	48%	N/A
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A
	Accessibility and on-time performance for rail and transit	N/A	N/A
Safety	Fatalities and serious injuries per capita	0.55 per 1,000 capita	N/A
	Fatalities and serious injuries per VMT	19.95 per 1,000 VMT	N/A
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	12% Housing 23% Jobs	14% Housing 22% Jobs
	Mean commute travel time (to work or school)	18.7 minutes (Year 2008)	18.4 minutes
	Farebox recovery ratio	18.6	N/A
Environmental Sustainability	Change in acres of agricultural land	156,366 acres	146,193 acres
	CO ₂ emissions reduction per capita		

Section 12. Regional and Statewide Benefits of RTIP

No projects are proposed for programming as part of the 2022 STIP.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

With completion of the Lincoln Bypass in 2012, the current RTIP does not include any new projects due to an overdrawn balance of approximately \$15.8 million in fiscal year 2026-27 for Placer County's regional choice STIP funding.

Section 14. Project Specific Evaluation (Required per Section 19D)

PCTPA is not submitting any new RTIP projects for the 2022 STIP.

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

PCTPA is not submitting any new projects for RIP funding in the 2020 STIP.

PCTPA is proposing to program \$723,000 of Planning, Programming, and Monitoring (PPM) for FY 2020/21 through FY 2024/25.

F. Appendices

Section 16. Projects Programming Request Forms

Section 17. Board Resolution or Documentation of 2022 RTIP Approval

Appendix

Section 16. Projects Programming Request Forms

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (REV 08/2020)

PPR ID ePPR-6158-2022-0002 v0

Amendment (Existing Project) YES NO Date 11/08/2021 17:09:23

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
03		0320000208	0L11	Placer County Transportation Planning Agency	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Placer					
				MPO	Element
				SACOG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Rick Carter			530-823-4033	rcarter@pctpa.net	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

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

Legislative Districts

Assembly: 1,5,6 Senate: 1,4 Congressional: 1,4

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/08/2021 17:09:23

Purpose and Need

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

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

Project Outputs			
Category	Outputs	Unit	Total

Additional Information

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

District	County	Route	EA	Project ID	PPNO
03	Placer			0320000208	0L11

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									Placer County Transportation Plannin
R/W SUP (CT)									Placer County Transportation Plannin
CON SUP (CT)									Placer County Transportation Plannin
R/W									Placer County Transportation Plannin
CON	2,634	144	144	146				3,068	Placer County Transportation Plannin
TOTAL	2,634	144	144	146				3,068	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,634	144	144	144	144	144		3,354	
TOTAL	2,634	144	144	144	144	144		3,354	

Fund#1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									\$57 CON voted 07/16/98
R/W SUP (CT)									\$52 CON voted 08/02/99
CON SUP (CT)									\$28 CON voted 02/23/00
R/W									\$110 CON voted 07/01/01
CON	2,634	144	144	146				3,068	\$53 CON voted 09/23/02
TOTAL	2,634	144	144	146				3,068	\$40 CON voted 02/26/04
									\$75 CON voted 03/03/05
									\$75 CON voted 08/18/05

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,634	144	144	144				3,066	
TOTAL	2,634	144	144	144				3,066	

Fund #2:		RIP - State Cash (Committed)							Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					144	144		288	
TOTAL					144	144		288	

Complete this page for amendments only

Date 11/08/2021 17:09:23

District	County	Route	EA	Project ID	PPNO
03	Placer			0320000208	0L11

SECTION 1 - All Projects

Project Background

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

Programming Change Requested

The CTC has provided to PCTPA \$720,000 in programming capacity for FY 2022/23, through 2026/27. PCTPA is proposing to spread the programming capacity over the five year period, with \$144,000 in each year. \$146,000 is currently programmed in FY 2024/25 so this amount will be reduced.

Reason for Proposed Change

Program the maximum amount of allowable funds toward PPM.

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

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date
RICK CARTER		DEPUTY EXEC. DIR.	11/8/2021

SECTION 3 - All Projects

Attachments

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

Appendix

Section 17. Board Resolution or Documentation of 2022 RTIP Approval

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: THE 2022 REGIONAL
TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)**

RESOLUTION NO. 21-46

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES: Amara, Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES: None

ABSENT: None

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Placer County Transportation Planning Agency hereby submits the following projects and recommendations for the Placer County 2022 Regional Transportation Improvement Program to the California Transportation Commission.

Regional Transportation Improvement Program

Planning, Programming, and Monitoring

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

FY 2022/23 - \$144,000

FY 2023/24 - \$144,000

FY 2024/25 - \$144,000

FY 2025/26 - \$144,000

FY 2026/27 - \$144,000

Interregional Transportation Improvement Program

No ITIP funding requests are proposed.



Paul Joiner, Chair
Placer County Transportation Planning Agency



Mike Luken, Executive Director

Attest: 

Solvi Sabol, Board Secretary