



A G E N D A

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

**Wednesday, January 22, 2025
9:00 AM**

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

Simultaneous Teleconference Locations

Colfax City Hall
33 S Main Street, Colfax, CA 95713

PUBLIC PARTICIPATION INSTRUCTIONS: This meeting will be conducted as an in-person meeting at the locations noted above. A remote teleconference Zoom address is listed for the public's convenience. If the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access. The Board meeting is being recorded and the video will be available to the public.

Si necesita servicios de traducción para otro lenguaje, aparte de Ingles, Por favor llamar al 530.823.4030 para asistencia. Kung nangangailangan po ng tulong o interpretasyon sa ibang wika liban sa inglés, tumawag lang po sa 530.823.4030.

Agendas, Supplemental Materials and Minutes of the Board of Directors are available on the internet at: <https://www.pctpa.net/pctpa-board-meetings>. Public records related to an agenda item that are distributed less than 72 hours before this meeting are available for public inspection during normal business hours at the Agency office located at 2260 Douglas Blvd., Suite 130, Roseville, and will be made available to the public on the Agency website.

Public Comment will be opened for each agenda item, and citizens may comment virtually by utilizing the "raise hand" function: **Webinar access:** <https://placer-ca.gov.zoom.us/j/98119019043>
If joining by phone, please dial *9 to "raise hand". **Phone:** +1 669 900 6833. Webinar ID: 981 1901 9043

A. Flag Salute

B. Roll Call

C. Agenda Review

Matt Click, Executive Director

- D. AB 2449** **Action**
Matt Click, Executive Director
- If necessary, based on a Board Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize the “just causes” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).
- E. Approval of Minutes: December 3, 2024** **Action**
Pg. 1
- F. Public Comment**
Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
Pg. 5
- These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. Approve FY 2024/25 City of Colfax Claim for Local Transportation Funds (LTF) - \$139,964 Pg. 7
 2. Approve FY 2024/25 City of Colfax Claim for State Transit Assistance (STA) - \$17,697 Pg. 11
 3. Approve FY 2024/25 County of Placer Claim for Local Transportation Funds (LTF) - \$7,178,712 Pg. 17
 4. Approve FY 2024/25 County of Placer Claim for State Transit Assistance (STA) - \$1,345,551 Pg. 23
 5. Approve FY 2024/25 County of Placer Claim for State of Good Repair (SGR) Program Funds - \$393,774 Pg. 30
 6. Approve FY 2024/25 County of Placer Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$545,216 Pg. 36
 7. Approve FY 2022/23 City of Roseville TDA Financial Audit (under separate cover)
 8. Approve Highway 49 Sidewalk Gap Closure Project – Revisions to Construction Co-operative Agreement with Caltrans Pg. 42
- H. 9:00 AM: PUBLIC HEARING: Placer County Zoning Text Amendments Consistency Determination** **Action**
Pg. 51
David Melko, Principal Transportation Planner
- Recommend finding that the proposed Placer County Zoning Text Amendments are consistent with the Placer County Airport Land Use Compatibility Plan.

- | | |
|---|---|
| <p>I. Regional Transportation Plan 2050: Preliminary Draft Project List
<i>Cory Peterson, Senior Transportation Planner</i></p> <ul style="list-style-type: none">• Request approval of the Preliminary Draft 25-year Regional Transportation Plan Transportation Project List as shown in Attachment 1. | <p>Action
Pg. 77</p> |
| <p>J. Measure B Results
<i>Cory Peterson, Senior Transportation Planner</i></p> <ul style="list-style-type: none">• Receive presentation on the precinct-level results of Measure B from the 2024 General Election | <p>Info</p> |
| <p>K. Executive Director’s Report</p> | <p>Info</p> |
| <p>L. Board Direction to Staff</p> | |
| <p>M. Informational Items</p> <ol style="list-style-type: none">1. Technical Advisory Committee (TAC) Minutes – January 7, 20252. Status Reports<ol style="list-style-type: none">a. PCTPA – December 2024b. DKS, Communications and Outreach – December 2024c. TFG Federal Advocate – December 2024d. Mark Watts, Smith, Watts, & Hartmann – December 2024e. Capitol Corridor Monthly Service Performance Report3. PCTPA Receipts & Expenditures – November and December 2024 | <p>Info
Pg. 97

Pg. 100
Pg. 103
Pg. 103

Pg. 108

Separate
Cover</p> |
| <p>N. Adjourn to Closed Session</p> <ol style="list-style-type: none">1. Closed session pursuant to Government Code 54957: Public Employee Performance Evaluation – Executive Director2. Closed session pursuant to Government Code 54957.6: Conference with Labor Negotiator<ol style="list-style-type: none">a. Agency Designated Representative: Agency Chair
Unrepresented Employee: Executive Director | <p>Action</p> |
| <p>O. Open Session</p> <ol style="list-style-type: none">1. Approve Executive Director Employment Agreement Amendment: Potential action to approve an amendment to the Executive Director’s employment including compensation. | <p>Action
Pg. 114</p> |

Next Meeting: February 26, 2025

Board of Directors Meetings – 2025	
Wednesday, January 22	Wednesday, July 23
Wednesday February 26	Wednesday, August 27
Wednesday, March 26	Wednesday, September 24
Wednesday, April 23	Wednesday, October 22
Wednesday, May 28	Wednesday, December 3
Wednesday, June 25	

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



ACTION MINUTES

Placer County Transportation Planning Agency (PCTPA)
Western Placer Consolidated Transportation Services Agency (CTSA)
Placer County Airport Land Use Commission (ALUC)
Placer County Local Transportation Authority (PCLTA)

December 4, 2024 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue. Auburn. California 95603

ROLL CALL

Present: Ken Broadway – Chair, Amanda Cortez, Jim Holmes, Bruce Houdesheldt – Vice Chair (Remote), Paul Joiner, Suzanne Jones, Dan Wilkins

Absent: Trinity Burruss

AGENDA REVIEW

Matt noted that there were no changes to the agenda as presented.

AB 2449

Matt Click informed the Board that no action is necessary on this item.

APPROVAL OF ACTION MINUTES – October 23, 2024

Upon motion by Holmes and second by Cortez, the October 23, 2024 PCTPA minutes were approved by the following roll call vote:

AYES: Broadway, Cortez, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES: None

ABSENT: Burruss, Dowdin Calvillo

NOTE: Director Dowdin Calvillo arrived at 9:05 AM.

PUBLIC COMMENT

Michael Barnbaum, Lead Transit Ambassador, Sacramento Regional Transit, provided an update on the Watt/I-80 Transit Center Improvement Project.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Upon motion by Dowdin Calvillo and second by Cortez, the PCTPA Consent Calendar items as shown below, were approved by the following roll call vote:

AYES: Broadway, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES: None

ABSENT: Burruss

1. Support and Financial Commitment for the U.S. Department of Transportation’s (USDOT) 2025 Rebuilding American Infrastructure With Sustainability and Equity (RAISE) Grant Program for Construction of the SR-65 to I-80: Improving Safety, Transit, and Mobility Project
2. Reprogramming FFY 2027 STBG Funding from the City of Rocklin’s I-80/Rocklin Rd. Interchange Improvements Project to the I-80 Westbound Auxiliary Lane Project - \$10,000

3. Approval of the 2025 PCTPA, PCALUC, WPCTSA, and PCLTA Board Meetings
4. Personnel Policy Update – Retiree Benefits
5. SR 49 Sidewalk Gap Closure Project Wood Rodgers Contract Amendment - \$50,000
6. Social Services Transportation Advisory Council (SSTAC) Membership

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

Upon motion by Holmes and second by Jones, the CTSA Consent Calendar items as shown below, were approved by the following roll call vote:

AYES: Broadway, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES: None

ABSENT: Burruss

1. WPCTSA FY 2024/25 Budget Amendment #1
2. Authorize filing FY 2024/25 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$1,397,070
3. Authorize filing FY 2024/25 Western Placer CTSA Claim for State Transit Assistance (STA) - \$169,017

COUNTYWIDE ZERO EMISSION VEHICLE INFRASTRUCTURE PLAN CONSULTANT CONTRACT AWARD

Presentation provided by David Melko, Principal Transportation Planner

After providing an update on the Zero Emission Vehicle (ZEV) Infrastructure Plan consultant contract award, David introduced Sam Pournazari, the lead consultant from ICF, who provided an overview of the plan and its objectives, emphasizing how it will guide the development of specific projects.

Upon motion by Holmes and second by Jones, the Board authorized the Executive Director to negotiate and execute the agreements with ICF, Inc. L.L.C. to prepare the Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan. These agreements include (1) Master Agreement consistent with PCTPA’s Request for Proposal budget in an amount not to exceed \$1,150,500, and (2) Letter of Task Agreement No. 25-01 consistent with the consultant’s proposal in an amount not to exceed \$999,832, by the following roll call votes:

AYES: Broadway, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES: None

ABSENT: Burruss

APPOINTMENTS OF CAPITOL CORRIDOR JOINT POWERS AUTHORITY REPRESENTATIVES FROM THE PCTPA BOARD

Presentation provided by Matt Click, Executive Director

Public comment was provided by Michael Barnbaum, Lead Transit Ambassador, who provided comment on the CCJPA Board meeting schedule.

Upon motion by Dowdin Calvillo and second by Houdesheldt, the Board appointed Chair Broadway as the primary member and Director Jones as the alternate member to serve on the Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors effective January 1, 2025 by the following roll call vote:

AYES: Broadway, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES: None

ABSENT: Burruss

SELECTION OF CHAIR AND VICE CHAIR FOR 2025

Presentation provided by Matt Click, Executive Director

Upon motion by Houdesheldt and second by Dowdin Calvillo, the Board designated the Board Member representing the City of Roseville (Bruce Houdesheldt), as Chair and the Board Member representing Placer County (Suzanne Jones) as Vice Chair for the 2025 calendar year by the follow roll call vote:

AYES: Broadway, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
NOES: None
ABSENT: Burruss

HONORING OUTGOING BOARD MEMBERS, JIM HOLMES AND PAUL JOINER FOR THEIR SERVICE AND CONTRIBUTIONS

Presentation provided by Chair Broadway

Chair Broadway presented plaques to Board Members Jim Holmes and Paul Joiner in recognition of their dedicated 19 and 6 years respectively, on the PCPA Board. Chair Broadway acknowledged their commitment, which contributed to advancing regional transportation infrastructure, expanding mobility options, and addressing transportation funding challenges. Their efforts have positively impacted the community and strengthened the economic vitality of our region.

Other fellow Board Members as well as staff expressed their genuine appreciation to outgoing Board Members Jim Holmes and Paul Joiner, recognizing their instrumental roles in advancing the agency's mission. They commended their leadership, collaboration, and dedication to PCTPA. They leave behind examples of public service and commitment.

The full presentation can be viewed on the PCTPA website: <https://www.pctpa.net/2024-12-04-pctpa-board-meeting>

EXECUTIVE DIRECTOR'S REPORT

- **Measure B Update**
 - ✓ The election was certified last night showing a 63.83% in favor of the measure; 2,077 votes short of the needed 66.67% needed to pass the measure.
 - ✓ Will provide a detailed report in January showing precinct results.
 - ✓ Going forward we will have the opportunity to seek funding for Active Transportation Projects, Zero Emission Vehicles infrastructure projects, and transit.
- **Raise Grant**
 - ✓ Working on a \$25 million federal RAISE grant for Southbound 65 widening which would be matched with \$7 - \$8 million in SPRTA funds.
 - ✓ Specifically, this would be for the southbound addition of a general purpose lane and auxiliary lane which would alleviate some of the congestion.
 - ✓ The application is due January 30th.
 - ✓ We briefed Congressman Kiley's staff at the Placer Business Alliance conference.
 - ✓ We have full support from SACOG and this will be the only RAISE application that they will endorse in in the six-county region in 2025
 - ✓ Have support of Beale Airforce Base and the United Auburn Indian Community as well.

- **Placer-Sacramento Gateway – Solutions for Contested Corridors Program (SCCP) Grant**
 - ✓ Recently submitted an SCCP grant for 68.3 million
 - ✓ 26.4 million are for Placer projects. These include:
 - Rocklin Road Sierra College Corridor Enhancement: \$19.9 million
 - Roseville Dry Creek Greenway Phase 2: \$2.5 million
 - Lincoln Boulevard Complete Streets: \$5 million
- **Placer-Sacramento Gateway Plan Update 2025/26, Sustainable Transportation Planning Grant**
 - ✓ The SCCP grant as discussed above was submitted under the umbrella of of the Placer-Sacramento Gateway Plan which is nearly five years old.
 - ✓ We are seeking to update the plan through a Sustainable Planning Grant application of \$520.
 - ✓ An update to the Gateway Plan will provide the foundation for the \$68.3 million ask under the SCCP Grant.
- **2050 Regional Transportation Plan (RTP) Update**
 - ✓ SACOG adopted the preferred project list for the Bluepring
 - ✓ Staff will be bringing the 20250 RTP project list for adoption at the January meeting
- **Matt and the Board thanked Chair Broadway for his role as Chair in 2024 and acknowledged his leadership.**
- **Staff presented outgoing Board Members Director Joiner and Director Holmes as well as Director Holmes’s Chief of Staff, Beverly Roberts, with a gift of appreciation.**

ADJOURN TO CLOSED SESSION

The Board adjourned to closed session pursuant to Closed session pursuant to (1) Government Code 54957: Public Employee Performance Evaluation – Executive Director and (2) Government Code 54957.6: Conference with Labor Negotiator: Agency Designated Representative: Agency Chair Unrepresented Employee: Executive Director

OPEN SESSION: EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT AMENDMENT

Chair Broadway announced that there was nothing to report out.

ADJOURN: The meeting adjourned at approximately 10:15 AM. A video of this meeting is available online at <https://www.pctpa.net/pctpa-board-meetings>.

Matt Click, Executive Director

Bruce Houdesheldt, Chair

Solvi Sabol, Clerk of the Board

TO: PCTPA Board of Directors

DATE: January 22, 2025

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the October 22, 2025, agenda for your review and action.

1. FY 2024/25 City of Colfax Claim for Local Transportation Funds (LTF) - \$139,964
The City of Colfax has submitted a claim for \$139,964 in LTF funds for FY 2024/25; \$139,197 for Article 8 Local Streets and Roads purposes and \$767 for Article 8a Transportation Planning Process. The City's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2024, and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
2. FY 2024/25 City of Colfax Claim for State Transit Assistance (STA) - \$17,697
The City of Colfax has submitted claims for \$17,697 in STA funds; the entirety of which is for contracted transit services. The City's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
3. FY 2024/25 County of Placer Claim for Local Transportation Funds (LTF) - \$7,178,712
The County of Placer has submitted a claim for \$7,178,712 in LTF funds for FY 2024/25 which will be used as follows: \$5,959,041 for Article 4 Transit Operations; \$1,180,329 for Article 8 Local Streets and Roads, and \$39,342 for Article 8a Transportation Planning. The County's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the County submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2024, and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
4. FY 2024/25 County of Placer Claim for State Transit Assistance (STA) - \$1,345,551
The County of Placer has submitted claims for \$1,345,551 in STA funds for FY 2024/25. \$1,009,264 will be used for Transit Operations and \$336,287 will be used for Transit Capital. The County's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
5. FY 2024/25 County of Placer Claim for State of Good Repair (SGR) Program Funds - \$393,774
The County of Placer has submitted claims for \$393,774 in SGR funds for FY 2024/25 to be used entirely for Transit Capital. The County's claim is compliant with the approved SGR apportionment and with all applicable SGR requirements. Staff recommends approval.

Board of Directors
Consent Calendar
January 22, 2025
Page 2

6. FY 2024/25 County of Placer Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$545,216
The County of Placer has submitted claims for \$545,216 in bicycle/pedestrian LTF funds for FY 2024/25. The entirety of the claim will be used for the Douglas Blvd Sidewalk Gap Closure Project in Granite Bay. The County's claim is compliant with the approved applicable five-year Bicycle & Pedestrian Cash Management Plans. Staff recommends approval of the claim.

7. FY 2022/23 City of Roseville TDA Financial Audit (under separate cover)
Staff recommends acceptance of the final Transportation Development Act (TDA) Financial Audit for Fiscal Year (FY) 2022/23 for the City of Roseville. TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those agencies receiving Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Low Carbon Transit Operations Program (LCTOP), and the State of Good Repair (SGR) funds. All audits have been or will be submitted to the State Controller's Office as required. The audits can be found on PCTPA's website at <https://www.pctpa.net/past-tda-audits>.

8. Highway 49 Sidewalk Gap Closure Project – Revisions to Construction Co-operative Agreement with Caltrans
Authorize the Executive Director to sign Amendment #2 to the construction co-operative agreement between PCTPA and Caltrans for the Highway 49 Sidewalk Gap Closure Project. The amendments being proposed are to re-allocate \$1.2 million in State ATP construction funds from Caltrans to PCTPA and allow PCTPA to spend these funds on utility relocation activities. Based on the lowest bid for construction of the project, PCTPA is expecting a \$1.2 million savings in the construction phase and desires to apply these savings towards paying for PG&E utility relocations. Because the utility relocation agreements are with PCTPA, not Caltrans, the co-operative agreement edits are necessary in order to allow PCTPA to spend these funds. Staff recommends approval.

CP:MC:ss

CLAIM FOR LOCAL TRANSPORTATION FUNDS

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
2260 DOUGLAS BLVD, SUITE 130; ROSEVILLE, CA 95661

FROM:

CLAIMANT: City of Colfax
ADDRESS: Po Box 702
Colfax, CA 95713

CONTACT PERSON: Shanna Stahl
Phone:530-346-2313 Email:accounting@colfax-ca.gov

The City of Colfax hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2024/25, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$139197</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$767</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT: City of Colfax

BY: _____
(signature)

BY: 
(signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 12/19/2024



TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed, and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: City of Colfax

Fiscal Year: FY 2024/25

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TDA Streets and Roads	Streets and Roads Operating expenses per adopted budget for FY 2024-2025= \$310,582	LTF \$139,964 Gas Tas \$ 39,267 Fund Transfer \$131,351
Capital Improvements at Colfax Transit Center	Anticipated capital expenditures in the amount of \$61,216	STA FY2019-2020 \$ 3,948 STA FY2020-2021 \$ 8,317 STA FY2021-2022 \$ 17,097 STA FY2022-2023 \$ 18,543 STA FY2023-2024 \$ 13,311
Public Transit with Placer County	\$19,863 Placer County Transit Services Agreement	STA FY2022-2023 \$ 455 STA FY2023-2024 \$ 1,548 STA FY2024-2025 \$17,697



RESOLUTION #25-01 OF THE BOARD OF DIRECTORS

**IN THE MATTER OF: ALLOCATION OF LOCAL TRANSPORTATION FUNDS TO
THE CITY OF COLFAX**

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held January 22, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2024/25 fiscal year funds.

1. To the City of Colfax for projects conforming to
Article 8 Section 99400(a) of the Act: \$139,197

2. To the City of Colfax for projects conforming to
Article 8(a) (99402) of the Act for the Transportation Planning Process \$767

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2024, prior to issuance of said instructions to the County Auditor to pay the claimant.

Signed and approved by me after its passage:

Bruce Houdesheldt, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
2260 DOUGLAS BLVD, SUITE 130; ROSEVILLE, CA 95661

FROM:

CLAIMANT: City of Colfax
ADDRESS: PO Box 702
Colfax, CA 95713

CONTACT PERSON: Shanna Stahl
Phone:530-346-2313 Email:accounting@colfax-ca.gov

The City of Colfax hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$17,697 for Fiscal Year 2024-25 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Contracted Transit Services (6731b):	<u>\$17697</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT: City of Colfax

BY: _____
(signature)

BY: 
(signature)

TITLE: _____
DATE: _____

TITLE: CITY MANAGER
DATE: 12/13/2024

TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed, and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: City of Colfax

Fiscal Year: FY 2024/25

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TDA Streets and Roads	Streets and Roads Operating expenses per adopted budget for FY 2024-2025= \$310,582	LTF \$139,964 Gas Tas \$ 39,267 Fund Transfer \$131,351
Capital Improvements at Colfax Transit Center	Anticipated capital expenditures in the amount of \$61,216	STA FY2019-2020 \$ 3,948 STA FY2020-2021 \$ 8,317 STA FY2021-2022 \$ 17,097 STA FY2022-2023 \$ 18,543 STA FY2023-2024 \$ 13,311
Public Transit with Placer County	\$19,863 Placer County Transit Services Agreement	STA FY2022-2023 \$ 455 STA FY2023-2024 \$ 1,548 STA FY2024-2025 \$17,697

City of Colfax

City Council

Resolution № 59-2024

AUTHORIZING THE CITY MANAGER TO FILE CLAIMS OR EXECUTE AGREEMENTS FOR:

- LOCAL TRANSPORTATION FUNDS IN THE AMOUNT OF \$139,964 FOR STREETS AND ROADS PURPOSES (ARTICLE 8 – SECTION 99400 OF THE CALIFORNIA PUBLIC UTILITIES CODE),
 - STATE TRANSIT ASSISTANCE FUNDS IN THE AMOUNT OF \$17,697 FOR CONTRACTED TRANSIT SERVICES (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE)
-

WHEREAS, Title 21, Chapter 3 of the California Administrative Code establishes procedures for applying for Local Transportation Funds; and,

WHEREAS, the Placer County Transportation Planning Agency is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance Funds.

NOW, THEREFORE, IT BE RESOLVED, by the City Council of the City of Colfax as follows:

1. The foregoing recitals are true and correct statements of facts and are incorporated by reference into this resolution.
2. The City Manager is authorized to submit claims to the Placer County Transportation Planning Agency for the City of Colfax's Article 8 Local Transportation Funds and State Transit Assistance Funds.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at the Regular Meeting of the City Council of the City of Colfax held on the 11th day of December 2024, by the following roll call vote of the Council:

AYES: Burruss, Hillberg, Lomen, McCully, Douglass

NOES:

ABSTAIN:

ABSENT:



Kim Douglass, Mayor

ATTEST:



Amanda Ahre, City Clerk



RESOLUTION #25-02 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS TO THE CITY OF COLFAX

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held January 22, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

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

Allocation to the City of Colfax for State transit Assistance Funds (PUC 99313) for the following purposes:

- Allocation of \$17,697 of FY 2024/25 STA Funds (PUC 99313) for contracted transit services (section 6731b)

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairperson is authorized to sign said allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

IT IS FURTHER RESOLVED that the claimant be notified of the Placer County Transportation Planning Agency's action on their claim.

Signed and approved by me after its passage:

Bruce Houdesheldt, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM: CLAIMANT: County Of Placer
ADDRESS: 3091 County Center Dr. Ste. 220
Auburn, CA 95603

CONTACT PERSON: Käthe Trimble
Phone: 530-745-7594 Email: ktrimble@placer.ca.gov


The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2024/25, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	\$ 5,959,041
P.U.C. 99260a, Article 4, Transit Capital:	\$Click or tap here to enter \$
P.U.C. 99275, Article 4.5, Community Transit Services	\$Click or tap here to enter \$
P.U.C. 99400a, Article 8a, Local Streets and Roads	\$1,180,329
P.U.C. 99402, Article 8a, Transportation Planning Process	\$39,342
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$Click or tap here to enter \$
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$Click or tap here to enter \$
C.C.R. 6648, Capital Reserve:	\$Click or tap here to enter \$

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT: County of Placer

BY: _____ (signature) BY:  _____ (signature)

TITLE: _____ TITLE: Chair, County of Placer

DATE: _____ DATE: Nov 5, 2024

**ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN**

Briefly describe all proposed projects and indicate proposed expenditures by your agency for the ensuring fiscal year for purposes related to public transportation, pedestrian and bicycle facilities, and streets and roads. Provide each project a title and number. (Use additional forms as necessary)

Claimant PLACER COUNTY

Fiscal Year 2024/25

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2024/2025	Salaries & Benefits:	\$6,537,013	LTF – PCTPA	\$4,672,000
	Services & Supplies	\$4,533,449	STA – PCTPA	\$587,144
	Contingency	\$150,000	FTA 5307	\$1,899,153
	Assign to Reserves	\$0	FTA 5307 Covid Relief	\$901,071
	Contribution to PCTPA ZEV		FTA 5311	\$168,616
	Infrastructure Planning	\$39,342	Fares	\$374,460
			Other Agency	\$1,628,800
			Interest	\$5,000
			Other Gen. Reimbursement	\$160,000
			Operating Transfers In:	\$863,560
	Total:		\$11,259,804	
Placer County Transit Capital 2024/2025	Preventative Maintenance	\$186,071	SGR – PCTPA	\$393,774
	PCT Buses (3)	\$2,250,000	SGR – PCTPA FY23/24	\$191,093
	PCT Fare Collection Upgrade	\$1,136,287	STA – PCTPA	\$336,287
			STA – PCTPA FY23/24	\$450,000
			STA – PCTPA FY22/23	\$350,000
			SB125	\$350,000
			FTA 5339 FY22/23	\$1,334,968
			FTA 5307 FY23/24	\$166,236
	Total:		\$3,572,358	
Tahoe Truckee Area Regional Transit Operations 2024/2025	Salaries & Benefits:	\$4,323,277	LTF – TRPA	\$623,819
	Services & Supplies	\$8,078,676	LTF – PCTPA	\$1,326,383
	Contingency	\$100,000	STA – TRPA	\$687,998
			STA – PCTPA	\$422,120
			FTA 5307	\$1,473,704
			FTA 5311	\$450,000
			Fares (Includes TOT)	\$425,887
			T.O.T Funds	\$4,998,200
			Other Agency	\$2,093,842
		Total:		\$12,501,953
Tahoe Truckee Area Regional Transit Capital 2024/2025	40' TART Bus	\$750,000	LTF – PCTPA	\$0
			SGR – PCTPA	\$0
			SGR – TRPA	\$102,929
			SGR – TRPA FY23/24	\$79,511
			STA – TRPA	\$0
			FTA 5307 FY22/23	\$567,560
	Total:		\$750,000	
TOTAL Transit:			\$28,044,773	
Road Maintenance 2024/2025	Road Maintenance	\$23,766,910	LTF - PCTPA	\$1,180,329
			Road Fund	\$22,586,581
	Total:		\$23,766,910	
Transit / Road Maint. / Planning:	Total:		\$51,811,683	
TOTAL LTF			PCTPA	\$7,178,712
			TRPA	\$623,819
TOTAL STA			PCTPA	\$1,345,551
			TRPA	\$687,998
TOTAL SGR			PCTPA	\$393,774
			TRPA	\$102,929

Before the Board of Supervisors County of Placer, State of California

In the matter of: A Resolution to execute and submit claims for FY 2024-25 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$10,332,783.

Resolution No: 2024-215

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on November 5, 2024, by the following vote:


AYES: GORE, LANDON, HOLMES, GUSTAFSON, JONES

NOES: NONE

ABSENT: NONE

Signed and approved by me after its passage.

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

MEGAN WOOD
Clerk of the Board of Supervisors, County
of Placer, State of California

Deputy Clerk


Chair, Board of Supervisors

Attest:


Clerk of said Board

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2024-25, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the TRPA in the amount of \$623,819 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the PCTPA in the amount of \$7,178,712 including \$4,632,658 for Placer County Transit (PCT) operating assistance, \$1,326,383 for TART operating assistance, \$39,342 for Placer County Transportation Planning Agency (PCTPA) Local Match for the Zero Emission Vehicle Infrastructure Plan, and \$1,180,329 for Placer County Road Maintenance, for Fiscal Year 2024-25.
- 3) State Transit Assistance Claim to TRPA in the amount of \$687,998 for TART operating assistance.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,345,551, including \$587,144 for PCT operating assistance, \$422,120 for TART operating assistance, and \$336,287 to upgrade fare collection equipment and automatic passenger counter and real-time bus tracking for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$102,929.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$393,774, including \$207,703 for one PCT bus purchase and \$186,071 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2024-25 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan



RESOLUTION #25-03 OF THE BOARD OF DIRECTORS

**IN THE MATTER OF: ALLOCATION OF LOCAL TRANSPORTATION FUNDS TO
THE COUNTY OF PLACER**

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held January 22, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2024/25 fiscal year funds.

1. To the County of Placer for projects conforming to
Article 4 Section 99260(a) of the Act: \$5,959,041

2. To the County of Placer for projects conforming to
Article 8 Section 99400(a) of the Act: \$1,180,329

3. To the County of Placer for projects conforming to
Article 8(a) (99402) of the Act for the Transportation Planning Process \$39,342

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2024, prior to issuance of said instructions to the County Auditor to pay the claimant.

Signed and approved by me after its passage:

Bruce Houdesheldt, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

**ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN**

Briefly describe all proposed projects and indicate proposed expenditures by your agency for the ensuring fiscal year for purposes related to public transportation, pedestrian and bicycle facilities, and streets and roads. Provide each project a title and number. (Use additional forms as necessary)

Claimant PLACER COUNTY

Fiscal Year 2024/25

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2024/2025	Salaries & Benefits:	\$6,537,013	LTF – PCTPA	\$4,672,000
	Services & Supplies	\$4,533,449	STA – PCTPA	\$587,144
	Contingency	\$150,000	FTA 5307	\$1,899,153
	Assign to Reserves	\$0	FTA 5307 Covid Relief	\$901,071
	Contribution to PCTPA ZEV		FTA 5311	\$168,616
	Infrastructure Planning	\$39,342	Fares	\$374,460
			Other Agency	\$1,628,800
			Interest	\$5,000
			Other Gen. Reimbursement	\$160,000
			Operating Transfers In:	\$863,560
	Total:		\$11,259,804	
Placer County Transit Capital 2024/2025	Preventative Maintenance	\$186,071	SGR – PCTPA	\$393,774
	PCT Buses (3)	\$2,250,000	SGR – PCTPA FY23/24	\$191,093
	PCT Fare Collection Upgrade	\$1,136,287	STA – PCTPA	\$336,287
			STA – PCTPA FY23/24	\$450,000
			STA – PCTPA FY22/23	\$350,000
			SB125	\$350,000
			FTA 5339 FY22/23	\$1,334,968
			FTA 5307 FY23/24	\$166,236
	Total:		\$3,572,358	
Tahoe Truckee Area Regional Transit Operations 2024/2025	Salaries & Benefits:	\$4,323,277	LTF – TRPA	\$623,819
	Services & Supplies	\$8,078,676	LTF – PCTPA	\$1,326,383
	Contingency	\$100,000	STA – TRPA	\$687,998
			STA – PCTPA	\$422,120
			FTA 5307	\$1,473,704
			FTA 5311	\$450,000
			Fares (Includes TOT)	\$425,887
			T.O.T Funds	\$4,998,200
			Other Agency	\$2,093,842
		Total:		\$12,501,953
Tahoe Truckee Area Regional Transit Capital 2024/2025	40' TART Bus	\$750,000	LTF – PCTPA	\$0
			SGR – PCTPA	\$0
			SGR – TRPA	\$102,929
			SGR – TRPA FY23/24	\$79,511
			STA – TRPA	\$0
			FTA 5307 FY22/23	\$567,560
	Total:		\$750,000	
TOTAL Transit:			\$28,044,773	
Road Maintenance 2024/2025	Road Maintenance	\$23,766,910	LTF - PCTPA	\$1,180,329
			Road Fund	\$22,586,581
	Total:		\$23,766,910	
Transit / Road Maint. / Planning:	Total:		\$51,811,683	
TOTAL LTF			PCTPA	\$7,178,712
			TRPA	\$623,819
TOTAL STA			PCTPA	\$1,345,551
			TRPA	\$687,998
TOTAL SGR			PCTPA	\$393,774
			TRPA	\$102,929

Before the Board of Supervisors County of Placer, State of California

In the matter of: A Resolution to execute and submit claims for FY 2024-25 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$10,332,783.

Resolution No: 2024-215

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on November 5, 2024, by the following vote:


AYES: GORE, LANDON, HOLMES, GUSTAFSON, JONES

NOES: NONE

ABSENT: NONE

Signed and approved by me after its passage.

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

MEGAN WOOD
Clerk of the Board of Supervisors, County
of Placer, State of California

Deputy Clerk


Chair, Board of Supervisors

Attest:


Clerk of said Board

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2024-25, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the TRPA in the amount of \$623,819 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the PCTPA in the amount of \$7,178,712 including \$4,632,658 for Placer County Transit (PCT) operating assistance, \$1,326,383 for TART operating assistance, \$39,342 for Placer County Transportation Planning Agency (PCTPA) Local Match for the Zero Emission Vehicle Infrastructure Plan, and \$1,180,329 for Placer County Road Maintenance, for Fiscal Year 2024-25.
- 3) State Transit Assistance Claim to TRPA in the amount of \$687,998 for TART operating assistance.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,345,551, including \$587,144 for PCT operating assistance, \$422,120 for TART operating assistance, and \$336,287 to upgrade fare collection equipment and automatic passenger counter and real-time bus tracking for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$102,929.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$393,774, including \$207,703 for one PCT bus purchase and \$186,071 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2024-25 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan



RESOLUTION #25-04 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS TO THE COUNTY OF PLACER

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held January 22, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

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

Allocation to the County of Placer for State transit Assistance Funds (PUC 99313 & 99314) for the following purposes:

- Allocation of \$1,009,264 of FY 2024/25 STA Funds for transit operations (section 6730a)
- Allocation of \$336,287 of FY 2024/25 STA Funds for transit capital (section 6730a)

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairperson is authorized to sign said allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

IT IS FURTHER RESOLVED that the claimant be notified of the Placer County Transportation Planning Agency's action on their claim.

Signed and approved by me after its passage:

Bruce Houdesheldt, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS

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

FROM:

CLAIMANT: County Of Placer
ADDRESS: 3091 County Center Dr. Ste. 220
Auburn, CA 95603

CONTACT PERSON: Käthe Trimble
Phone:(530) 745-7594 Email:ktrimble@placer.ca.gov


The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$393,774 for Fiscal Year 2024/25, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Capital (6730a): \$393,774

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT: County of Placer

BY: _____ (signature) BY:  (signature)
TITLE: _____ TITLE: Chair, County of Placer
DATE: _____ DATE: Nov 5, 2024

**ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN**

Briefly describe all proposed projects and indicate proposed expenditures by your agency for the ensuing fiscal year for purposes related to public transportation, pedestrian and bicycle facilities, and streets and roads. Provide each project a title and number. (Use additional forms as necessary)

Claimant PLACER COUNTY

Fiscal Year 2024/25

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2024/2025	Salaries & Benefits:	\$6,537,013	LTF – PCTPA	\$4,672,000
	Services & Supplies	\$4,533,449	STA – PCTPA	\$587,144
	Contingency	\$150,000	FTA 5307	\$1,899,153
	Assign to Reserves	\$0	FTA 5307 Covid Relief	\$901,071
	Contribution to PCTPA ZEV		FTA 5311	\$168,616
	Infrastructure Planning	\$39,342	Fares	\$374,460
			Other Agency	\$1,628,800
			Interest	\$5,000
			Other Gen. Reimbursement	\$160,000
			Operating Transfers In:	\$863,560
		Total:	\$11,259,804	
Placer County Transit Capital 2024/2025	Preventative Maintenance	\$186,071	SGR – PCTPA	\$393,774
	PCT Buses (3)	\$2,250,000	SGR – PCTPA FY23/24	\$191,093
	PCT Fare Collection Upgrade	\$1,136,287	STA – PCTPA	\$336,287
			STA – PCTPA FY23/24	\$450,000
			STA – PCTPA FY22/23	\$350,000
			SB125	\$350,000
			FTA 5339 FY22/23	\$1,334,968
			FTA 5307 FY23/24	\$166,236
		Total:	\$3,572,358	
Tahoe Truckee Area Regional Transit Operations 2024/2025	Salaries & Benefits:	\$4,323,277	LTF – TRPA	\$623,819
	Services & Supplies	\$8,078,676	LTF – PCTPA	\$1,326,383
	Contingency	\$100,000	STA – TRPA	\$687,998
			STA – PCTPA	\$422,120
			FTA 5307	\$1,473,704
			FTA 5311	\$450,000
			Fares (Includes TOT)	\$425,887
			T.O.T Funds	\$4,998,200
			Other Agency	\$2,093,842
			Total:	\$12,501,953
Tahoe Truckee Area Regional Transit Capital 2024/2025	40' TART Bus	\$750,000	LTF – PCTPA	\$0
			SGR – PCTPA	\$0
			SGR – TRPA	\$102,929
			SGR – TRPA FY23/24	\$79,511
			STA – TRPA	\$0
			FTA 5307 FY22/23	\$567,560
		Total:	\$750,000	
TOTAL Transit:		\$28,044,773		\$28,044,773
Road Maintenance 2024/2025	Road Maintenance	\$23,766,910	LTF - PCTPA	\$1,180,329
			Road Fund	\$22,586,581
		Total:	\$23,766,910	\$23,766,910
Transit / Road Maint. / Planning:		\$51,811,683	Total:	\$51,811,683
TOTAL LTF			PCTPA	\$7,178,712
			TRPA	\$623,819
TOTAL STA			PCTPA	\$1,345,551
			TRPA	\$687,998
TOTAL SGR			PCTPA	\$393,774
			TRPA	\$102,929

Before the Board of Supervisors County of Placer, State of California

In the matter of: A Resolution to execute and submit claims for FY 2024-25 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$10,332,783.

Resolution No: 2024-215

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on November 5, 2024, by the following vote:


AYES: GORE, LANDON, HOLMES, GUSTAFSON, JONES

NOES: NONE

ABSENT: NONE

Signed and approved by me after its passage.

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

MEGAN WOOD
Clerk of the Board of Supervisors, County
of Placer, State of California

Deputy Clerk


Chair, Board of Supervisors

Attest:


Clerk of said Board

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2024-25, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the TRPA in the amount of \$623,819 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the PCTPA in the amount of \$7,178,712 including \$4,632,658 for Placer County Transit (PCT) operating assistance, \$1,326,383 for TART operating assistance, \$39,342 for Placer County Transportation Planning Agency (PCTPA) Local Match for the Zero Emission Vehicle Infrastructure Plan, and \$1,180,329 for Placer County Road Maintenance, for Fiscal Year 2024-25.
- 3) State Transit Assistance Claim to TRPA in the amount of \$687,998 for TART operating assistance.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,345,551, including \$587,144 for PCT operating assistance, \$422,120 for TART operating assistance, and \$336,287 to upgrade fare collection equipment and automatic passenger counter and real-time bus tracking for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$102,929.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$393,774, including \$207,703 for one PCT bus purchase and \$186,071 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2024-25 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan



RESOLUTION #25-05 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF STATE OF GOOD REPAIR FUNDS TO THE COUNTY OF PLACER

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held January 22, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

WHEREAS, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) Program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.

3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. The State of Good Repair Program has specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 99312.1(c) or as allowed by updates and/or clarifications to the State of Good Repair Program Guidelines issued by the California Department of Transportation.

Allocation to the County of Placer for FY 2024/25 State of Good Repair Program Funds (PUC 99313 & 99314) totaling \$393,774 for transit capital purposes (section 6730a).

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairperson is authorized to sign said allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

IT IS FURTHER RESOLVED that the claimant be notified of the Placer County Transportation Planning Agency's action on their claim.

Signed and approved by me after its passage:

Bruce Houdesheldt, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

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

FROM:

CLAIMANT: County of Placer
ADDRESS: 3091 County Center Dr., Ste 220
Auburn, CA 95603

CONTACT PERSON: Emily Swift, Accountant
Phone: (530) 745-7552 Email: EBardakj@placer.ca.gov

The County of Placer hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$545,216 be approved for Fiscal Year 2024/25, to be drawn from the Bicycle and Pedestrian Trust Fund.

When approved, this claim will be transmitted to the Placer County Auditor for funds to be reserved. Jurisdictions will receive payment as reimbursement of funds expended in implementing bicycle and pedestrian projects. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
COUNTY OF PLACER

BY: _____
(signature)

BY: *Suzanne Jones*
Suzanne Jones (Jan 8, 2025 14:42 PST) _____
(signature)

TITLE: _____
DATE: _____

TITLE: Chair, Placer County
DATE: Jan 3, 2025

BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

Briefly describe the project for which you are applying for Bicycle / Pedestrian Funds. Also, identify all funding sources related to the project. The total project cost and total funding source(s) listed below should balance for each project.

Include a location map for the project as appropriate.

Claimant: County of Placer

Fiscal Year: FY 2024/25

Brief Project Description	Project Cost	Source of Funding & Amount
PJ02392 – Douglas Blvd. Sidewalk Gap Closure Project. Pedestrian and Bike path on the north side of Douglas Blvd, between Melwood Lane and Oak Knoll Drive. This is the last piece of missing sidewalk between Folsom Lake and the City of Roseville along Douglas Blvd.	Total Project Cost \$2,300,000	CMAQ/RSTP Funds: \$900,000 Bicycle/Pedestrian Funds:\$545,216 Currently Applying for ATP Grant: \$850,000

Before the Board of Supervisors County of Placer, State of California

In the matter of:

A Resolution to execute and submit a claim for FY 2024-25 Local Transportation Funds for the Pedestrian and Bicycle Gap Closure – Folsom Lake State Recreation Area Project totaling \$545,216 to the Placer County Transportation Planning Agency.

Resolution No.: 2024-222

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a special meeting held on November 18, 2024, by the following vote:

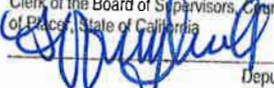
AYES: GORE, LANDON, HOLMES, GUSTAFSON, JONES

NOES: NONE

ABSENT: NONE

Signed and approved by me after its passage.

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

MEGAN WOOD
Clerk of the Board of Supervisors, County
of Placer, State of California

Deputy Clerk


Chair, Board of Supervisors

Attest:


Clerk of said Board

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency (PCTPA) is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund (LTF) and State Transit Assistance Funds; and

WHEREAS, the PCTPA allocates 2% of the LTF funding for bicycle and pedestrian facilities; and

WHEREAS, for the Fiscal Year 2024-25, the County of Placer proposes to submit a Claim for Local Transportation Funds to the PCTPA in the amount of \$545,216 for the Pedestrian and Bicycle Gap Closure – Folsom Lake State Recreation Area Project.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2024-25 Local Transportation Funds Claim as specifically described in Exhibit "1" attached hereto and incorporated herein, to the Placer County Transportation Planning Agency.

Exhibit 1. PCTPA – Claim for Local Transportation Funds



RESOLUTION #25-06 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF BICYCLE AND PEDESTRIAN TRUST FUNDS TO THE COUNTY OF PLACER

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held January 22, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

WHEREAS, it is the responsibility of PCTPA to review Bicycle and Pedestrian Trust Fund Claims and to take action on such claims; and

WHEREAS, all Bicycle and Pedestrian Trust Fund Claims for projects must be consistent with the applicable bicycle plan and with the Regional Transportation Plan.

THEREFORE, BE IT RESOLVED THAT the PCTPA has reviewed the claim and makes funds available from the 2021-2025 5-year Bicycle and Pedestrian Cash Management Plan for allocation in fiscal year 2024/25.

1. To the County of Placer for the Douglas Blvd Sidewalk Gap Closure Project \$545,216

BE IT FURTHER RESOLVED THAT the funds will be made available to the County on a reimbursement basis.

Signed and approved by me after its passage:

Bruce Houdesheldt, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

AMENDMENT NO. 2 TO AGREEMENT 03-0816

This Amendment No. 2 (AMENDMENT) to Agreement 03-0816 (AGREEMENT), executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Placer County Transportation Planning Agency, a public corporation/entity, referred to hereinafter as PCTPA.

RECITALS

1. CALTRANS and PCTPA, collectively referred to as PARTIES, entered into AGREEMENT on December 26, 2023, defining the terms and conditions for construction of 2.8 miles of sidewalk and Americans with Disabilities Act (ADA) improvements along state route 49 (SR 49) between postmiles 3.1 and 7.5, referred to as PROJECT.
2. PARTIES entered into Amendment No. 1 to AGREEMENT on June 10, 2024, to replace Funding Summary No. 1 with Funding Summary No. 2. The Amendment No. 1 added \$10,000 in CMAQ funds for the Construction Capital Component.
3. The AGREEMENT established CALTRANS, as the CONSTRUCTION IMPLEMENTING AGENCY is responsible for all CONSTRUCTION WORK except for CONSTRUCTION SUPPORT activity 285.10 Change Order Administration Functional Support, which is assigned to PCTPA. The AGREEMENT also established PCTPA contributing \$12,171,095 in State ATP Funds toward CONSTRUCTION CAPITAL amended in Amendment No. 1 to designate \$1,296 as Non-Federal Match and \$12,169,799 in non-designated State ATP funds to be spent by CALTRANS as IMPLEMENTING AGENCY on CONSTRUCTION CAPITAL.
4. PARTIES now seek to assign CONSTRUCTION CAPITAL activity 270.xx Utilities Relocation to PCTPA and re-allocate \$1,200,000 in non-designated State ATP funds from the \$12,169,799 assigned to be spent by CALTRANS on CONSTRUCTION CAPITAL activities, to now be assigned to and spent by PCTPA on the newly assigned CONSTRUCTION CAPITAL activities.

IT IS THEREFORE MUTUALLY AGREED:

1. Article 25 in the AGREEMENT is replaced in its entirety to read as follows:

25. PCTPA will be responsible for completing the following CONSTRUCTION activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)	AGREEMENT Funded Cost
270.xx Utilities Relocation	YES
285.10 Change Order Administration Functional Support	YES

2. A revised FUNDING SUMMARY No. 3 is attached and made part of the AGREEMENT. Any reference to the FUNDING SUMMARY in the AGREEMENT is deemed to refer to the revised FUNDING SUMMARY No. 3 attached herein.
3. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
4. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Project Manager: Cory Peterson, PTP, Senior Transportation Planner

Office Phone Number: (530) 823-4032

E-mail: cpeterson@pctpa.net

Billing Address: 2260 Douglas Blvd, Ste 130, Roseville CA 95661

CALTRANS

Project Manager: Sam Vandell

Office Phone Number: (530) 682-6478

E-mail: sam.vandell@dot.ca.gov

Address: 703 B Street, Marysville, CA 95901

SIGNATURES

PARTIES are authorized to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT. By signing below, the PARTIES each expressly agree to execute this AMENDMENT electronically.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

By: _____
Greg Wong
Deputy District Director,
D3 Program, Project and Asset Management

By: _____
Matt Click
Executive Director

VERIFIED OF FUNDS & AUTHORITY:

By: _____
District 3 Project Control Officer

By: _____
Attorney
Department of Transportation

CERTIFIED AS TO FINANCIAL
TERMS & POLICIES:

By: _____
Percy Ramil
HQ Accounting Supervisor

AMENDMENT NO. 02

FUNDING SUMMARY NO. 03

FUNDING TABLE				CALTRANS		Totals
IMPLEMENTING AGENCY →			CONST. SUPPORT	CONST. CAPITAL		
Source	Party	Fund Type				
STATE	PCTPA	State ATP	1,148,905	12,169,799	13,318,704	
STATE	PCTPA	State ATP ^M	0	1,296	1,296	
LOCAL-FEDERAL	PCTPA	CMAQ (88.53%)	0	10,000	10,000	
Totals			1,148,905	12,181,095	13,330,000	

^MNon-federal match

SPENDING SUMMARY

Fund Type	CONST. SUPPORT		CONST. CAPITAL		Totals
	<u>CALTRANS</u>	<u>PCTPA</u>	<u>CALTRANS</u>	<u>PCTPA</u>	
State ATP	1,050,000	98,905	10,969,799	1,200,000	13,318,704
State ATP	0	0	1,296	0	1,296
CMAQ	0	0	10,000	0	10,000
Totals	1,050,000	98,905	10,981,095	1,200,000	13,330,000

Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

2. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

3. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California law, the Administration Rate is capped at 10 percent for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

4. If the WORK is funded with state or federal funds, any PARTY seeking CALTRANS reimbursement of indirect costs must submit an indirect cost rate proposal and central service cost allocation plan (if any) in accordance with Local Assistance Procedures Manual, 2 CFR, Part 200 and Chapter 5. These documents are to be submitted annually to CALTRANS' Audits and Investigations for review and acceptance prior to CALTRANS' reimbursement of indirect costs.
5. Travel, per diem, and third-party contract reimbursements for WORK are to be paid from the funds in this AGREEMENT only after the contractor performs the work and incurs said costs.

Payments for travel and per diem will not exceed the rates paid rank and file state employees under current California Department of Human Resources (CalHR) rules current at the effective date of this AGREEMENT.

If PCTPA invoices for rates in excess of CalHR rates, PCTPA will fund the cost difference and reimburse CALTRANS for any overpayment.

6. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.
7. Notwithstanding the terms of this AGREEMENT, PARTIES agree to abide by the funding guidelines for all contributed funds that are programmed and allocated by the CTC.

Invoicing and Payment

8. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, PCTPA will pay invoices within five (5) calendar days of receipt of invoice.
9. If PCTPA has received EFT certification from CALTRANS then PCTPA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
10. CALTRANS will draw from state and federal funds that are provided by PCTPA without invoicing PCTPA when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible.
11. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.
12. If an executed Program Supplement Agreement (PSA) or STIP Planning, Programming, and Monitoring Program Fund Transfer Agreement (PPM) exists for this PROJECT then PCTPA will abide by the billing and payment conditions detailed for the fund types identified in the PSA or PPM.

13. If CALTRANS reimburses PCTPA for any costs later determined to be unallowable, PCTPA will reimburse those funds.

CONSTRUCTION Support

14. PCTPA will invoice and CALTRANS will reimburse for actual costs incurred and paid.

CONSTRUCTION CAPITAL

15. CALTRANS will invoice and PCTPA will reimburse for actual costs incurred and paid.
16. PCTPA will invoice and CALTRANS will reimburse for actual costs incurred and paid.



TO: Placer County Airport Land Use Commission **DATE:** January 22, 2025

FROM: David Melko, Principal Transportation Planner

SUBJECT: 9:00 A.M. - PUBLIC HEARING: PLACER COUNTY ZONING TEXT AMENDMENTS CONSISTENCY DETERMINATION

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of the Placer County Zoning Text Amendments with the Placer County Airport Land Use Compatibility Plan.
2. Find that the proposed Placer County Zoning Text Amendments are consistent with the Placer County Airport Land Use Compatibility Plan.

BACKGROUND

PCTPA serves as the ALUC for Placer County’s three public use airports. ALUC’s protect public health, safety, and welfare by: (1) ensuring orderly expansion of airports; and (2) promoting compatibility between airports and surrounding land uses. ALUC’s achieve this by: (1) adopting an Airport Land Use Compatibility Plan; and (2) reviewing for consistency plans, regulations, and other actions of local agencies and airports.

Placer County Airport Land Use Compatibility Plan (ALUCP)

The 2021 ALUCP contains Compatibility Plans for each of Placer County’s public use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review.

Consistency Requirement

State law requires that any General Plan, Community Plan, Specific Plan, Master Plan and amendments thereto, zoning ordinance changes, and rezoning that affects land within an airport influence area be reviewed by the ALUC for consistency with the ALUCP.

Proposed Action

Placer County’s Planning Services Division is requesting the ALUC to provide a determination of consistency for the Placer County Zoning Text Amendments in accordance with Section 2.9.2(b) of the ALUCP and Public Utilities Code Section 21676(a). The Planning Services Division anticipates hearings before the County Planning Commission and the Board of Supervisors will occur later this year.

The Planning Services Division proposes nineteen changes to the Placer County Code, including eighteen changes to Chapter 17 (Zoning) and one change to the Noise Ordinance in Chapter 9 (Public Peace, Safety and Welfare). The proposed amendments to the County Code include: clarifications and corrections to existing code sections; amendments to definitions; creation of a new land use for electric vehicle charging stations; new standards for electric and

**PUBLIC HEARING:
PLACER COUNTY ZONING TEXT AMENDMENTS
ALUC CONSISTENCY DETERMINATION
January 2025
Page 2**

barbed wire fencing in industrial and commercial zones; new standards for signage including digital displays; and changes to minimum lot size calculation and allowances for subdividing legal, non-conforming parcels.

The full text of the Zoning Text Amendments is provided in Attachment 1. Changes in the proposed Amendments are shown in red font and underlined. Text proposed for deletion is shown in red strikethrough. The County's Planning Division has an informational webpage for the Zoning Text Amendments at: <https://www.placer.ca.gov/9927/2024-Zoning-Text-Amendment>.

Public Notice

ALUC review requires notice to be provided to the public ten days prior to the hearing. A public hearing notice was published in the Auburn Journal on January 8th and in the Lincoln Messenger on January 10th. Notice was also posted on PCTPA's website and interested stakeholders received by email a notice of this public hearing.

DISCUSSION

Four airport-land use compatibility factors are addressed in the ALUCP that relate to the proposed Zoning Text Amendments. These include policies for: (1) noise; (2) safety; (3) airspace protection; and (4) overflight compatibility.

Consistency Review

The Planning Services Division periodically amends the Zoning Ordinance to update and clarify unclear or conflicting code sections, to comply with newly adopted laws and regulations, to address recent technologies or trends, to correct errors and inconsistencies, and to address feedback from the Board of Supervisors and the public. The last comprehensive Zoning Ordinance Amendment was reviewed by the ALUC and approved by the Board of Supervisors in 2022.

As noted, the proposed Zoning Text Amendments include minor technical clarifications and corrections to existing code sections; amendments to definitions; creation of a new land use for electric vehicle charging stations; new standards for electric and barbed wire fencing in industrial and commercial zones; new standards for signage including digital displays; and changes to minimum lot size calculation and allowances for subdividing legal, non-conforming parcels.

Although the proposed Amendments constitute a mandatory referral to the ALUC, they are considered minor and have no impact on airport-land use compatibility, and do not conflict with the safety, height, and noise policies in the ALUCP. The Amendments would not result in, nor permit new development at a density or intensity greater than what is permitted under existing regulations and would not result in significant modifications to land use.

:

**PUBLIC HEARING:
PLACER COUNTY ZONING TEXT AMENDMENTS
ALUC CONSISTENCY DETERMINATION
January 2025
Page 3**

Further, ALUCP policies require local agencies to establish procedures in their zoning ordinances to implement and ensure compliance with the compatibility policies and address any direct conflicts between the zoning ordinance (i.e., heights, permitted uses, etc.) and the ALUCP. Placer County's General Plan and Zoning Ordinance were amended to establish compliance with the ALUCP. The ALUC determined their consistency with the ALUCP in November 2023.

Staff Recommendation

Before Placer County can take final action to approve the Zoning Text Amendments the ALUC must find the proposal consistent with the ALUCP. The ALUC has three choices, finding the Zoning Text Amendments: (1) consistent with the ALUCP; (2) consistent subject to conditions; or (3) inconsistent based on specific conflicts.

Staff recommend the ALUC find that the proposed Zoning Text Amendments consistent with the ALUCP. PCTPA TAC concurred with the staff recommendation.

DM:MC:ss

Attachment 1: Proposed Placer County Zoning Text Amendments

Placer County Proposed Zoning Text Amendments Attachment __

SECTION 1. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.04.030 Definitions of land uses, specialized terms and phrases.

"Bona fide agricultural operation" is determined by the agricultural commissioner and means the conservation or protection of land for the purposes of commercial growing or harvesting of crops from soil (including forest operations), the raising of plants at nurseries, the raising of fowl or animals for the primary purpose of a commercial enterprise or conducting agricultural research.

"Building frontage" means the wall area of a building which faces a circulation area, parking lot, or main arterial open to the general public, which has an entrance in regular use by the general public and/or which has a main window display.

"Clean air/vanpool/EV-dedicated space" means designated parking for any combination of zero-emitting, fuel-efficient and carpool/vanpool vehicles as listed in code Sections A5.106.5.1.1 or A5.106.5.1.2 (California Green Building Standards Code, Title 24, Part 11 (CALGreen)).

"Commercial vehicle." as defined in this section, is any ~~means~~ vehicles more than ~~24~~ 30 feet in length, single or double axle trailers in excess of ~~15~~ 30 feet in length, tow trucks, water trucks, busses, dump trucks, fork lifts, front loaders, logging vehicles, backhoes, carryalls, graders, tracked vehicles, bulldozers, tractors with or without semitrailers, and farm equipment in excess of 10 feet in length. Also, taxis, limousines, large walk-in trucks, box trucks, city delivery trucks, bucket trucks and any motor vehicle other than a standard passenger car, or any ~~pickup truck or van with a rated carrying capacity of greater than one-ton motor vehicle with a GVWR (Gross Vehicle Weight Rating) of 16,001 lbs. or more.~~

"Direct current fast charger" means Electric Vehicle Supply Equipment that uses a 3-phase, 400-1000 volt alternating-current (AC) electrical circuit to enable rapid charging through delivering a direct-current (DC) electricity to the EV.

"Electric vehicle" means an automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, and electric motorcycles, primarily powered by an electric motor that draws current from a building electrical service, electric vehicle supply equipment, a rechargeable storage battery, a fuel cell, a photovoltaic array, or another source of electric current.

"Electric vehicle supply equipment" means the conductors, including the ungrounded, grounded and equipment grounding conductors, and the Electric Vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of transferring energy between the premises wiring and the Electric Vehicle.

"Electric vehicle-capable space" means a dedicated parking space that has the electrical panel capacity and conduit installed to support future implementation of EV charging to support not less than 40-ampere and 208/240-volt, including equipped raceways, both underground and/or surface mounted.

"Electric vehicle ready space" means a dedicated parking space that is equipped with full installation of a dedicated branch circuit not less than 40-ampere and 208/240-volt panel capacity assigned for EVSE, with receptacle or junction box located in close proximity to the proposed location of the EV parking spaces. The circuit shall have no other outlets.

"Electric vehicle charging station" or "charging station" (EVCS) means a public or private parking space that is served by Battery Charging Station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an Electric Vehicle. An EVCS equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use in residential districts.

"Event" means a gathering of more than twenty (20) people for one to twelve (12) hours where the purpose is for fundraising, profit or is political, public, social, or educational in nature. A gathering which consists of friends or family of an event center owner that is not for the purpose of fundraising, profit, or is political, public, or educational in nature and no donation or compensation of any kind is exchanged in relationship to the gathering, is not considered an event. See Section 17.56.300 for development and operational standards and regulations for private non-commercial event/party.

Fence (Other Than Solid). "Fence" (other than solid) means a uniform barrier constructed of posts made of wood, metal or any other rigid/durable material connected with wire, fabric, boards or other materials which is intended to demarcate a boundary, separate land uses, secure animals, enclose property, exclude people and animals from a designated area, etc. and which does not form a visually opaque screen. A fence is considered to be from 18 inches high to eight (8) feet high, as measured vertically from the established lot grade. For purposes of definition, fences over eight (8) feet in height are considered structures.

An open fence shall permit direct vision through at least 75 percent of any one square foot segment of fence surface when viewed perpendicular to the fence length. The open area shall be uniformly distributed along the fence and is not concentrated in one area. Measured surface area does not include major posts, pilasters, or other structures which provide lateral strength. Open fencing includes wrought iron, chain link, tubular steel, aluminum, expanded metal or other similar type of material approved by the Planning Director.

Fence (Solid). "Solid fence" means a barrier constructed of ~~wood or other materials which form an opaque screen~~ durable material such as wood or masonry which is designed to obstruct visibility through at least 50 percent of any one square foot segment of fence surface when viewed perpendicular to the fence length. A fence is considered to be from 18 inches high to eight (8) feet high, as measured vertically from the established lot grade. For purposes of definition, fences over eight (8) feet in height are considered structures.

An acceptable solid fence shall be constructed entirely of inherently solid materials with no openings (e.g., masonry or concrete) or any materials uniformly applied to another type of fence structure (e.g., chain link) which material, once affixed, substantially screens from view that which the fence is intended to enclose in such a way that a person outside the property cannot readily identify what is on the other side.

"Front wall" means the wall of a building or other structure nearest the public or private street upon which the building faces.

"Integrated Development" means any site, regardless of the number of lots or individual tenants, that is developed with common parking, on-site circulation, architecture or design features.

"Minimum lot area" means the smallest area within which a new land use may be approved, and also the minimum lot area for new parcels to be created through subdivision pursuant to Chapter 16 of this code. (See Section 17.54.040(A).) This area includes all public road easements, private road easements, driveways, and all other easements including public utility easements.

"Roof line" shall mean the bottom edge of the roof or the top of the parapet, where the junction of the roof and the perimeter wall meet. On buildings without a pitched roof, the roof line shall mean the top of the exterior wall elevation. The lowest point of a mansard roof shall be considered the roofline.

"Setback, front" or "front setback" means an area formed by a line parallel to a front property line where the main access to the primary structure enters from a public road easement, private road easement or a driveway easement that serves two or less more separately-owned parcels. The front setback is measured at right angles to the front property line or edge of easement, whichever is greater. Once the front property line of a parcel is established, it shall remain the front setback as long as any structures remain on site.

"Sign, animated" means any sign that uses movement or change of lighting to depict action or create a special effect or scene, high intensity illuminated signs, or other moving or flashing signs. Digital display signs and electronic or mechanical indications of time and temperature shall not be considered animated signs.

"Sign, changeable copy" means a sign or portion thereof on which the copy or symbols change either automatically through electrical or electronic means, or manually through placement of letters or symbols on a panel mounted in or on a track system. The two types of changeable-copy signs are manual changeable copy signs (signs that do not change their message except through physical replacement) and electronic changeable copy signs which include: message center signs and digital displays.

"Sign, digital display" means a display of a sign message that is made up of internally illuminated components that display an electronic image, which may or may not include text and is capable of changing the message periodically on site or by remote means without altering the surface face of the sign. Digital Displays may include but are not limited to television screens, holographic displays, programmable ink, LCD, LED, or plasma displays.

“Sign, message center” means a sign that uses changing lights to form a sign message or messages using alpha-numeric symbols and wherein the sequence of messages and the rate of change is electronically programmed and can be modified by electronic processes. A common example is a gas price display sign and athletic scoreboards.

“Setback, street-side” or “street-side setback”, a type of front setback for parcels with more than one property boundary frontage, applies only to parcels zoned one hundred thousand (100,000) square feet or less and means an area formed by a line parallel to the side property line of a lot that abuts an adjacent public road easement, private road easement, or a driveway easement that serves more than two parcels, and that extends between the front and rear setback areas. The street-side setback is measured at right angles to the property line or edge of easement, whichever is greater. If one of the streets abutting a parcel is more heavily traveled than others, at the discretion of the planning director or zoning administrator the more heavily traveled street may be designated as the front of the property even if it is not where the main entrance is located. No more than one property boundary may be designated as a street-side and shall not include any property boundary where property access is taken.

“Structure” means any man-made artifact that is constructed or erected or built into a building, framework, or other object which is over one hundred twenty (120) square feet in area measured at the foundation or over eight feet in height, or any artifact that requires a building permit for its construction (note: does not include electrical and/or plumbing permits). Height measurement shall be from natural or approved pad grade. To determine height measurement on building sites not pad graded, see “Building height” definition. Any man-made artifact or structure shall not be placed in a public or private utility easement, public road easement, without an encroachment permit, or private road easement. Additionally, any man-made artifact not defined as a “structure” in this definition shall be subject to watercourse setbacks. See Section [17.54.140](#) for setback exceptions. NOTE: Any man-made artifact which is not categorized as a “structure” in this definition and is less than one hundred twenty (120) square feet, is subject to determination by the planning director as to whether it needs to meet setback requirements in the applicable zone district.

“Zero emission multimodal hub” means a public, private or commercial area or facility within a developed site or a stand-alone facility on a parcel dedicated for and equipped with electric charging capabilities for EVs, electric bikes, and other carbon-free mobility choices. EVSE shall be equipped with a combination of 110-, 240-, and 400-1000-volt electrical circuits necessary for providing equitable and fast charging for EVs and electric bikes. Stand-alone facilities are subject to the requirements of Section 17.56.340.

SECTION 2. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.06.050 Land Use and Permit Tables

ZONE DISTRICTS				
LAND USE TYPES	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	AGRICULTURAL, RESOURCE OPEN SPACE

Service Uses - Continued	R S	R M	RA	RF	C1	C2	C3	CP D	HS	O P	RE S	M U	AP	BP	IN	IN P	A E	F	FO R	O	TP Z	W

Service stations and full-service car wash establishments (Section 17.56.220)					MU P	MU P	MU P	CUP	MU P		CUP		MU P	MU P	MU P	MU P						
Zero Emission Multimodal Hub – Stand-alone (Section 17.56.340)					<u>MU P</u>	<u>MU P</u>	<u>MU P</u>	<u>MU P</u>	<u>MU P</u>		<u>MU P</u>		<u>MU P</u>	<u>MU P</u>	<u>MU P</u>	<u>MU P</u>						

SECTION 3. Placer County Code Chapter 17, Article 17.20 – Commercial Planned Development (CPD) District, Section 17.20.010 is amended as follows:

17.20.010 Commercial Planned Development

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

<u>Zero Emission Multimodal Hub – Stand-alone</u>	<u>MUP</u>	<u>17.56.340</u>

SECTION 4. Placer County Code Chapter 17, Article 17.22 – General Commercial (C2) District, Section 17.22.010 is amended as follows:

17.22.010 General Commercial

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

<u>Zero Emission Multimodal Hub – Stand-alone</u>	<u>MUP</u>	<u>17.56.340</u>

SECTION 5. Placer County Code Chapter 17, Article 17.24 – Heavy Commercial (C3) District, Section 17.24.010 is amended as follows:

17.24.010 Heavy Commercial

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

<u>Zero Emission Multimodal Hub – Stand-alone</u>	<u>MUP</u>	<u>17.56.340</u>

D. Site Development Standards. The following requirements shall apply to all new development in the C3 zone, except where otherwise provided by Articles [17.54](#) (General Development Standards) or [17.56](#) (Specific Use Requirements) for a particular use or situation. Proposed buildings and structures shall be designed and constructed to satisfy the following setback, site coverage, and height limit requirements:

Development Feature	Requirement
Setbacks (1) (3) (5)	
Front (2)	10 feet
Street-side (2)	10 feet
Side	0 feet, 50 feet (6)
Rear	0 feet, 50 feet (6)
Site coverage (4)	40 percent maximum
Height limit (5)	45 feet maximum

- (1) Additional requirements for setbacks from watercourses and all roads identified in the highway deficiency report and countywide capital improvement program, setbacks between structures on the same site, and setbacks in other situations are established by Section [17.54.140](#) (Exceptions to front, street-side, side and rear setbacks) and by Article [17.56](#) for certain specific land uses.
- (2) A ten (10) feet front and street-side setback (or outside a minimum twelve and one-half (12.5) foot multi-purpose easement or public utility easement that is adjacent to any public roadways, streets or driveways).
- (3) As required by the California Board of Forestry Fire Safe Regulations, Section 1276.01, Title 14, [California Code of Regulations](#), if lot is one acre or larger in size.
- (4) The percentage of total site area that may be covered by buildings or structures.
- (5) Except as otherwise provided by Section [17.54.020](#) (Height limits and exceptions), or by Article [17.56](#) for a specific use.

(6) [A fifty \(50\) foot setback is required where a side or rear lot line abuts a residential zone district.](#)

SECTION 6. Placer County Code Chapter 17, Article 17.26 – Highway Services (HS) District, Section 17.26.010 is amended as follows:

17.26.010 Highway Services

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

Zero Emission Multimodal Hub – Stand-alone	MUP	17.56.340

SECTION 7. Placer County Code Chapter 17, Article 17.30 – Neighborhood Commercial (C1) District, Section 17.30.010 is amended as follows:

17.30.010 Neighborhood Commercial

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

<u>Zero Emission Multimodal Hub – Stand-alone</u>	<u>MUP</u>	<u>17.56.340</u>

SECTION 8. Placer County Code Chapter 17, Article 17.34 – Resort (RES) District, Section 17.34.010 is amended as follows:

17.34.010 Resort

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

<u>Zero Emission Multimodal Hub – Stand-alone</u>	<u>MUP</u>	<u>17.56.340</u>

SECTION 9. Placer County Code Chapter 17, Article 17.36 – Airport (AP) District, Section 17.36.010 is amended as follows:

17.36.010 Airport

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

<u>Zero Emission Multimodal Hub – Stand-alone</u>	<u>MUP</u>	<u>17.56.340</u>

SECTION 10. Placer County Code Chapter 17, Article 17.38 – Business Park (BP) District, Section 17.38.010 is amended as follows:

17.38.010 Business Park

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

<u>Zero Emission Multimodal Hub – Stand-alone</u>	<u>MUP</u>	<u>17.56.340</u>

SECTION 11. Placer County Code Chapter 17, Article 17.40 – Industrial (IN) District, Section 17.40.010 is amended as follows:

17.40.010 Industrial

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

Zero Emission Multimodal Hub – Stand-alone	MUP	17.56.340

SECTION 12. Placer County Code Chapter 17, Article 17.42 – Industrial Park (INP) District, Section 17.42.010 is amended as follows:

17.42.010 Industrial Park

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION:

Zero Emission Multimodal Hub – Stand-alone	MUP	17.56.340

SECTION 13. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.54.020 Height Limits and Exceptions

B. Measurement of Height. The height limits for buildings and structures established by Articles [17.06](#) through [17.52](#) (Zone Districts and Allowable Uses of Land) and [17.56](#) (Specific Use Requirements) or other provisions of this code shall be measured as the vertical distance from the highest point of the structure to the average of the highest and lowest points where the exterior walls touch the grade, as shown in Figure 17.54-A, or from an approved house [or building](#) pad [grade](#). Height limits in the Tahoe Basin are based on Figure 17.54-B and Table 40-1 found in the definition of "building height" and Tahoe Regional Planning Agency (TRPA) Codes.

Where building setbacks are tied to the height of a structure (e.g., five-foot side setback for one-story buildings; seven and one-half foot setback for two-story buildings), the structure may be built to the maximum height specified if the setback for that height is provided (this may result in a building that is two stories on one side [with a seven and one-half foot side setback] and one story on the other side [with a five-foot side setback]).

SECTION 14. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.54.030 Landscaping and Fencing

b. Commercial and Industrial Zones. A minimum six-foot solid wall or fencing (up to maximum eight foot solid wall or fencing for all storage yard areas), or combination of landscaping, berm and fencing, shall be located on the side and rear property lines of any site within a commercial or industrial zone that abuts a zone district that is not commercial, industrial, or professional office. Such fencing shall be constructed as part of the first project approval on the commercial or industrial site. ~~Barbed wire is allowed if included with the total height of the fence.~~ Appurtenant fence features such as pillars and pilasters shall not exceed the height of the fence.

~~i. Concertina Wire or Barbed Wire. Concertina wire, serpentine wire, barbed wire, razor wire, and other similar fencing/security materials capable of inflicting significant physical injury in conjunction with any fence, wall, or hedge are permitted on nonresidential uses subject to all of the following requirements:~~

~~(1) These materials may be used only at heights of six feet or more above the ground;~~

~~(2) In all Commercial and Mixed Use zones, these materials are prohibited along the front and street side property lines and within the front-yard and street side-yard setback areas;~~

~~(3) A Variance to allow use of these fencing materials at lower heights or along the front and street side property lines and within the front-yard and street side-yard setback areas in Commercial zones may be approved if the decision maker finds that the proposed fencing is reasonably necessary to protect persons or property and will not constitute a safety hazard to members of the public conducting themselves in a lawful manner; and~~

~~(4) These fencing materials shall not protrude into or over the public right-of-way.~~

~~ii. Electrified Fence. The installation of an electric fence, any fence, barrier or enclosure partially or totally enclosing a building, field or yard, carrying any electrical pulse or charge through any part, section or element thereof, is prohibited:~~

~~(1) Within 25 feet of any outdoor area used for the handling of hazardous materials pursuant to the Fire Code.~~

~~(2) Within five feet of any public right-of-way.~~

~~(3) Where a project is adjacent to a residential zone and use.~~

~~(4) Within 300 feet of a park, church and/or school facility.~~

~~Electric fencing shall comply with the following:~~

~~(1) Fence shall be constructed or installed in conformance with IEC Standard 60335-2- 76 and compliant with CA Civ Code Section 835.~~

~~(2) Electrified fences or barriers must be designed and certified by an authorized representative of the fence or barrier equipment manufacturer. Upon completion of fence or barrier installation, the fence or barrier equipment manufacturer shall certify that the installation meets all of its design and safety requirements. Said Certification shall be provided to the Planning Services Division within 14 days of fence completion.~~

~~(3) Electrified fences or barriers may be energized only during the hours when the general public does not have access to the protected property.~~

(4) The exterior (public side) perimeter of the electrified fence or barrier shall be protected by an additional non-electrified fence or wall located on the same property

(5) The non-electrified fence or wall shall be no less than six (6) feet in height and no more than seven (7) feet in height at its highest point.

(6) The electrified fence or barrier shall be no more than eight (8) feet in height at its highest point measured at existing grade.

(7) Electrified fences or barriers shall be clearly marked with warning signs that conform to the following:

(a) Signs shall be placed at each entrance to the property and spaced at a maximum of forty (40) feet on center around the entire electrified fence perimeter.

(b) Signs shall be placed above the non-electrified fence or wall and be clearly visible from the ground on both sides of the electrified fence or barrier.

(c) Warning signs shall be printed on both sides with the following "WARNING ELECTRIFIED FENCE".

(d) Signs shall be reflective with a minimum two (2) inch letter height, minimum 1/2 inch stroke and with a contrasting background.

(e) Electrified fences or barriers shall have a Knox Box installed in an approved location to de-energize the electrified fence or barrier. The Knox Box shall be illuminated to a minimum one (1) foot candle.

(f) The power source and Knox Box for the electrified fence or barrier shall be installed by an electrical contractor. The power source shall consist of, but not be limited to, the energizer, battery, any means of maintaining a charge on the battery and the load side conductors from the energizer to the perimeter fence conductors.

Permit requirement. Electrified fences shall require approval of an Administrative Review Permit pursuant to Section 17.58.100 to ensure compliance with the applicable regulations of this section, chapter and title. Electrified fences shall also be reviewed and approved by the responsible fire district prior to being granted all necessary Building and Electrical permits.

SECTION 15. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.54.040 Minimum Parcel Standards

Each existing parcel proposed for development or a new land use, and each new parcel proposed in a subdivision shall comply with the provisions of this section. New parcels proposed in a subdivision shall also satisfy all applicable provisions of Chapter 16 of this code (Subdivisions).

A. Minimum Lot Area. As determined by Sections 17.06.060 et seq., (Zone District Regulations) and 17.52.010 et seq., (Combining District Regulations). Lot area shall be defined as the gross area of the lot ~~excluding~~ including all public road easements, private road easements, driveways, and all other easements including public utility easements, ~~for lots less than five acres in area. Lot area for lots of five acres or more shall be the gross area. Lots proposed to be created by parcel map or tentative map shall demonstrate sufficient area not burdened by easements to support building improvements.~~

Minor Deviation in Minimum Lot Area Standard for Parcel Maps. The appropriate authority shall not permit an alternative to the minimum lot area requirement of this Code for the Agriculture Exclusive, Farm, and Forestry zoning districts unless all of the following findings are made:

1. Two-thirds or more of the legally created lots existing within 500 feet of the proposed parcel map are of similar size or shape in the same zoning district.
2. No lot shall be created which contains less than a minimum gross area of five (5) acres.
3. An existing lot may be subdivided in such a way that both new lots are of less size than is required in the applicable zone; however, neither lot created is no less than ninety-five percent (95%) of the minimum lot area required by the applicable zone.
4. The property is not under a Williamson Act Contract.
5. The creation of such lots meets all the requirements of Chapter 16 (Subdivisions) of the County Code. A request for approval of a Minor Deviation shall be considered in accordance with the established Minor Land Division process. In addition, the following is required:

1. Notice of the application, comment period, and hearing date shall be mailed to property owners of record within 300 feet of the project site, or farther, so as to provide notice to a minimum of thirty (30) properties at least ten (10) working days prior to the rendering of a decision by the hearing body. After receiving a request for a Minor Deviation in Minimum Lot Area the administrative hearing body empowered to grant such requests shall either grant, deny, or grant with conditions, the application. The applicant, all owners of record notified of the application and hearing and members of the Planning Commission and Board of Supervisors shall be mailed a copy of the decision. The decision shall be final unless appealed.

B. Minimum Width. The minimum width of a lot proposed for development, for a new land use, or for a new subdivision shall be as determined by Sections [17.06.060](#) et seq. (Zone District Regulations) and [17.52.010](#) et seq. (Combining District Regulations).

C. Parcel Frontage. Each parcel shall have at least as much frontage on a road as will equal the minimum lot width required by the applicable zoning district (Sections [17.06.060](#) through [17.48.010](#)), unless the parcel:

1. Is nonconforming as to its frontage but is considered to be a legal non-conforming lot; or
2. Is a flag lot (see Figures 17.54-G and 17.54-H, Section [17.54.130\(C\)](#) (Setbacks and Yards)) that satisfies the minimum width requirement where the access strip intersects the main body of the lot; or
3. Is shown on a recorded subdivision map; or
4. Is a lot located at the end of the cul-de-sac portion of a street (see Figures 17.54-G and 17.54-H), Section [17.54.130\(C\)](#) (Setbacks and Yards)) or is similarly irregular in shape, and where such lot meets the minimum lot front width shall be the front setback line; or
5. Is authorized for development by a variance being approved pursuant to Section [17.60.100](#).

D. Maximum Length. The length of any parcel shall not exceed five times the width. (Ord. 6048-B § 28, 2020; Ord. 5126-B, 2001)

SECTION 16. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.54.070 Design and improvement of parking.

3. Other Commercial, Industrial, Recreational, Institutional, Multifamily Residential and Other Uses. For all uses other than those specified in subsections (1) and (2) above, surfacing shall be a minimum of asphaltic concrete or Portland cement concrete, as approved by the applicable county department.

a. Approved Use Permits in Residential and Agricultural Zone Districts. Parking and circulation areas for non-residential uses requiring a conditional use permit or minor use permit in these zone district(s) shall be surfaced as specified above in this subsection. An alternative all-weather parking surface such as chip-seal, compacted road base, or compacted asphalt grindings may be authorized with the use permit provided all the following criteria are met:

i. Requires Five or Fewer Parking Spaces. For uses that require fewer than ~~ten (10)~~ five (5) parking spaces, circulation areas and/or the roadway encroachment may be required to be surfaced per this subsection on a case-by-case basis; however, the required parking spaces may be constructed of an alternative all-weather surface.

SECTION 17. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.54.140 Exceptions to Front, Street-side, Side and Rear Setbacks

6. Swimming Pools. Swimming pools*, including above ground pools, hot tubs, spas, and related equipment**, are subject to the following setback requirements*** (except where otherwise provided by Section [17.54.140](#) (Exceptions to front, street-side, side and rear setbacks), and except for any fencing requirements of the current [California Building Code](#) and Chapter 15 as adopted in the Placer County Code (Construction Requirements)).

Required Setbacks for Swimming Pools and Pool Equipment

Setback Location	Where Parcel is 2.3 Acres in Area or less:		Where Parcel is Greater than 2.3 Acres:	
	Pool	Equipment	Pool	Equipment
Front	25 feet	25 feet	50 feet	50 feet
Street-side	10 feet	5 feet	25 feet	25 feet
Side	3 feet	5 <u>3</u> feet	25 feet	25 feet
Rear	5 <u>3</u> feet	5 <u>3</u> feet	25 feet	25 feet

* Above-ground pools, with or without any associated deck structures requiring a building permit are subject to all setback requirements and as required by the current Building Code Chapter 15 as adopted in the Placer County Code.

** Related equipment" may include, but is not limited to, filters, pumps, solar heating panels, heaters, imitation waterfalls, etc., and other equipment less than 6' in height.

*** Setbacks as required by this Section [17.54.140\(C\)\(6\)](#) are measured from the waterline of the pool, hot tub or spa to the nearest property line. For all other items governed by this subsection, setbacks shall be measured from the nearest property line to the closest point on the equipment/enclosure, or outside of a minimum twelve and one-half (12.5) foot multi-purpose easement or public utility easement that is adjacent to any public roadways or streets.

Note: Gazebos, storage/tool sheds, cabanas, pool houses, etc. are subject to the setbacks for a main building in the same zone district, except where otherwise provided by subsections C and E.

SECTION 18. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.54.170 Signs

D. Prohibited Signs and Sign Materials. The following signs and sign materials are prohibited, as well as any other sign or sign materials that are not consistent with the provisions of this ordinance.

1. "A"-frame Signs. On-premises or off-premises signs with two or more pieces of any rigid material whatsoever joined at the top so as to form an "A" when viewed in profile, which are not permanently affixed to the ground or a building, and which are otherwise consistent with the definition of a sign.
2. Animated Signs. Signs with any moving, rotating, flashing, or otherwise animated light or component, except for message center signs, time and temperature displays ~~and electronic changeable copy signs with cycle rates longer than three seconds~~, and traditional barber poles. Digital display signs are not considered animated signs.

F. Illumination of Signs. Any lighted sign shall be illuminated only by continuous and stationary light sources. If the light sources are external to the sign or are otherwise physically detached from the sign, they shall be directed at the sign so that only the sign face is illuminated, except for neon tubing which may be installed so as to be viewed directly whether mounted externally or internally. All other internal light sources shall be installed so that they are visible only through translucent panels or letters. Flashing or intermittent lights are allowed only as provided in subsection (D)(2) of this section (Prohibited Signs and Sign Materials), for time and temperature signs. See Section 17.54.180 (B) for digital display sign regulations.

SECTION 19. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.54.180 On-premises Signs

Signs located on the same site as the business, activity, product, service or persons they advertise shall be subject to the following requirements, except as otherwise provided by Article 17.56 for a specific land use. All signs are subject to the sign permit requirements and other applicable provisions of Section 17.54.170.

A. Commercial and Industrial Districts. The following signs are allowed in commercial and industrial districts:

1. Freestanding Signs. Monument signs and other signs that are not attached to any building are allowed as follows (see also subsection (A)(4) for the maximum area of signs allowed in the Tahoe-Sierra area):
 - a. **Number of Signs Allowed.** One per site for parcels with less than six hundred (600) linear feet of continuous street frontage; two per site for parcels with six hundred (600) linear feet or more of continuous street frontage and with at least two vehicle entrances to the site. Street-side of a corner lot with less than two acres may have one freestanding sign per street frontage where the sign area of each sign is not more than one-half of the maximum allowed by subsection (A)(1)(b), of this section.

- b. **Sign Area.** One square foot of sign area is allowed for every two feet of continuous linear street frontage (including street-side frontage) of the site, with a maximum of one hundred (100) square feet for each permitted freestanding sign.
 - c. **Sign Setbacks.** Freestanding signs shall be set back from all property lines a minimum of five feet, as required by Section [17.54.170\(E\)](#), and shall also be set back from the intersection of any two lot lines at a street corner by a minimum of one hundred (100) feet, and from any other freestanding sign (including such a sign on an adjoining lot) by at least fifty (50) feet. (See Figure 17.54-M.)
 - d. **Height Limit.** Twenty-five (25) feet or the height of the tallest building on the site (thirty-five (35) foot maximum in Highway Services (HS) zone district), whichever is lower, except where this section sets a different height limit for a special-purpose sign, and except where the Placer County design guidelines manual or any applicable community plan establishes a reduced height limit.
 - e. **Shopping Centers or Integrated Developments.** Free standing signs for all projects with multiple businesses or offices or defined as “shopping centers” and all uses in CPD zone districts shall advertise only the name of the shopping center or development as a whole, address, and tenants within the development. ~~Individual business names are not permitted on freestanding signs in such instances.~~
2. **Wall Signs.** Signs may be placed on each building frontage, below the roof line (See definition of “roof line” at Section [17.04.030](#)). In buildings with multiple tenants (store fronts), each tenant space shall be considered a building frontage. Maximum aggregate sign area for all building signs shall not exceed one square foot for each linear foot of the width of the building frontage on which the sign is installed, up to a maximum area of one hundred (100) square feet, except that an additional 0.5 square feet of sign area may be permitted for each linear foot of building frontage over one hundred (100) feet. Each business or tenant space may be permitted a maximum of three building frontages (any combination of building frontages and front walls) with a maximum of one (1) wall sign on each.
 3. **Projecting or Suspended Signs.** One projecting sign may be placed on each building frontage of a main building below the roof line, or a suspended sign may be hung from an eave or overhang on each building frontage. Such signs shall not exceed eight square feet in area, and shall not project closer than two feet to any street curb face.

B. On-site digital display signs are permitted subject to obtaining a Sign Permit and Minor Use Permit. Digital Display Signs are permitted in any zoning district and in association with the following uses: Public Community Center, Houses of Worship, Libraries and Museums, Public Parks and Playgrounds, Schools, Theaters and Meeting Halls, Medical Services (Hospitals only), and Civic/Government Buildings such as fire stations and County office buildings. Freeway digital display signs (billboards) are not permitted.

1. Digital display signs are subject to the following development standards:

- a. Signs must be onsite, located a minimum distance of 100 feet from an abutting residential district boundary and are not permitted along Highway 65, Highway 193, Interstate 80, Placer Parkway, Highway 89, Highway 267, a designated scenic corridor, or within the Tahoe Basin.
- b. Separation. No digital display sign shall be located closer than 1,500 linear feet of another digital display sign, as measured from the centerline of each support structure.
- c. A digital display sign shall be integrated into a monument sign and may not be attached to a building.
- d. No more than 75 percent of the total allowable freestanding sign area can be a digital display and must be integrated with the remainder of the sign to form a cohesive design unit. Digital display signs must be sized and located to avoid adverse impacts on traffic safety and enhance overall placemaking of the development.
- e. A digital display sign shall have the same height limits as other permitted signs of the location.
- f. Audio speakers are prohibited in association with any digital display sign.

- g. Where permitted, no more than two digital display signs are allowed per parcel/facility.
- h. Non-commercial off-premise advertising is allowed. Commercial off-premise advertising is prohibited.
- i. Conversion of a permitted non-digital display sign to a digital display sign requires the issuance of a Minor Use Permit.
- j. The addition of any digital display sign to a nonconforming sign is prohibited.
- k. Digital display signs must adhere to the following operational standards:
 - i. Brightness. Light produced by a digital display sign shall not exceed a maximum illumination of 5,000 nits (candelas per square meter) during daylight hours and a maximum illumination of 250 nits (candelas per square meter) between dusk to dawn as measured from the sign's face. One message/display may be brighter than another, but each individual message/display must be static in intensity.
 - ii. Dimmer Control. Signs shall have an automatic dimmer control to produce a distinct illumination change from a higher illumination level to a lower level for the time period between one-half hour before sunset and one-half hour after sunrise.
 - iii. Brightness Review. Each digital display sign shall be subject to a 30-day review period during which time the Planning Director may determine that a reduction in illumination or turning off of the sign for certain evening hours, is necessary due to negative impacts on surrounding property or the community in general. The Director's determination shall be made without regard to the message content of the sign.
 - iv. Glare Control. Glare control shall be achieved primarily through the use of such means as cutoff fixtures, shields, and baffles, and appropriate application of fixture mounting height, wattage, aiming angle, and fixture placement. Vegetation screens shall not be employed to serve as the primary means for controlling glare.
 - v. Change of Message. Messages displayed on a digital display sign shall be a static display without change for a minimum duration of eight seconds except for those messages where the hour-and-minute, date, or temperature/weather information is updated. Messages shall be complete within each message/display and without continuation in content to the next message or to any other sign. The message/display shall change instantaneously without any fading in/out, flashing, pulsating, scrolling, dissolve, or similar animation.
 - vi. Messages. Each complete message must fit on one screen.
 - vii. Default Design. The sign shall contain a default design which shall freeze the sign message in one position if a malfunction should occur.
 - viii. No Animation. Any form of moving, animated, oscillating, or rotating images, or any other design intended to attract attention through movement or the semblance of movement on any part of the sign is prohibited at all times.
 - ix. Background. The background of the sign face of a digital display sign may not be white, off-white, gray or yellow in color.
 - x. Documentation. Documentation shall be required from the sign manufacturer that verifies compliance with auto dimming and brightness requirements.
- 2. Future Technologies. The technology currently being deployed for digital display signs is LED (light emitting diode), but there may be alternate, preferred or superior technology available in the future. Owners of digital display signs are authorized to change the digital display signs to any other technology that operates under the maximum brightness standards in subsection 1(k) of this section with a Minor Use Permit modification.

SECTION 20. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.54.190 Off-premises Signs

D. Temporary Off-premises Real Estate/ Subdivision Advertising Signs. Off-premises signs advertising the sale of real estate and providing the public with directions to such real estate may be constructed, erected, installed or placed only if such signs are in compliance with the following requirements and a Sign Permit is obtained. Off premise signs may be permitted for individual subdivisions or for multiple subdivisions. Joint-use directional signs for master planned communities must be within the master planning community site.

Note. This section reflects Placer County's determination of reasonable location and design features for real estate advertising signs as authorized by Section 713 of the California [Civil Code](#).

1. Subdivision/Real Estate Advertising Signs. Subdivision/real estate advertising signs which meet the following criteria are permitted.
 - a. Location. Temporary off-premises subdivision signs and sign structures shall:
 - i. Be prohibited within any public or private road right-of-way or access easement; and
 - ii. Meet the setback requirements of Sections [17.54.170](#)(E) (Setbacks for Freestanding Signs) and [17.54.180](#)(A)(1)(c) (Commercial and Industrial Districts—Sign Setbacks); and,
 - iii. Not exceed one sign structure per intersection, nor be located within one thousand (1,000) feet of any other off-premises subdivision sign or within 75 feet of any other sign; and
 - iv. Not be installed, placed, erected or constructed so as to create a public health or safety hazard, as determined by the planning director, nor shall such a sign interfere with drivers' sight distance along any public or private roadway or at any intersection of public/private roads (including any driveway entrances on to such roads).
 - b. Size. The size standards for off-premises subdivision signs shall be as follows:
 - i. The display area shall be a maximum of thirty-six (36) square feet, with no individual subdivision sign exceeding eighteen (18) square feet; and
 - ii. Where a sign has two faces containing sign copy, which are oriented back-to-back (or in such other manner so that only a single face is visible at any one time) and are not separated by more than thirty-six (36) inches at any point, the area of the sign shall be measured using one sign face only; and
 - iii. The sign structure shall not exceed six feet in height, measured from the existing grade to the highest point on the sign.
 - c. Design. The design criteria for off-premises subdivision signs shall be as follows:
 - i. Such signs shall be freestanding and shall not have more than two faces. The two faces shall not be placed, installed, erected or constructed in such a manner that both faces can be simultaneously viewed; and
 - ii. The materials and colors of such signs and their supporting structures shall be reviewed by ~~the~~ Placer County ~~design review committee~~ as a part of the design review process addressed in Section [17.52.070](#) if such signs are proposed in a design review combining zone district. Any landscaping, accessory structures (e.g., planter boxes, etc.) shall be reviewed in the same manner; and
 - iii. Such signs shall not be lighted (externally or internally), nor shall any portion of a sign or its support structure be animated in any way.
 - iv. No type of advertising is permitted on the off premise sign other than directions to residential subdivisions located within unincorporated Placer County.
 - v. Signs shall not be displayed with any balloons, flags or any other items attached to them, nor shall such signs be visible from freeway or along the on-/off-ramps.

- vi. All sign(s) to display the name, address and phone number of the company responsible for the placement of the sign(s).
- d. Installation and Removal. All of the following provisions shall apply to the installation, placement, erection or construction of a temporary off-premises subdivision sign:
 - i. No such sign structure shall be erected until at least one subdivision is advertised thereon; and
 - ii. A subdivision shall only be advertised on such a structure if a final map has been recorded and the improvements are accepted as complete by the county; except, if the construction of a temporary sales office or one or more model homes has been approved by the planning commission for a specific subdivision, that subdivision's name may be included on a temporary off-premises subdivision sign when a final map has been recorded and the sales office or model homes are certified for use and occupancy by the building department; and
 - iii. A subdivision shall only be advertised by the name shown on the subdivision's final map, or by such other name as has been officially approved or recognized; and
 - iv. A subdivision's name and related information (see subsection (C)(2)(c)(iii)) shall be removed from such a structure within thirty (30) days if no model homes or lots are available for viewing or sale; and
 - v. Any such sign structure which has had no subdivision name advertised on it for a period of ninety (90) days or more shall be removed within one hundred twenty (120) days after the last subdivision name was advertised on the structure.
- e. Number. No more than two off-premises signs are permitted for each project or subdivision. There is no limit on joint-use directional signs within a master planned community.
- f. Maximum Duration. A sign permit for an off-premises sign is valid for a maximum three-year period. One-year extension(s) may also be granted by the Planning Director if requested prior to the expiration date on the permit. A sign must be removed within 10 days after the expiration of the sign permit.

SECTION 21. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.56.200 Accessory and Junior Accessory Dwelling Units

E. Design Standards for Accessory and Junior Accessory Dwelling Units

1. Floor Area. The maximum floor area of an accessory dwelling unit attached to, or contained within the existing space of the primary single-family dwelling shall not exceed fifty (50) percent of the primary single-family dwelling. The maximum floor area for an accessory dwelling unit detached from an existing single-family dwelling shall not exceed one thousand two hundred (1,200) square feet.
2. Outdoor Covered Area. Covered porches, decks, landing places and similar architectural features may be added to an accessory or junior accessory dwelling unit structure provided that any such covered feature is open on at least two sides ~~and occupies an area no larger than twenty five (25) percent of the allowable living area of the accessory or junior accessory dwelling unit.~~ This does not count towards the maximum allowable floor area.

SECTION 22. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.56.300 Temporary Uses and Events

iv. Private Parties. Private non-commercial events/ parties held at a private residence provided a fee or donation for such an event is not collected. A private non-commercial event/party is a celebration, ceremony, wedding, reception, reunion, corporate function, or similar activity for the benefit of someone other than the property owner that takes place on a periodic basis, involving the gathering of individuals assembled for the common purpose of attending a special event. Hours shall not exceed twelve hours per day and are limited to the hours of 9:00 a.m. and 10:00 p.m.

The use of a private residence for two or more private non-commercial events/parties in a year requires approval of a temporary outdoor event permit and is subject to conditions to ensure compliance with the standards provided in this Section.

SECTION 23. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.56.340 Community Center, Commercial Event Center, Agricultural Event Center

A. Purpose. The purpose of this section is to provide for the orderly development within Placer County of a community center, commercial event center or agricultural event center, as these terms are defined in Section [17.04.030](#). Additionally this section is intended to protect the agricultural character and long-term agricultural production of agricultural lands which may have an on-site agricultural event center.

B. Definitions.

- 1. "Agricultural event center." See Section [17.04.030](#).
- ~~2.~~ "Bona fide agricultural operation." See Section [17.04.030](#)
- ~~3.~~ "Community center." See Section [17.04.030](#).
- ~~4.~~ "Commercial event center." See Section [17.04.030](#).
- ~~5.~~ "Conditional use permit." See Section [17.58.130](#).
- ~~6.~~ "Event." See Section [17.04.030](#).

7. Agricultural Requirement.

a. All types of agricultural event centers shall be required to have an on-going, on-site bona fide agricultural operation ~~production~~ for the length of the term of the conditional use permit, and shall be required to demonstrate a minimum of one thousand dollars (\$1,000.00) gross revenue per acre per year from said agricultural production, or as specified by the conditional use permit. No agricultural event center is required to have more than forty thousand dollars (\$40,000.00) gross revenue agricultural production per year. The verification of agricultural production for agricultural event centers shall be made by the Placer County agricultural commissioner or designee.

SECTION 24. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.56.350 Ground-Mounted Residential Solar Electric Generating Systems

A On all residentially zoned parcels in Placer County including the agricultural exclusive and farm zone districts, ground-mounted solar electric generating systems shall be allowed to be placed at a reduced side or rear setback, provided that the proposed system meets all of the following criteria:

- 1. The system is installed for the purpose of generating electricity to service structures or other legally established uses located on the same site as the solar electric generating system only, and is placed in compliance with Section [17.56.020](#)(A)(1) (Timing of construction).
- 2. The system is installed following approval of a building permit.
- 3. The system is located outside of any easements or rights-of-way and maintains minimum required setbacks to all water wells, septic tanks, and sewage disposal areas as required by the environmental health division of health and human services.
- 4. The system maintains all required water-course setbacks as specified in [Section 17.54.140 17.54.145](#)(D) (Watercourse setbacks).

SECTION 25. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.56.360 – Zero Emission Multimodal Hub – Stand-Alone

When allowed by Sections 17.06.030 et seq. (Allowable Land Uses and Permit Requirements) in the zone applicable to a site, a stand-alone Zero Emission Multimodal Hub is subject to the requirements of this section.

A. Purpose. The purpose of this section is to establish standards for the placement of stand-alone Zero Emission Multimodal Hub facilities and to facilitate and encourage the use of electric vehicles and to expedite the establishment of convenient electric vehicle infrastructure. The intent of these standards is to ensure compatibility with adjacent land uses and provide for coordination of on-site facilities.

B. Site Design and Development Standards. Stand-alone Zero Emission Multimodal Hub projects shall comply with the following:

1. Setbacks. Any structures associated with ancillary services including restrooms or vending machines must adhere to any underlying zoning setback requirements. Electric Vehicle Supply Equipment shall comply with the following:

- a. Front: Twenty (20) feet
- b. Sides and Rear: Ten (10) feet.

2. Design.

a. Lighting. Site lighting shall be provided where a stand-alone Zero Emission Multimodal Hub is installed unless charging is for daytime purposes only. All light fixtures must be “dark sky friendly” and are subject to the lighting standards contained within the Placer County Design Guidelines manual.

b. Parking Space Size. The minimum size for a parking space for charging electric vehicles is nine (9) feet in width and twenty (20) feet in length for standard parking spaces and sixteen (16) feet in length for compact parking spaces.

c. Equipment Standards and Protection. Battery charging station outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the surface where mounted. Equipment mounted on pedestals, lighting posts, bollards or other devices shall be designed and located so as to not impede pedestrian travel or create trip hazards on sidewalks. Adequate battery charging station protection, such as concrete-filled steel bollards shall be used. Curbing may be

used in lieu of bollards, if the battery charging station is setback a minimum of 24 inches from the face of the curb.

- d. Signage. Information shall be posted identifying voltage and amperage levels and any time of use, fees or safety information related to the charging station. Each electric vehicle charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. For purposes of this subsection "charging" means that an electric vehicle is parked at an electric vehicle station and is connected to the battery charging station equipment. Restrictions shall be included on the signage if removal provisions are to be enforced.

Building and site signage shall conform to the requirements of Section 17.54.170 – Signs and Section 17.54.180 – On-Premises Signs.

- e. Maintenance. Electric vehicle charging stations shall be maintained in all respects, including the functioning of the equipment. A phone number or other contact information shall be provided on the equipment for reporting when it is not functioning or other problems are encountered.

- f. Usage Fees. The property owner is not restricted from collecting a service fee for the use of an electric vehicle charging station made available to visitors of the property.

- g. Landscaping. All parking lots shall be provided a perimeter landscaping strip: a minimum of five feet wide where wheel stops are placed two feet away from the landscaping strip; a minimum of seven (7) feet wide if cars overhang; and a minimum of ten (10) feet wide where the parking lot abuts a residentially zoned lot. Perimeter landscaping shall be protected by a six-inch curb.

C. Permits Required. The type of land use permit required for a stand-alone Zero Emission Multimodal Hub shall be as required in Section 17.06.050 (Land Use and Permit Tables) and a Design Review (Section 17.52.070(D)).

D. Conversion. "Conversion" shall mean to change the use of a property from a Service Station use to a Zero Emission Multimodal Hub. A change from Service Station to a Zero Emission Multimodal Hub is not a change to a different type of use and shall not be a "Conversion" subject to this Section. Notwithstanding any other provisions of this Code, any Service Station shall be principally permitted to convert to Zero Emission Multimodal Hub, also as defined in Section 17.04.030, regardless of the underlying zoning district. However, such conversion shall be subject to Design Review (Section 17.52.070(D)).

SECTION 26. Placer County Code Chapter 17, Article 17.04 - Definitions, Section 17.04.030 is amended as follows:

17.60.100 Variance

A variance from the strict application of the requirements of this chapter may be requested and granted as provided by this section.

A. Limitations on the Use of a Variance. A variance shall not be used to:

1. Reduce the minimum lot area required for a new land division by Articles [17.06](#) through [17.52](#) of this chapter such that the project would increase densities above those specified by the general plan or any applicable community plan; or
2. Waive any other requirement of this chapter or Chapter 16 of this code (Subdivisions) related to general plan consistency and other subdivision map requirements; or
3. Authorize land uses other than those identified as allowed in the particular zoning district by Articles [17.06](#) through [17.52](#), as required by California [Government Code](#) Section 65906.

B. Application and Processing: A variance application shall be completed, filed with the planning department and processed as provided by Sections [17.58.020](#) (Applications—Filing and initial processing).

C. Notice and Hearing. After acceptance of a variance application and completion of a staff report, the zoning administrator (or planning commission in the case of variances ~~associated with projects for which the planning commission is the granting authority which effect two or more lots within a subdivision~~) shall conduct a public hearing on the variance request. The notice and scheduling of the hearing shall be as set forth in Section [17.60.140](#) (Public hearing).

SECTION 27. Placer County Code Chapter 9, Article 9.36 - Noise, Section 9.36.080 is amended as follows:

9.36.080 Exceptions

A. An exception may be requested ~~for a special event or construction-related noise~~ from ~~any the~~ provisions of this article. Requests for exceptions shall be made on forms provided by the ~~county Planning Services Division. Mailed n~~Notice of the request for exception must be given to all the surrounding properties that would be impacted by the exception, i.e., those properties that would experience a noise level at their property line that exceeds Table 1 of Section [9.36.060](#).

B. If the applicant can show to the county that a diligent investigation of available sound suppression techniques for construction-related noise indicates that immediate compliance with the requirements of this article would be impractical or unreasonable, due to the temporary nature or short duration of the exception, a permit to allow exception from the provisions contained in all or a portion of this article may be issued. Factors that the approving authority must consider for construction related exceptions shall include but not be limited to the following:

1. Conformance with the intent of this article;
2. Uses of property and existence of sensitive receptors within the area affected by sound;
3. Factors related to initiating and completing all remedial work;
4. The time of the day or night the exception will occur;
5. The duration of the exception; and
6. The general public interest, welfare and safety.

C. If the applicant can show to the county that the characteristics of a special event ~~or construction requirement~~ indicate that immediate compliance with the requirements of this article would be impractical due to the type of event or unreasonable due to its temporary nature or short duration, a permit ~~or notice of approval~~ allowing an exception from the provisions of this article may be issued ~~by the Planning Director~~. Factors considered for special events related exceptions shall include but not be limited to the following:

1. Conformance with the intent of this article;
2. Uses of property and existence of sensitive receptors within the area affected by sound;
3. Hardship to the applicant, or community of not granting the exception;
4. The time of the day or night the exception will occur;
5. The duration of the exception; and
6. The general public interest, welfare and safety.

D. If the applicant can show to the ~~county Planning Director~~, or his or her designee that immediate compliance with the requirements of this article would not result in a hazardous condition or nuisance, and strict compliance would be unreasonable due to the circumstances of the requested exception, a ~~noise exception~~ permit ~~or notice of approval~~ to allow exception from the provisions contained in all or a portion of this article may be issued ~~by the Planning Director~~. Factors considered for all requests for exceptions, other than construction or special events, shall include but not be limited to the following:

1. Conformance with the intent of this article and general plan policies;

2. Uses of property and existence of sensitive receptors within the area affected by sound;
3. Factors related to initiating and completing all remedial work;
4. Age and useful life of the existing sound source;
5. Hardship to the applicant, or community of not granting the exception;
6. The time of the day or night the exception will occur;
7. The duration of the exception; and
8. The general public interest, welfare and safety.

E. Within thirty (30) days of receipt of the application or request, the county shall either (1) approve or conditionally approve such request in whole or in part, (2) deny the request, or (3) refer the request directly to the board of supervisors for action at the next available board meeting. In the event the exception is approved, reasonable conditions may be imposed which minimize the public detriment and may include restrictions on sound level, sound duration and operating hours, an approved method of achieving compliance and a time schedule for its implementation.

F. Where a request for exception is associated with a discretionary permit, ~~the~~ an exception ~~shall~~ may be processed concurrently with the discretionary permit. In such instances, ~~t~~he approving authority for the discretionary permit shall also be the approving authority for the exception. Factors that the approving authority must consider for requests for exception shall be those factors identified above, depending upon the type of exception requested. The approving authority for an exception processed with a discretionary permit shall either (1) approve or conditionally approve such request in whole or in part, or (2) deny the request.

G. Where an approving authority has approved an exception and complaints are received related to the exception the approving body has the authority to take action, as he or she deems necessary to reduce the sound impacts including modification or revocation of the exception.

H. Any person aggrieved by the decision of the approving authority may appeal to the board of supervisors by filing written notice of appeal with the board clerk within ten (10) days of the decision. The board of supervisor's decision shall be final and shall be based upon the considerations set forth in this section. (Ord. 5280-B, 2004)

SECTION 28: This ordinance shall take effect and be in full force thirty (30) days after the date of its passage. The Clerk is directed to publish this ordinance, or a summary thereof, within fifteen (15) days in accordance with Government Code Section 25124.



Placer County Transportation Planning Agency

MEMORANDUM

TO: PCTPA Board of Directors

DATE: January 22, 2025

FROM: Cory Peterson, Senior Transportation Planner
Mike Costa, Principal Transportation Planner

SUBJECT: REGIONAL TRANSPORTATION PLAN 2050: PRELIMINARY DRAFT
PROJECT LIST

ACTION REQUESTED

Staff is recommending approval of the Preliminary Draft 25-year Regional Transportation Plan (RTP) Transportation Project List as shown in Attachment 1.

BACKGROUND

As the state-designated Regional Transportation Planning Agency (RTPA) for Placer County, the Placer County Transportation Planning Agency (PCTPA) is required to prepare and adopt a Regional Transportation Plan (RTP) every five years. The RTP is a long range (20-year minimum), transportation funding plan that identifies the priorities for addressing existing and future traffic congestion on, mobility needs for, and maintenance of the transportation infrastructure, programs, and services in Placer County (excluding the Tahoe Basin). Not only does the RTP comply with state statutes for continuous, cooperative, and comprehensive planning, it also provides the mechanism by which state and federal funds are allocated to local transportation projects. PCTPA's current RTP was adopted in December 2019 and contains the Placer region's financially constrained transportation investments (projects list) planned for delivery through 2040. The 2050 RTP is scheduled to be adopted by the end of 2025

The Placer County RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). SACOG serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county region, which includes Placer County. As an MPO, SACOG updates the MTP/SCS (known as the Blueprint in this update cycle) every four years to satisfy its federal planning responsibilities for the six-county region and to address state greenhouse gas emissions reduction requirements for the SCS pursuant to Senate Bill 375 (SB 375). PCTPA has a Memorandum of Understanding (MOU) with SACOG wherein SACOG provides demographic growth projections, financial forecasting assistance, and air quality modeling services that support PCTPA's planning efforts, including those for the RTP. For these reasons, the financially constrained transportation project lists produced in both Placer County's RTP and SACOG's MTP/SCS (for the Placer County region) must be aligned. SACOG's Board of Directors adopted the draft Final Transportation Project List for the 2025 Blueprint at their November 14, 2024 meeting.

PCTPA Board of Directors
Regional Transportation Plan 2050 Preliminary Draft Project List
January 22, 2025
Page 2

DISCUSSION

In early 2022, SACOG conducted a joint call for projects with PCTPA for Placer County jurisdictions and Caltrans to review, revise, and update the adopted 2040 RTP transportation project lists. The call for projects offered the opportunity to include new projects, remove completed projects, and update the status and timing of long-standing local projects priorities.

SACOG and PCTPA worked with the local jurisdictions to refine the resulting list of projects to ensure that the project list met the goals and land use assumptions of SACOG’s 2025 Blueprint, PCTPA’s 2050 RTP, and had a reasonable chance of meeting the region’s greenhouse gas emission targets set by the California Air Resources Board. This involved a long series of reviews/edits, one-on-one meetings with jurisdictions, and extensive stakeholder and elected official discussions over the course of two years. The resulting project list is expected to keep SACOG’s 2025 Blueprint within striking distance of the region’s GHG emission goals and was adopted by the SACOG Board on November 14, 2024.

PCTPA’s 2050 RTP project list must be consistent with SACOG’s Blueprint project list, therefore the two lists are substantially similar. The 2050 RTP project list has a preliminary total cost of \$6.2 billion (\$9.0 billion in year of expenditure dollars), broken down under the following categories:

2050 RTP Preliminary Project Costs by Category (In Millions)		
Category	Total Project Costs (2024 \$)	Total Project Costs (YOE \$)
Bicycle & Pedestrian	\$364.2	\$494.3
Road & Highway Capacity	\$1,567.8	\$1,651.7
Maintenance & Rehabilitation	\$2,895.8	\$4,883.5
Programs & Planning	\$4.1	-
Transit Capital	\$726.0	\$946.2
Transit Operations & Maintenance	\$232.8	\$458.2
System Management, Operations, and ITS	\$486.2	\$608.4
TOTAL	\$6,276.9	\$9,042.3

Over the next few months, staff will be evaluating this project list through the lens of fiscal constraint. This exercise may result in the reduction of certain project costs in order to meet anticipated revenues. The final project list, as well as reasonably anticipated revenues, will be brought before the Board for adoption alongside the final RTP document in late 2025. Approving the preliminary project list allows staff to move forward with preparing the Supplemental Environmental Impact Report (SEIR) for the RTP.

Staff is seeking approval on the preliminary draft project list to move forward as the basis for the draft RTP. The PCTPA TAC concurred with the recommended project list.

CP:MC:ss

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
CAL21393	G-System Management, Operations, and ITS	Caltrens D3	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33,344-9); Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	\$ 37,900,000	-	By 2035	Programmed
CAL20639	E - Transit/Capital	Caltrens Division of Rail	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, reworking of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	\$ 86,000,000	\$ 180,390,812	By 2050	Planned
CAL21280	C- Maintenance & Rehabilitation	Caltrens D3	Bag of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Bag of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	\$ 3,960,000	\$ 6,306,368	By 2050	Planned
CAL20844	C- Maintenance & Rehabilitation	Caltrens D3	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)	\$ 117,272,000	-	By 2035	Programmed
CAL21402	C- Maintenance & Rehabilitation	Caltrens D3	CAPM & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13,121,667); 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 2035	Programmed
CAL20838	G-System Management, Operations, and ITS	Caltrens D3	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	\$ 113,635,724	By 2035	Planned
CAL20871	G-System Management, Operations, and ITS	Caltrens D3	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	\$ 45,210,000	\$ 94,831,030	By 2035	Planned
CAL20571	C- Maintenance & Rehabilitation	Caltrens D3	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	\$ 20,975,676	By 2050	Planned
BP 11	C- Maintenance & Rehabilitation	Caltrens D3	Deck on Deck Replacement/Variou Locations	Deck on Deck replacement at Troy UC (19-0106L/R), Kingvale UC (19-0107 L), South Yuba River (19-0105L), South Yuba River Big Bend (19-0121R), and Big Bend UC (19-0122L). SHOPP ID 23117	\$ 25,710,000	\$ 37,235,746	By 2035	Planned
CAL21394	C- Maintenance & Rehabilitation	Caltrens D3	Drum Forebay Drainage Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/R58.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.54/R68.5); 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.	\$ 18,009,000	-	By 2035	Programmed
CAL21012	C- Maintenance & Rehabilitation	Caltrens D3	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	\$ 43,209,892	By 2050	Planned
CAL21011	C- Maintenance & Rehabilitation	Caltrens D3	EB Colfax 174 Grade	On Placer 80 from E. of Ilfornstown OC to E. of SR 174. Truck climbing lane.	\$ 13,762,000	\$ 28,866,725	By 2050	Planned
CAL21072	G-System Management, Operations, and ITS	Caltrens D3	EB I-80 Applegate offramp chain on Improvements	Extend right turn lane of EB Applegate offramp to facilitate chain on screening	\$ 2,000,000	\$ 4,195,135	By 2035	Planned
CAL20846	C- Maintenance & Rehabilitation	Caltrens D3	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Bt # 19-105) to Kingvale. Truck climbing lane.	\$ 17,470,000	\$ 36,644,506	By 2050	Planned
CAL21429	C- Maintenance & Rehabilitation	Caltrens D3	Emigrant Gap Vista Point Upgrade	On Route 80, in Placer County, near Blue Canyon at the Emigrant Gap Vista Point (PM 55.32/55.32); Upgrade vista point.	\$ 464,000	-	By 2035	Programmed
CAL21407	D-Programs & Planning	Caltrens HQ	FIA 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 and Yuba counties 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 \$956,010 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	\$ 956,010	-	By 2035	Programmed
CAL20822	C- Maintenance & Rehabilitation	Caltrens D3	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Ict SR 89 to Nevada State Line	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Ict SR 89 to Nevada State Line	\$ 15,950,000	\$ 33,456,203	By 2050	Planned
PLA25670	A- Bike & Ped	Caltrens D3	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, COV, COV	\$ 20,092,989	-	By 2035	Programmed
CAL20969	C- Maintenance & Rehabilitation	Caltrens D3	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	\$ 111,171,082	By 2035	Planned
CAL21036	C- Maintenance & Rehabilitation	Caltrens D3	I-80 Auburn Pavement Rehabilitation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Bt# 19-0071).	\$ 5,300,000	\$ 11,117,108	By 2035	Planned

2050 RTP Draft Project List

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CAL20922	C-Maintenance & Rehabilitation	Caltrans D3	I-80 Cold Plane & RHMA Overlay	In Placer County near Sierra College Blvd. to Peimyn Rock Springs UC	\$ 750,000	\$ 1,573,176	By 2050	Planned
CAL21055	C-Maintenance & Rehabilitation	Caltrans D3	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	\$ 22,653,730	By 2035	Planned
CAL20869	C-Maintenance & Rehabilitation	Caltrans D3	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	\$ 31,463,514	By 2035	Planned
PLA25576	G-System Management, Operations, and ITS	Caltrans D3	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin; Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. Toll Credits for ENG, ROW, Toll Credits for ENG, ROW	\$ 40,776,035	-	By 2035	Programmed
CAL20947	C-Maintenance & Rehabilitation	Caltrans D3	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	\$ 7,865,878	By 2050	Planned
CAL20963	C-Maintenance & Rehabilitation	Caltrans D3	I-80 Kingvale Pavement Rehabilitation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab.	\$ 93,134,000	\$ 195,354,859	By 2050	Planned
CAL20973	C-Maintenance & Rehabilitation	Caltrans D3	I-80 Pavement Rehabilitation A	From Secret Town OC to Mone Vista OC. Pla-80-38,341.5. EA 1H1030	\$ 5,366,000	\$ 11,297,499	By 2050	Planned
CAL21007	C-Maintenance & Rehabilitation	Caltrans D3	I-80 Pavement Rehabilitation E	Near Loomis from King Road OC to Route 193 Interchange.	\$ 18,200,000	\$ 38,175,730	By 2035	Planned
CAL21039	C-Maintenance & Rehabilitation	Caltrans D3	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	\$ 46,146,487	By 2050	Planned
CAL21010	G-System Management, Operations, and ITS	Caltrans D3	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.	\$ 33,423,000	\$ 70,107,001	By 2035	Planned
CAL20992	G-System Management, Operations, and ITS	Caltrans D3	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	\$ 9,858,568	By 2035	Planned
CAL20991	G-System Management, Operations, and ITS	Caltrans D3	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	\$ 9,858,568	By 2035	Planned
CAL20989	G-System Management, Operations, and ITS	Caltrans D3	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	\$ 3,146,351	By 2035	Planned
CAL20988	G-System Management, Operations, and ITS	Caltrans D3	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	\$ 5,200,000	\$ 10,907,351	By 2035	Planned
CAL20990	G-System Management, Operations, and ITS	Caltrans D3	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	\$ 3,146,351	By 2035	Planned
CAL20987	G-System Management, Operations, and ITS	Caltrans D3	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	\$ 11,956,135	By 2035	Planned
CAL21299	C-Maintenance & Rehabilitation	Caltrans D3	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	\$ 1,250,000	\$ 2,621,959	By 2050	Planned
CAL21294	C-Maintenance & Rehabilitation	Caltrans D3	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	\$ 800,000	\$ 1,678,054	By 2050	Planned
CAL20845	C-Maintenance & Rehabilitation	Caltrans D3	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.	\$ 93,583,000	-	By 2035	Programmed
CAL21284	C-Maintenance & Rehabilitation	Caltrans D3	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	\$ 5,359,285	By 2050	Planned
CAL21445	C-Maintenance & Rehabilitation	Caltrans D3	PLA 267 CAPM	On SR 267 near Truckee, from Nevada County line to Dolly Varden Avenue (PM 0.0/9.63); Rehabilitate pavement and drainage systems, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards, and extend southbound truck climbing lane.	\$ 44,000,000	-	By 2035	Programmed
CAL20821	C-Maintenance & Rehabilitation	Caltrans D3	PLA 80 Collar 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	\$ 4,501,380	By 2050	Planned
CAL21446	C-Maintenance & Rehabilitation	Caltrans D3	Placer 49 2R	On SR 49 near Auburn, from Dry Creek Road to 0.1 mile south of Luronson Road; also from 0.3 mile north of Lone Star Road to Nevada County line (PM R10.6/11.373); Rehabilitate roadway and drainage systems, and upgrade guardrail, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	\$ 24,470,000	-	By 2035	Programmed

2050 RTP Draft Project List

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CAL21470	G-System Management, Operations, and ITS	Caltrans D3	Placer 49 Sidewalk	In Placer County, on Route 49 postmiles 4.67/4.88. Construct sidewalk.	\$ 1,620,000	-	2025	Programmed
CAL21069	C-Maintenance & Rehabilitation	Caltrans D3	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	\$ 10,068,324	By 2050	Planned
CAL21068	C-Maintenance & Rehabilitation	Caltrans D3	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 OCA	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 OCA (Total cost = \$7,000,000; Placer County share shown)	\$ 2,660,000	\$ 5,579,530	By 2050	Planned
CAL20881	C-Maintenance & Rehabilitation	Caltrans D3	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 OCB	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 OCB. Repair shoulder damage and install concrete gutter. EAH110	\$ 10,900,000	\$ 22,863,487	By 2050	Planned
BP_33	C-Maintenance & Rehabilitation	Caltrans D3	Replace Median Concrete Barrier	In Placer County 0.8 miles east of Route 665 interchange to the Ophir Rd UC(19-0081). Replace existing median concrete barrier with type 60M. SHOPP ID 23160	\$ 32,050,000	\$ 46,417,956	By 2035	Planned
BP_34	C-Maintenance & Rehabilitation	Caltrans D3	Roseville 80 CAPM	IN SACRAMENTO COUNTY AND PLACER COUNTY FROM APPROXIMATELY 0.8 MILES EAST OF ANTELOPE ROAD OVERCROSSING (24-0129) TO APPROXIMATELY 0.3 MILES WEST OF SIERRA COLLEGE BOULEVARD OVERCROSSING (19-0095). Pavement and Drainage System Upgrades. (EA 21170) SHOPP ID 20566	\$ 76,100,000	\$ 110,215,490	By 2035	Planned
CAL21230	C-Maintenance & Rehabilitation	Caltrans D3	Roseville Mitc Station	Rebuild crewrooms, offices and EQ barn	\$ 999,000	\$ 2,095,470	By 2035	Planned
CAL21453	C-Maintenance & Rehabilitation	Caltrans D3	Russell Rd Placer Co 80	On I-80 in and near Auburn, from 0.1 mile west of Nevada Street Overcrossing to 0.3 mile east of Crother Road Overcrossing (PM 17.2/R26.5): Rehabilitate roadway and drainage systems, and upgrade signs, lighting, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	\$ 108,890,000	-	By 2035	Programmed
CAL20652	C-Maintenance & Rehabilitation	Caltrans D3	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	\$ 28,530,000	\$ 59,843,603	By 2050	Planned
CAL20615	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	\$ 172,000,000	\$ 360,781,624	By 2050	Planned
CAL20616	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Collision Reduction	SHOPP - Collision Reduction	\$ 101,000,000	\$ 211,854,325	By 2050	Planned
CAL20617	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Emergency Response	SHOPP - Emergency Response	\$ 2,000,000	\$ 4,195,135	By 2050	Planned
CAL20654	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Facilities	SHOPP - Facilities	\$ 4,000,000	\$ 8,390,270	By 2050	Planned
CAL20618	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Mandates	SHOPP - Mandates	\$ 1,900,000	\$ 3,985,378	By 2050	Planned
CAL20622	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Minor	SHOPP - Minor	\$ 40,000,000	\$ 83,902,703	By 2050	Planned
CAL20619	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Mobility	SHOPP - Mobility	\$ 21,100,000	\$ 44,258,676	By 2050	Planned
CAL20620	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	\$ 3,000,000	\$ 6,292,703	By 2050	Planned
CAL20621	C-Maintenance & Rehabilitation	Caltrans D3	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	\$ 114,000,000	\$ 239,122,704	By 2050	Planned
CAL20837	C-Maintenance & Rehabilitation	Caltrans D3	SR 193 Widened 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	\$ 16,168,051	By 2035	Planned
BP_36	B-Road & Highway Capacity	Caltrans D3	SR 267 at Truckee Airport Rd Intersection Improvements	In Placer County on Route 267 at Truckee Airport Road/Schaffer Mill Road and Plo 267 intersection improvements. Construct roundabouts or add aux lanes to mainline, add dedicated left turn phasing and lanes to minor approaches. SHOPP ID 17721	\$ 2,160,000	\$ 3,128,324	By 2050	Planned
CAL21045	C-Maintenance & Rehabilitation	Caltrans D3	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Ict St 28.	\$ 8,905,000	\$ 18,678,839	By 2035	Planned
CAL20638	G-System Management, Operations, and ITS	Caltrans D3	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	\$ 49,902,568	By 2050	Planned
BP_37	A-Bike & Ped	Caltrans D3	SR 28 Complete Streets	In Placer County on Route 28 from Onyx Street to approximately 0.01 miles past Chipmunk Street. Complete Streets - Crosswalks, Sidewalks, Bike Lanes. SHOPP ID 23217	\$ 5,040,000	\$ 7,299,423	By 2035	Planned
CAL20728	B-Road & Highway Capacity	Caltrans D3	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 2035	Programmed
CAL20849	G-System Management, Operations, and ITS	Caltrans D3	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	\$ 2,600,000	\$ 5,453,676	By 2035	Planned

2050 RTP Draft Project List

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Caltrens Projects								
CAL21227	G-System Management, Operations, and ITS	Caltrens D3	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. This project will reduce the number and severity of collisions.	\$ 35,870,000	-	By 2035	Programmed
BP_38	C-Maintenance & Rehabilitation	Caltrens D3	SR 49, Placer County: SR 49 CAPM from the county line to I-80 junction	In Placer County on Route 49 from the county line to Ict Rte 80. CAPM. SHOPP ID 20485	\$ 3,880,000	\$ 5,619,397	By 2035	Planned
CAL21070	G-System Management, Operations, and ITS	Caltrens D3	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	\$ 45,000,000	\$ 94,390,541	By 2050	Planned
CAL21070	C-Maintenance & Rehabilitation	Caltrens D3	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	\$ 1,200,000	\$ 2,517,081	By 2050	Planned
CAL21079	C-Maintenance & Rehabilitation	Caltrens D3	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	\$ 2,517,081	By 2050	Planned
CAL21285	C-Maintenance & Rehabilitation	Caltrens D3	SR-267 North Lake Tahoe. Install ped signal.	SR-267 North Lake Tahoe. Install ped signal.	\$ 3,600,000	\$ 7,551,243	By 2050	Planned
BP_62	C-Maintenance & Rehabilitation	Caltrens D3	SR-49 Rehab Cool to Borderland Ave	In El Dorado and Placer counties from Ict Rte 193 in Cool to Borderland Ave in Auburn. Pavement Rehab. SHOPP ID 16360	\$ 19,000,000	\$ 27,517,665	By 2035	Planned
CAL21482	G-System Management, Operations, and ITS	Caltrens D3	Sutter, Yolo, and Placer County Traffic Signal Operation	In Sutter, Yolo, and Placer Counties, on Routes 5, 80, and 99 at various locations. Install Retroreflective Plates, Audible Pedestrian System (APS), and Flashing Beacons.	\$ 538,000	-	2025	Programmed
CAL20612	C-Maintenance & Rehabilitation	Caltrens D3	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.	\$ 4,000,000	\$ 8,390,270	By 2035	Planned
CAL20637	G-System Management, Operations, and ITS	Caltrens D3	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 3.211.372)	\$ 4,000,000	\$ 8,390,270	By 2050	Planned
CAL20879	C-Maintenance & Rehabilitation	Caltrens D3	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	\$ 5,013,187	By 2050	Planned
CAL21078	C-Maintenance & Rehabilitation	Caltrens D3	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	\$ 5,013,187	By 2050	Planned
CAL21013	C-Maintenance & Rehabilitation	Caltrens D3	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	\$ 25,365,000	\$ 53,204,802	By 2050	Planned

2050 RTP Draft Project List

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BP_92	C- Maintenance & Rehabilitation	City of Auburn	High St. Streetscape Phase 2	Revitalization of High St. from Central Square to Elm Ave. the intent is to improve walkability and beautify Downtown Auburn core business District.	\$ 400,000	\$ 839,027	By 2035	Planned
BP_93	A- Bike & Ped	City of Auburn	Hwy 49, Complete Streets Assessment	The City is committed to redeveloping the Grass Valley Hwy corridor as a vibrant transportation thoroughfare, business center, and pedestrian destination using Complete Street Principles.	\$ 100,000	\$ 209,757	By 2035	Planned
BP_99	A- Bike & Ped	City of Auburn	Old Town Pedestrian Improvements	This effort aims to increase the number of persons who bicycle and walk the City of Auburn for transportation to work, school, errands, and for recreational purposes	\$ 200,000	\$ 419,514	By 2035	Planned
PLA25821	C- Maintenance & Rehabilitation	City of Auburn	Street & Road Maintenance, Auburn	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$500,000 annually)	\$ 10,000,000	\$ 20,975,676	By 2050	Planned
PLA25832	C- Maintenance & Rehabilitation	City of Auburn	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation; maintenance asphalt overlay.	\$ 479,305	-	By 2035	Programmed

2050 RTP Draft Project List

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City of Colfax Projects								
BP_119	A-Bike & Ped	City of Colfax	Canyon Way Bicycle Improvements	Add bike routes on both sides of Canyon Way from Illinois Street to 174	\$ 100,000	\$ 209,757	By 2050	Planned
BP_120	C-Maintenance & Rehabilitation	City of Colfax	Canyon Way Road Rehabilitation	Reconstruct and repave Canyon Way from Illinois Street to 174	\$ 1,600,000	\$ 2,317,277	By 2035	Planned
BP_121	C-Maintenance & Rehabilitation	City of Colfax	Church Street Road Rehabilitation	Repave W. Church Street from S. Main Street to Rising Sun Street	\$ 300,000	\$ 434,489	By 2035	Planned
BP_125	C-Maintenance & Rehabilitation	City of Colfax	Main Street Road Rehabilitation	Repave/Reconstruct Main Street from Church Street to 174	\$ 1,250,000	\$ 2,621,959	By 2050	Planned
BP_126	C-Maintenance & Rehabilitation	City of Colfax	Oak Street Road Rehabilitation	Reconstruct/Repave E. Oak Street from Railroad Avenue to 174	\$ 600,000	\$ 868,979	By 2035	Planned
BP_128	B-Road & Highway Capacity	City of Colfax	S. Auburn Road Rehabilitation	Reconstruct, widen and pave S. Auburn from Mink Creek to Jan's Way	\$ 1,250,000	\$ 2,621,959	By 2050	Planned
BP_130	A-Bike & Ped	City of Colfax	South Auburn Street Bicycle Improvements	Add bike routes on both sides of South Auburn from Grass Valley UP tracks to Mink Creek	\$ 50,000	\$ 72,415	By 2050	Planned
BP_131	A-Bike & Ped	City of Colfax	South Auburn Street Bicycle Improvements Stage 2	Add bike routes on both sides of South Auburn from Mink Creek to Illinois Street	\$ 75,000	\$ 108,622	By 2050	Planned
PLA20420	C-Maintenance & Rehabilitation	City of Colfax	I-80/Canyon Wy, Intersection Improvements	Intersection Improvements at Canyon Wy, / I-80 Overpass, to include signalization, intersection realignment and striping.	\$ 600,000	\$ 1,258,541	By 2050	Planned
PLA25146	G-System Management, Operations, and ITS	City of Colfax	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	\$ 30,834,243	By 2050	Planned
PLA25235	G-System Management, Operations, and ITS	City of Colfax	S. Auburn/Central/Hwy.174 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy.174 intersection, to include widening, signalization, and pedestrian improvements.	\$ 700,000	\$ 1,468,297	By 2050	Planned
PLA25490	G-System Management, Operations, and ITS	City of Colfax	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	\$ 1,153,662	By 2050	Planned
PLA25822	C-Maintenance & Rehabilitation	City of Colfax	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	\$ 5,663,432	By 2050	Planned

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
City of Lincoln Projects								
PLA19020	B-Road & Highway Capacity	City of Lincoln	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	\$ 4,155,533	By 2050	Planned
PLA20760	C- Maintenance & Rehabilitation	City of Lincoln	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	\$ 1,430,909	\$ 3,001,428	By 2035	Planned
PLA25595	B-Road & Highway Capacity	City of Lincoln	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	\$ 12,114,449	\$ 25,410,875	By 2050	Planned
PLA25714	B-Road & Highway Capacity	City of Lincoln	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	\$ 12,017,156	By 2050	Planned
PLA25737	B-Road & Highway Capacity	City of Lincoln	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddymont Road to 0.5 miles east of existing Nelson Lane	\$ 4,493,949	\$ 9,426,362	By 2050	Planned
PLA25739	B-Road & Highway Capacity	City of Lincoln	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	\$ 3,625,000	\$ 5,250,081	By 2035	Planned
PLA25745	B-Road & Highway Capacity	City of Lincoln	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	\$ 4,816,552	By 2050	Planned
PLA25768	B-Road & Highway Capacity	City of Lincoln	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	\$ 8,700,000	\$ 18,248,838	By 2050	Planned
PLA25775	B-Road & Highway Capacity	City of Lincoln	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine. Replace 2-lane bridge with a 4-lane bridge	\$ 9,880,000	\$ 20,723,968	By 2050	Planned
PLA25823	C- Maintenance & Rehabilitation	City of Lincoln	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	\$ 58,731,892	By 2050	Planned
PLA25540	C- Maintenance & Rehabilitation	City of Lincoln	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 light turn lane, but does not provide a new through lane.). Toll Credits for ROW	\$ 12,313,600	-	By 2035	Programmed
PLA25677	C- Maintenance & Rehabilitation	City of Lincoln	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 2035	Programmed
PLA25689	B-Road & Highway Capacity	City of Lincoln	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 2035	Programmed
PLA25687	C- Maintenance & Rehabilitation	City of Lincoln	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.	\$ 2,025,754	-	By 2035	Programmed
PLA25688	C- Maintenance & Rehabilitation	City of Lincoln	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. Toll Credits for CON	\$ 1,420,948	-	By 2035	Programmed

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
Town of Loomis Projects								
BP_594	G-System Management, Operations, and ITS	Town of Loomis	Bankhead Road Widening	Widen Bankhead Road to standard lane and shoulder widths, including bike lanes.	\$ 1,600,000	\$ 2,317,277	By 2035	Planned
BP_595	C- Maintenance & Rehabilitation	Town of Loomis	Brace Road Bridge Replacement	Replace the bridge on Brace Road at Secret Ravine Creek. Includes ancillary road work.	\$ 5,100,000	\$ 7,386,321	By 2050	Planned
BP_598	G-System Management, Operations, and ITS	Town of Loomis	Horseshoe Bar Road/Brace Road Roundabout	Construct roundabouts at the existing Horseshoe Bar Road/Horseshoe Bar Road and Horseshoe Bar Road/Brace Road/Laird Road intersections.	\$ 6,300,000	\$ 9,124,278	By 2035	Planned
BP_600	A- Bike & Ped	Town of Loomis	King Road Class II Bike Lanes	Fill in gaps between existing bike lanes on King Road within Town Limits.	\$ 600,000	\$ 868,979	By 2035	Planned
BP_602	G-System Management, Operations, and ITS	Town of Loomis	Rocklin Road/Barton Road Intersection Improvements	Signalize the Rocklin Road/Barton Road Intersection.	\$ 500,000	\$ 724,149	By 2035	Planned
BP_604	G-System Management, Operations, and ITS	Town of Loomis	Sierra College Boulevard/Bankhead Road Intersection Improvements	Signalize the Sierra College Boulevard/Bankhead Road Intersection.	\$ 500,000	\$ 724,149	By 2035	Planned
BP_605	G-System Management, Operations, and ITS	Town of Loomis	Sierra College Boulevard/Brace Road Signal Modification	Modify the traffic signal at the Sierra College Boulevard/Brace Road Intersection.	\$ 600,000	\$ 868,979	By 2035	Planned
BP_607	A- Bike & Ped	Town of Loomis	Taylor Road Class I Bike Path	Extend the Class I bicycle/pedestrian path on Taylor Road from its existing terminus at Circle Drive to Walnut Street near Downtown.	\$ 600,000	\$ 868,979	By 2035	Planned
BP_609	G-System Management, Operations, and ITS	Town of Loomis	Webb Street Improvements	Widen Webb Street between King Road and Taylor Road to include curb, gutter, sidewalk, parking, and turn lanes.	\$ 1,300,000	\$ 1,882,788	By 2035	Planned
PLA2080	B- Road & Highway Capacity	Town of Loomis	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	\$ 12,373,829	By 2050	Planned
PLA2583	A- Bike & Ped	Town of Loomis	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	\$ 125,854	By 2050	Planned
PLA2584	A- Bike & Ped	Town of Loomis	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	\$ 104,878	By 2050	Planned
PLA2589	C- Maintenance & Rehabilitation	Town of Loomis	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	\$ 482,441	By 2035	Planned
PLA2574	C- Maintenance & Rehabilitation	Town of Loomis	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	\$ 83,903	By 2035	Planned
PLA25277	C- Maintenance & Rehabilitation	Town of Loomis	Brace Rd. Bridge Improvements	Replace Bridge at Secret Ravine creek. Includes: ancillary road work.	\$ 50,000	\$ 104,878	By 2050	Planned
PLA25278	C- Maintenance & Rehabilitation	Town of Loomis	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	\$ 125,854	By 2035	Planned
PLA25279	C- Maintenance & Rehabilitation	Town of Loomis	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	\$ 20,976	By 2050	Planned
PLA2580	C- Maintenance & Rehabilitation	Town of Loomis	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	\$ 40,000	\$ 83,903	By 2035	Planned
PLA25828	C- Maintenance & Rehabilitation	Town of Loomis	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	\$ 26,597,157	By 2050	Planned
PLA25840	G-System Management, Operations, and ITS	Town of Loomis	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 Switzer Road with a signal interconnect system.	\$ 938,120	-	By 2035	Programmed
PLA25864	C- Maintenance & Rehabilitation	Town of Loomis	STBG Paving Project	In the town of Loomis: Roadway spot reconstruction and overlay on Brace Road between Sierra College Boulevard and Stone Road.	\$ 400,000	-	By 2035	Programmed
PLA25881	G-System Management, Operations, and ITS	Town of Loomis	Sierra College Blvd At-Grade Railroad Crossing Improvements	In Loomis, at the intersection of Sierra College Boulevard and the Union Pacific Railroad tracks north of Taylor Road, construct at-grade railroad crossing improvements, including pre-signal, advance preemption, upgraded crossing guards, and other safety improvements.	\$ 3,000,000	-	By 2035	Programmed
PLA25882	B- Road & Highway Capacity	Town of Loomis	Sierra College Blvd Widening - Taylor to Bankhead	In Loomis: Between Taylor Road and Bankhead Road; Widen Sierra College Boulevard to 4 lanes, construct new turn lanes, and signalize the Bankhead Road Intersection.	\$ 3,000,000	-	By 2035	Programmed
PLA25883	G-System Management, Operations, and ITS	Town of Loomis	I-80 Horseshoe Bar Road Interchange: Modification	In Loomis: at the I-80 and Horseshoe Bar Road interchange: improve the ramps and ramp intersections, including potential roundabouts.	\$ 10,000,000	-	By 2035	Programmed

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
City of Rocklin Projects								
BP_254	B-Road & Highway Capacity	City of Rocklin	I-80 Westbound Auxiliary Lane	Auxiliary Lane from Rocklin Road to Highway 65	\$ 10,000,000	\$ 14,482,982	By 2050	Planned
PLA15400	B-Road & Highway Capacity	City of Rocklin	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Agular Tributary.	\$ 3,800,000	\$ 7,970,757	By 2050	Planned
PLA20460	B-Road & Highway Capacity	City of Rocklin	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Agular Tributary to Nighthatch; widen from 4 to 6 lanes.	\$ 2,750,000	\$ 5,768,311	By 2050	Planned
PLA25156	B-Road & Highway Capacity	City of Rocklin	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	\$ 2,307,324	By 2050	Planned
PLA25272	B-Road & Highway Capacity	City of Rocklin	Pacific St.	Widen 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	\$ 240,000	\$ 503,416	By 2050	Planned
PLA25273	B-Road & Highway Capacity	City of Rocklin	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	\$ 372,266	\$ 780,853	By 2050	Planned
PLA25721	B-Road & Highway Capacity	City of Rocklin	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	\$ 3,565,550	\$ 7,478,982	By 2050	Planned
PLA25722	B-Road & Highway Capacity	City of Rocklin	Monument Springs	2-lane extension and 2-lane bridge	\$ 11,500,000	\$ 16,655,429	By 2035	Planned
PLA25751	B-Road & Highway Capacity	City of Rocklin	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to East of Wildcat Blvd.	\$ 3,083,809	\$ 4,466,275	By 2035	Planned
PLA25824	C-Maintenance & Rehabilitation	City of Rocklin	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	\$ 226,537,289	By 2050	Planned
PLA25847	G-System Management, Operations, and ITS	City of Rocklin	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 bicycle and pedestrian overcrossing. 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	\$ 43,513,000	-	By 2035	Programmed
PLA25659	G-System Management, Operations, and ITS	City of Rocklin	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet). Toll Credits for ENG	\$ 10,000,000	-	By 2035	Programmed
PLA25678	A-Bike & Ped	City of Rocklin	At-Grade Railroad Roadway and Pedestrian Improvements	Pedestrian and roadway improvements will include design and construction of curb, gutter, sidewalk, ADA curb ramps, pavement rehabilitation, pavement markings, utility adjustments, drainage improvements, and UPRR/CPUC required improvements at Delmar Avenue as well as the railroad spur crossing on Dominguez Road immediately south of Pacific Street.	\$ 3,959,854	-	2027	Programmed

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
BP_257	B-Road & Highway Capacity	City of Roseville	Baseline Road, Fiddymont to western Roseville City Limit, 6 Lanes	Widen Baseline Road from 4 lanes to 6 lane ultimate configuration between Fiddymont Road and the City of Roseville western boundary.	\$ 6,000,000	\$ 8,689,789	By 2050	Planned
BP_258	B-Road & Highway Capacity	City of Roseville	Blue Oaks Blvd. - Hwy 65 Interchange Improvements	Intersection improvements at Blue Oaks / Washington and SB 65 on ramp improvements.	\$ 6,000,000	\$ 8,689,789	By 2050	Planned
BP_260	A-Bike & Ped	City of Roseville	Commercial Corridor Pedestrian Enhancements	Pedestrian enhancements throughout older Roseville.	\$ 5,000,000	\$ 7,241,491	By 2050	Planned
BP_262	A-Bike & Ped	City of Roseville	Dry Creek Greenway East Phase 3	Bike/ped trail from Old Auburn Road to Sierra College Boulevard. Connects with Citrus Heights.	\$ 21,000,000	\$ 30,414,261	By 2035	Planned
BP_263	B-Road & Highway Capacity	City of Roseville	Foothills Blvd. Extension	In Roseville, construct 2 lanes of ultimate 6 lane Foothills Blvd. from 1,000 north of Winding Creek Rd. (north loop) to north City boundary, including 1/2 of ultimate bridge over Pleasant Grove Creek.	\$ 7,500,000	\$ 10,862,236	By 2035	Planned
BP_264	B-Road & Highway Capacity	City of Roseville	Foothills Extension Widening, Segment 1	In Roseville, widen Foothills Blvd. from 4 lanes to ultimate 6 lane configuration between Blue Oaks Blvd. and Winding Creek Rd. (north loop)	\$ 2,000,000	\$ 2,896,596	By 2050	Planned
BP_265	B-Road & Highway Capacity	City of Roseville	Foothills Extension Widening, Segment 2	In Roseville, widen Foothills Blvd. from 2 lanes to ultimate 6 lane configuration between Winding Creek Rd. (north loop) and north City Boundary, including second half of bridge over Pleasant Grove Creek.	\$ 10,000,000	\$ 14,482,982	By 2050	Planned
BP_267	A-Bike & Ped	City of Roseville	Highway 65 Bike/Ped Overcrossing	Bike path crossings (up to three) over Highway 65.	\$ 20,000,000	\$ 28,965,963	By 2035	Planned
BP_268	A-Bike & Ped	City of Roseville	I-80 Bike/Ped Overcrossing to Louis Orlando Transit Center	Bike/ped crossing over Interstate 80 to Louis Orlando bus transfer center.	\$ 20,000,000	\$ 28,965,963	By 2035	Planned
BP_269	A-Bike & Ped	City of Roseville	Industrial Avenue Bikeway	Bike/ped trail along Industrial Boulevard to Washington Boulevard.	\$ 20,000,000	\$ 28,965,963	By 2050	Planned
BP_271	A-Bike & Ped	City of Roseville	Powerline Corridor Class 1 Trail from Foothills to Washington	Bike/ped trail from Foothills to Washington.	\$ 10,000,000	\$ 14,482,982	By 2050	Planned
BP_284	E - Transit/Capital	City of Roseville	Santucci Blvd. BRT lanes - Baseline to Pleasant Grove	In the City of Roseville, widen Santucci Boulevard from Baseline Road to approximately 2,000 ft north of Pleasant Grove Blvd., by constructing two bus Rapid Transit (BRT) lanes, one in each direction.	\$ 8,000,000	\$ 11,586,385	By 2050	Planned
BP_285	B-Road & Highway Capacity	City of Roseville	Santucci Blvd. Widening, Baseline to Pleasant Grove	In Roseville, from Baseline Rd. to 2,000 feet north of Pleasant Grove Blvd., widen Santucci Blvd. from 4 to 6 lanes	\$ 5,000,000	\$ 7,241,491	By 2050	Planned
BP_287	B-Road & Highway Capacity	City of Roseville	Westbrook Blvd. Widening, Blue Oaks to north City Boundary	In Roseville, widen Westbrook Blvd. from 4 lanes to ultimate 6 lane configuration, from Blue Oaks Blvd. to north City boundary	\$ 5,700,000	\$ 8,255,300	By 2050	Planned
BP_288	B-Road & Highway Capacity	City of Roseville	Westbrook Blvd. Widening, Pleasant Grove to Blue Oaks	In Roseville, widen Westbrook Blvd. from 4 lanes to ultimate 6 lane configuration, from Pleasant Grove Blvd. to Blue Oaks Blvd.	\$ 2,700,000	\$ 3,910,405	By 2050	Planned
BP_289	B-Road & Highway Capacity	City of Roseville	Westbrook Widening, Baseline to Pleasant Grove	In Roseville, widen Westbrook Blvd. from 4 lanes to ultimate 6 lane configuration, from Baseline Rd. to Pleasant Grove Blvd.	\$ 4,200,000	\$ 6,082,852	By 2050	Planned
BP_290	B-Road & Highway Capacity	City of Roseville	Woodcreek Oaks Widening, Segment 1	In Roseville, modify to create an additional northbound lane to widen Woodcreek Oaks Blvd. from 3 lanes to ultimate 4 lane configuration between Blue Oaks Blvd. and Parkside Way.	\$ 500,000	\$ 724,149	By 2050	Planned
BP_291	B-Road & Highway Capacity	City of Roseville	Woodcreek Oaks Widening, Segment 2	In Roseville, modify to create an additional south bound lane to widen Woodcreek Oaks Blvd. from 3 lanes to ultimate 4 lane configuration between Parkside Way and north City boundary, including construction of a second half of bridge over Pleasant Grove creek.	\$ 5,300,000	\$ 7,675,980	By 2050	Planned
PLA15100	B-Road & Highway Capacity	City of Roseville	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue; Widen from 2 to 4 lanes.	\$ 12,852,055	-	By 2035	Programmed
PLA15600	B-Road & Highway Capacity	City of Roseville	Sierra College Blvd Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road; widen from 3 to 4 lanes.	\$ 5,000,000	\$ 10,487,838	By 2050	Planned
PLA15660	B-Road & Highway Capacity	City of Roseville	Baseline Rd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.; Widen from 4 to 6 lanes.	\$ 6,106,889	-	By 2035	Programmed
PLA15760	B-Road & Highway Capacity	City of Roseville	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 2035	Programmed
PLA15850	B-Road & Highway Capacity	City of Roseville	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Gruby Way and southern city limit.	\$ 2,500,000	-	By 2035	Programmed
PLA15911	B-Road & Highway Capacity	City of Roseville	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	\$ 36,078,162	By 2050	Planned
PLA19810	B-Road & Highway Capacity	City of Roseville	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 Denno Loop connector on N/E side of Foothills) and signal removal.	\$ 7,000,000	\$ 14,682,973	By 2050	Planned
PLA19910	A-Bike & Ped	City of Roseville	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Citrus 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.	\$ 41,185,159	-	By 2035	Programmed
PLA25318	A-Bike & Ped	City of Roseville	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	\$ 4,000,000	\$ 6,390,270	By 2035	Planned
PLA25378	B-Road & Highway Capacity	City of Roseville	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 2035	Programmed
PLA25481	B-Road & Highway Capacity	City of Roseville	Westbrook Blvd. B	In Roseville, construct 2 lanes of ultimate 6 lane roadway from Blue Oaks Blvd. to north city limit.	\$ 6,000,000	\$ 12,585,405	By 2050	Planned

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
City of Roseville Projects								
PLA25501	B-Road & Highway Capacity	City of Roseville	Washington Blvd/Andorra Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andorra Underpass under the UPRR tracks, between Sawmill Rd and just south of Pleasant Grove Blvd.	\$ 29,300,000	-	By 2035	Programmed
PLA25538	B-Road & Highway Capacity	City of Roseville	Vista Grande Arterial	In Roseville, from Fiddymont Rd west to Westbrook Blvd, construct new 4-lane arterial.	\$ 6,500,000	-	By 2035	Programmed
PLA25539	B-Road & Highway Capacity	City of Roseville	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 2035	Programmed
PLA25572	C-Maintenance & Rehabilitation	City of Roseville	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPM) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	\$ 1,947,189	-	By 2035	Programmed
PLA25673	C-Maintenance & Rehabilitation	City of Roseville	Washington Blvd/Alameda City BI Roundabout	In Roseville, at the intersection of Washington Blvd/Alameda City Blvd., design and construct a 2-lane roundabout. Toll Credits for COV	\$ 6,339,276	-	By 2035	Programmed
PLA25680	B-Road & Highway Capacity	City of Roseville	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 2035	Programmed
PLA25681	B-Road & Highway Capacity	City of Roseville	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 2035	Programmed
PLA25682	B-Road & Highway Capacity	City of Roseville	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 2035	Programmed
PLA25707	B-Road & Highway Capacity	City of Roseville	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	\$ 11,956,135	By 2050	Planned
PLA25753	B-Road & Highway Capacity	City of Roseville	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	\$ 3,356,108	By 2050	Planned
PLA25754	B-Road & Highway Capacity	City of Roseville	Blue Oaks west widening, Westpark to Fiddymont	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddymont Rd.	\$ 3,000,000	\$ 6,292,703	By 2050	Planned
PLA25758	A-Bike & Ped	City of Roseville	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	\$ 94,390,541	By 2050	Planned
PLA25833	A-Bike & Ped	City of Roseville	Diy 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.	\$ 9,301,725	-	By 2035	Programmed
PLA25834	F- Transit Operations and Maintenance	City of Roseville	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/1490 Light Rail Station.	\$ 11,400,000	-	By 2035	Programmed
PLA25843	C-Maintenance & Rehabilitation	City of Roseville	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 2035	Programmed
PLA25849	A-Bike & Ped	City of Roseville	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddymont Rd, construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	\$ 9,409,000	-	By 2035	Programmed
PLA25850	E- Transit Capital	City of Roseville	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.	\$ 13,698,496	-	By 2035	Programmed
PLA25861	E- Transit Capital	City of Roseville	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	\$ 700,000	-	By 2035	Programmed
PLA25863	A-Bike & Ped	City of Roseville	Stoneridge - Orvieto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvieto Drive: Design and construct a multi-use bike/pedestrian trail.	\$ 630,000	-	By 2035	Programmed
PLA25873	B-Road & Highway Capacity	City of Roseville	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 2035	Programmed
PLA25880	C-Maintenance & Rehabilitation	City of Roseville	Fairway and Junction Boulevard Arterial Resurfacing Project	In Roseville, the preservation and/or rehabilitation of the following streets: Fairway Blvd (south of Blue Oaks Blvd to Stanford Ranch Rd) and Junction Blvd (Foothills Blvd to Washington Blvd). Project consists of associated civil work including but not limited to ADA compliance, traffic signal repair, utility adjustments, and other necessary work in this area.	\$ 3,610,728	-	By 2035	Programmed
PLA25886	F- Transit Operations and Maintenance	City of Roseville	Roseville Transit FY 2023 and 2024 Section 5307 Grant Operating Assistance	Roseville Transit operating assistance utilizing a combination of FFY 2023 and 2024 Section 5307 funds and the required local match. Total project cost is \$2,382,308. FFY 2023 Section 5307 Sacramento (UZA060390): \$983,499; FFY 2024 Section 5307 Sacramento (UZA 060390): \$1,001,758	\$ 2,977,886	-	2026	Programmed

2050 RTP Draft Project List

Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
B- Road & Highway Capacity	Placer County	Antelope Road	North Antelope Road, from Sacramento County line to PFE Road; Widen from 2 lanes to 4 lanes.	\$ 1,892,300	\$ 3,969,227	By 2050	Planned
B- Road & Highway Capacity	Placer County	Athens Avenue Widening (Phase 1)	Athens Avenue, from 0.5 miles west of Industrial Avenue to Foothills Boulevard; Widen from 2 to 4 lanes.	\$ 5,400,000	\$ 7,820,810	By 2035	Planned
B- Road & Highway Capacity	Placer County	Athens Avenue Widening (Phase 2)	Athens Avenue, from 0.52 miles west of Foothills Boulevard to Foothills Boulevard; Widen from 2 to 4 lanes.	\$ 3,950,000	\$ 5,720,778	By 2050	Planned
B- Road & Highway Capacity	Placer County	Athens Avenue Widening (Phase 3)	Athens Avenue, from 0.52 miles west of Foothills Boulevard to Fiddymount Road; Widen from 2 to 4 lanes.	\$ 4,100,000	\$ 5,938,022	By 2050	Planned
C- Maintenance & Rehabilitation	Placer County	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders; no added lane capacity.	\$ -	\$ -	By 2035	Planned
B- Road & Highway Capacity	Placer County	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road; widen from 2 to 4 lanes.	\$ 19,200,000	\$ -	By 2035	Programmed
B- Road & Highway Capacity	Placer County	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County; widen from 2 to 4 lanes.	\$ 29,000,000	\$ -	By 2035	Programmed
G- System Management, Operations, and ITS	Placer County	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 2035	Programmed
C- Maintenance & Rehabilitation	Placer County	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Auburn-Foresthill Rd Over N FK American River, East off I-80- Standalone Bridge Preventative Maintenance	\$ 4,130,250	\$ -	By 2035	Programmed
B- Road & Highway Capacity	Placer County	Campus Park Boulevard (Phase 1A)	Campus Park Boulevard, from Foothills Boulevard to University Village Drive; Construct 2 lane road	\$ 1,600,000	\$ 2,317,277	By 2035	Planned
B- Road & Highway Capacity	Placer County	Campus Park Boulevard (Phase 1B)	Campus Park Boulevard, from Foothills Boulevard to University Village Drive; Widen from 2 to 4 lanes.	\$ 1,900,000	\$ 2,751,767	By 2050	Planned
B- Road & Highway Capacity	Placer County	Campus Park Boulevard (Phase 2)	Campus Park Boulevard, from University Village Drive to Fiddymount Road; Construct 4 lane road	\$ 2,800,000	\$ 4,055,235	By 2050	Planned
B- Road & Highway Capacity	Placer County	College Park Drive	College Park Drive, from Foothills Boulevard to Woodcreek Oaks; Construct 4 lane road	\$ 2,700,000	\$ 3,910,405	By 2050	Planned
B- Road & Highway Capacity	Placer County	College Park Drive (Phase 2)	College Park Drive, from Woodcreek Oaks to Sunset Boulevard; Construct 4 lane road	\$ 1,200,000	\$ 1,737,958	By 2035	Planned
C- Maintenance & Rehabilitation	Placer County	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 2035	Programmed
C- Maintenance & Rehabilitation	Placer County	Dalby Road Bridge Replacement	Dalby Road bridge over Yankee Slough. Replace existing 2 lane bridge with new 2 lane bridge	\$ 6,000,000	\$ 8,689,789	By 2035	Planned
A- Bike & Ped	Placer County	Dry Creek Greenway East	Construct 3.5-mile Class I multi-use trail from City Way to the Folsom State Recreation Area	\$ 7,600,000	\$ 11,007,066	By 2050	Planned
A- Bike & Ped	Placer County	Dry Creek Greenway West	Construct Class I multi-use trail in the Dry Creek area. Coordinated with City of Roseville	\$ 16,400,000	\$ 23,752,090	By 2050	Planned
C- Maintenance & Rehabilitation	Placer County	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 2035	Programmed
C- Maintenance & Rehabilitation	Placer County	Edgetime Installation	Various Locations in Lincoln and Auburn: Install edgetimes 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 2035	Programmed
B- Road & Highway Capacity	Placer County	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek; Construct 2 lane roadway and signal modifications.	\$ 750,000	\$ -	By 2035	Programmed
A- Bike & Ped	Placer County	Eureka Road Trail	shared-use path that extends from Wallington Way to Auburn Folsom Rd	Pending	\$ -	By 2050	Planned
B- Road & Highway Capacity	Placer County	Fiddymount Road Widening	Widen Fiddymount Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	\$ 11,550,000	\$ 24,226,906	By 2035	Planned
B- Road & Highway Capacity	Placer County	Fiddymount Road Widening (Phase 1)	Fiddymount Road, from City of Roseville to Sunset Boulevard; widen from 2 to 6 lanes.	\$ 2,960,000	\$ -	By 2035	Programmed
B- Road & Highway Capacity	Placer County	Foothills Boulevard	Foothills Blvd.. Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	\$ 6,452,200	\$ 17,729,061	By 2035	Planned
B- Road & Highway Capacity	Placer County	Foothills Boulevard Widening (Phase 1)	Foothills Boulevard, from City of Roseville to Sunset Boulevard; widen from 2 to 4 lanes (alignment uses existing Duluth Avenue).	\$ 4,100,000	\$ 5,938,022	By 2050	Planned
B- Road & Highway Capacity	Placer County	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway; Widen from 2 to 4 lanes	\$ 2,600,000	\$ 3,765,575	By 2050	Planned
B- Road & Highway Capacity	Placer County	Foothills Boulevard Widening (Phase 2)	In Placer County, Foothills Boulevard; from Sunset Boulevard to Placer Parkway widen from 2 to 4 lanes, from Placer Parkway to Athens Avenue widen from 2 to 4	\$ 2,600,000	\$ -	By 2035	Programmed
B- Road & Highway Capacity	Placer County	Foothills Boulevard Widening (Phase 3)	Foothills Boulevard, from Placer Parkway to Athens Avenue; Widen from 2 to 4 lanes	\$ 3,250,000	\$ 4,706,969	By 2035	Planned
C- Maintenance & Rehabilitation	Placer County	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab. existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	\$ -	\$ -	By 2035	Planned

2050 RTP Draft Project List

Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
Placer County Projects							
C- Maintenance & Rehabilitation	Placer County	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road. (H11-05-015)	\$ 276,900	-	By 2035	Programmed
C- Maintenance & Rehabilitation	Placer County	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 2035	Programmed
C- Maintenance & Rehabilitation	Placer County	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	\$ -	-	By 2050	Planned
B- Road & Highway Capacity	Placer County	Industrial Avenue Widening	Industrial Avenue, from the City of Roseville to the City of Lincoln: Widen from 2 to 4 lanes (includes the Grade Separation at Athens Avenue)	\$ 68,000,000	\$ 98,484,275	By 2050	Planned
B- Road & Highway Capacity	Placer County	Marketplace Drive (Phase 1)	Marketplace Drive, from Placer Creek Drive to Watt Avenue: Construct 2 lanes	\$ 1,400,000	\$ 2,027,617	By 2050	Planned
B- Road & Highway Capacity	Placer County	Marketplace Drive (Phase 2)	Marketplace Drive, from Watt Avenue to Trade Center Road: Construct 2 lane road	\$ 3,860,786	\$ 5,591,569	By 2035	Planned
B- Road & Highway Capacity	Placer County	Marketplace Drive (Phase 3)	Marketplace Drive, from Tanwoods Road to Trade Center Road: Construct 2 lane road	\$ 5,500,000	\$ 7,985,640	By 2050	Planned
C- Maintenance & Rehabilitation	Placer County	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek. 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity. Toll Credits for ENG, ROW, CON	\$ -	-	By 2035	Planned
A- Bike & Ped	Placer County	Meadow Vista Walkway	sidewalk and bike lane project along Placer Hills Road from Meadow Vista Road to Combie Rd	Pending	-	By 2050	Planned
C- Maintenance & Rehabilitation	Placer County	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	\$ -	-	By 2035	Planned
C- Maintenance & Rehabilitation	Placer County	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	\$ -	-	By 2035	Planned
A- Bike & Ped	Placer County	Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area	In Placer County, on the north side of Douglas Boulevard, between Malwood 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 2035	Programmed
B- Road & Highway Capacity	Placer County	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	\$ 2,434,000	\$ 5,105,479	By 2050	Planned
B- Road & Highway Capacity	Placer County	PFE Rd. Widening	PFE Rd, from Watt Ave. to Valeris Rd. Widen from 2 to 4 lanes and realign.	\$ 13,085,000	-	By 2035	Programmed
C- Maintenance & Rehabilitation	Placer County	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	\$ 6,000,000	\$ 12,585,405	By 2050	Planned
E- Transit/Capital	Placer County	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	\$ 2,500,000	\$ 5,243,919	By 2050	Planned
C- Maintenance & Rehabilitation	Placer County	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	\$ 4,000,000	\$ 8,390,270	By 2050	Planned
B- Road & Highway Capacity	Placer County	Placer Creek Drive (Phase 1)	Placer Creek Drive, from Baseline Road to Town Center Avenue: Construct 2 lane road	\$ 1,400,000	\$ 2,027,617	By 2035	Planned
B- Road & Highway Capacity	Placer County	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	-	By 2035	Programmed
B- Road & Highway Capacity	Placer County	Placer Creek Drive (Phase 2)	Placer Creek Drive, from Town Center Avenue to Watt Avenue: Construct 2 lane road	\$ 2,100,000	\$ 3,041,426	By 2050	Planned
B- Road & Highway Capacity	Placer County	Placer Parkway Phase 2	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. Auxiliary lanes will be provided on both directions of SR 65 between Sunset Boulevard and Placer Parkway and between Placer Parkway and Twelve Bridges (1,000' Northbound and 1,300' Southbound).	\$ 70,000,000	-	By 2035	Programmed
B- Road & Highway Capacity	Placer County	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fidyment Road. Includes signalized intersections at Fidyment Rd.	\$ 14,500,000	\$ 30,414,730	By 2050	Planned
B- Road & Highway Capacity	Placer County	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 2035	Programmed
A- Bike & Ped	Placer County	Pleasant Grove Creek Trail Extension	Trail extension from Foothills to Highway 65.	\$ 10,000,000	\$ 14,482,982	By 2035	Planned
B- Road & Highway Capacity	Placer County	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	\$ 6,902,600	\$ 14,478,670	By 2050	Planned
B- Road & Highway Capacity	Placer County	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	\$ 6,733,000	-	By 2035	Programmed
B- Road & Highway Capacity	Placer County	Sanitucci Blvd Extension	Construct Sanitucci Blvd to 4 lanes from Pleasant Grove Blvd to the Phillip Rd.	\$ 7,000,000	\$ 10,138,087	By 2035	Planned
B- Road & Highway Capacity	Placer County	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	-	By 2035	Programmed

2050 RTP Draft Project List

Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
Placer County Projects							
E - Transit Capital	Placer County	SR 267 Outside Transit-Only Lanes	Widen SR 267 to add outside transit-only lanes in each direction adjacent to existing lanes and also include a paved shoulder on both sides from Schaffer Mill Road to Northstar Drive	\$ 47,718,000	\$ 69,109,892	By 2050	Planned
G-System Management, Operations, and ITS	Placer County	SR 267 Transit Signal Priority and Queue Jump Lanes	Transit Signal Priority and Queue Jump Lanes at signalized intersections along SR 267 from Truckee to Highland View Drive.	\$ 2,500,000	\$ 3,620,745	By 2035	Planned
E - Transit Capital	Placer County	SR 267 TSP & Queue Jump Lanes	SR 267, upgrde intersections to include transit signal priority and queue jump lanes from the Town of Truckee to Highland View Drive	\$ 2,500,000	\$ 3,620,745	By 2035	Planned
B - Road & Highway Capacity	Placer County	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	\$ 9,595,600	\$ 20,127,419	By 2050	Planned
E - Transit Capital	Placer County	SR 89 TSP & Queue Jump Lanes	SR 89, upgrade intersections to include transit signal priority and queue jump lanes, from Truckee to Alpine Meadows Road.	\$ 2,500,000	\$ 3,620,745	By 2035	Planned
G-System Management, Operations, and ITS	Placer County	SR 49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	\$ 5,705,100	\$ 11,966,833	By 2050	Planned
C - Maintenance & Rehabilitation	Placer County	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, & streetlights, 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	\$ 797,075,680	By 2050	Planned
B - Road & Highway Capacity	Placer County	Sunset Boulevard Extension (Phase 1)	Sunset Blvd, from Foothills Boulevard to Fiddymnt Rd. Construct a 4-lane road	\$ 12,238,000	-	By 2035	Programmed
B - Road & Highway Capacity	Placer County	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 2035	Programmed
B - Road & Highway Capacity	Placer County	Sunset Boulevard Widening (Phase 2A)	Sunset Boulevard, from Cincinnati Avenue to Foothills Boulevard: Widen from 2 to 4 lanes	\$ 1,200,000	\$ 1,737,958	By 2050	Planned
E - Transit Capital	Placer County	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 2035	Programmed
B - Road & Highway Capacity	Placer County	Town Center Avenue (Phase 1)	Town Center Avenue, from Waterge Road to Placer Creek Drive: Construct 2 lanes	\$ 3,500,000	\$ 5,069,044	By 2035	Planned
B - Road & Highway Capacity	Placer County	Town Center Avenue (Phase 2)	Town Center Avenue, from Placer Creek Drive to Watt Avenue: Construct 2 lane road	\$ 1,400,000	\$ 2,027,617	By 2050	Planned
B - Road & Highway Capacity	Placer County	Town Center Avenue (Phase 3)	Town Center Avenue, from Watt Avenue to Marketplace Drive: Construct 2 lane road	\$ 7,250,000	\$ 10,500,162	By 2050	Planned
B - Road & Highway Capacity	Placer County	Town Center Avenue (Phase 4)	Town Center Avenue, from Marketplace Drive to Wild Poppy Road: Construct 2 lane road	\$ 1,400,000	\$ 2,027,617	By 2035	Planned
B - Road & Highway Capacity	Placer County	Trade Center Road (2-lane)	Trade Center Road, from Baseline Road to Marketplace Drive: Construct 2 lane road	\$ 950,000	\$ 1,375,883	By 2035	Planned
A - Bike & Ped	Placer County	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS SilverCreek Campground: construct 1.4 miles of multi-use trail. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	\$ -	-	By 2050	Planned
B - Road & Highway Capacity	Placer County	Union Oaks Drive (Phase 1)	Union Oaks Drive, from Marketplace Drive to Wild Poppy Road: Construct 2 lane road	\$ 2,750,000	\$ 3,982,820	By 2050	Planned
B - Road & Highway Capacity	Placer County	University Village Drive (Phase 1)	University Village Drive, from Foothills Boulevard to Sunset Boulevard: Construct 2 lane road	\$ 2,100,000	\$ 3,041,426	By 2035	Planned
B - Road & Highway Capacity	Placer County	University Village Drive (Phase 2)	University Village Drive, from Sunset Boulevard to Campus Park Boulevard: Construct 2 lane road	\$ 1,850,000	\$ 2,679,352	By 2050	Planned
B - Road & Highway Capacity	Placer County	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	\$ 67,795,258	-	By 2035	Programmed
B - Road & Highway Capacity	Placer County	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	\$ 2,600,000	-	By 2035	Programmed
B - Road & Highway Capacity	Placer County	Wild Poppy Road (Phase 1)	Wild Poppy Road, from Bassline Road to Union Oaks Drive: Construct 2 lane road	\$ 3,500,000	\$ 5,069,044	By 2035	Planned
B - Road & Highway Capacity	Placer County	Wild Poppy Road (Phase 2)	Wild Poppy Road, from Union Oaks Drive to Dyer Lane: Construct 2 lane road	\$ 950,000	\$ 1,375,883	By 2050	Planned
B - Road & Highway Capacity	Placer County	Woodcreek Oaks Boulevard Extension	Woodcreek Oaks Boulevard, from City of Roseville to College Park Drive: Construct 4 lane road	\$ 964,200	\$ 1,386,449	By 2035	Planned
C - Maintenance & Rehabilitation	Placer County	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shitttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge... Toll Credits for ENG, ROW, CON	\$ 44,651,000	-	By 2035	Programmed

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
PLA25626	G-System Management, Operations, and ITS	PCTPA	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County.	\$ 10,000,000	\$ 20,975,676	By 2050	Planned
PLA25688	A- Bike & Ped	PCTPA	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	\$ 40,000,000	\$ 83,902,703	By 2050	Planned
PLA25632	E- Transit Capital	PCTPA	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2031-2050; does not account for expansion of service. Placer County operators only.	\$ 82,907,950	\$ 173,905,028	By 2050	Planned
PLA25687	A- Bike & Ped	PCTPA	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 20 miles of roadway and construct Safe Routes to School improvements to implement local plans.	\$ 52,000,000	\$ 109,073,514	By 2050	Planned
PLA25685	D- Programs & Planning	PCTPA	Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan	In Placer County: develop a Countywide Zero-Emission Vehicle (ZEV) Infrastructure Plan with the goal of accelerating and sustaining ZEV market growth; the project includes an assessment of equity impacts and will provide recommendations to improve equitable outcomes. Deliverables include a Public Fleet Transition Plan, ZEV land use planning tools, and an Implementation Plan.	\$ 1,355,473	-	2026	Programmed
PLA25686	G-System Management, Operations, and ITS	PCTPA	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	\$ 20,000,000	\$ 41,951,352	By 2035	Planned
PLA25649	B- Road & Highway Capacity	PCTPA	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road, Reconfigure I-80/SR 65 interchange to: extend the auxiliary lane from the Galleria Blvd southbound on ramp to the connector, widen southbound to westbound connector from 2 to 3 lanes; replace the Taylor Rd Overcrossing; and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	\$ 156,000,000	-	By 2050	Programmed
PLA25602	B- Road & Highway Capacity	PCTPA	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 southbound to eastbound ramp from 1 to 2 lanes; replace existing 2-lane eastbound to northbound loop ramp with a new 3-lane direct flyover ramp; construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65; realign eastbound and westbound I-80 lanes to accommodate future I-80/SR65 HOV direct connectors.	\$ 100,000,000	\$ 209,756,758	By 2050	Planned
PLA25603	B- Road & Highway Capacity	PCTPA	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 1-lane managed lane direct connectors from eastbound to northbound and southbound to westbound; widen SR65 for 1 managed lane northbound from connector to between Galleria Blvd and Pleasant Grove Blvd on SR 65; widen SR65 for 1 managed lane southbound from Blue Oaks Blvd to SB connector; widen westbound to northbound connector from 1 to 2 lanes.	\$ 95,000,000	\$ 199,268,920	By 2050	Planned
BP_779	E- Transit Capital	PCTPA	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	\$ 51,187,006	\$ 107,368,204	By 2050	Planned
PLA25634	E- Transit Capital	PCTPA	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.	\$ 30,933,416	\$ 64,884,931	By 2050	Planned
PLA25685	F- Transit Operations and Maintenance	PCTPA	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.	\$ 218,445,640	\$ 458,204,492	By 2050	Planned
PLA25694	E- Transit Capital	Western Placer Consolidated Transportation Service Agency	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.	\$ 1,000,000	\$ 2,097,568	By 2035	Planned
PLA25693	C- Maintenance & Rehabilitation	Western Placer Consolidated Transportation Service Agency	Placer County- CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complementary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	\$ 46,627,405	\$ 97,804,133	By 2050	Planned
PLA25639	D- Programs & Planning	PCTPA	Placer County Congestion Management Program FY 2024-2028	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 Ridershare /RDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	\$ 269,371	-	By 2035	Programmed

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
PLA25642	C- Maintenance & Rehabilitation	PCTPA	Placer County Freeway Service Patrol FY 2024-28	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	\$ 3,061,402	-	By 2035	Programmed
PLA25631	C- Maintenance & Rehabilitation	PCTPA	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2031-2050; does not account for expansion of service	\$ 428,962,108	\$ 899,777,010	By 2050	Planned
PLA25679	D- Programs & Planning	PCTPA	Planning, Programming, Monitoring 2024-2028	PCTPA plan, program, monitor (PPM) for RTPA related activities.	\$ 1,516,000	-	By 2035	Programmed
PLA25629	B- Road & Highway Capacity	PCTPA	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65, and 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	\$ 32,000,000	-	By 2035	Programmed
PLA25637	B- Road & Highway Capacity	PCTPA	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: construct third lane northbound SR 65 Galleria Blvd to Pleasant Grove Blvd; reconfigure northbound auxiliary lane between Pleasant Grove Blvd and Blue Oaks to a general purpose lane at Pleasant Grove Blvd and a trap lane at Blue Oaks Blvd; construct auxiliary lanes northbound and southbound between Blue Oaks Blvd and Sunset Blvd.	\$ 35,250,000	\$ 73,939,257	By 2050	Planned
PLA25638	B- Road & Highway Capacity	PCTPA	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Placer Parkway/Whitney Ranch Pkwy to Lincoln Blvd, construct auxiliary lanes both northbound and southbound, including widening ramps.	\$ 12,000,000	\$ 25,170,811	By 2050	Planned
PLA25719	B- Road & Highway Capacity	PCTPA	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 managed 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 managed lane. Future environmental document will be completed to determine operational characteristic of managed lane.	\$ 55,000,000	\$ 115,366,217	By 2050	Planned
BP_41	B- Road & Highway Capacity	PCTPA	SR 65 Managed Lanes Project: HOV	On SR 65 from I-80 to north of Blue Oaks: HOV	\$ 200,000,000	\$ 289,659,633	By 2035	Planned
BP_41_a	B- Road & Highway Capacity	PCTPA	SR 65 Managed Lanes Project: Convert HOV	On SR 65 from I-80 to Blue Oaks: Convert HOV to Priced Managed Lanes without adding Capacity.	\$ 35,000,000	\$ 50,690,436	By 2050	Planned
PLA25626	C- Maintenance & Rehabilitation	PCTPA	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. (\$15,000,000 annually)	\$ 300,000,000	\$ 629,270,274	By 2050	Planned

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
CAL18320	E - Transit Capital	Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County border 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.	\$ 171,430,000	-	By 2035	Programmed
VARS6199	E - Transit Capital	Capitol Corridor JPA	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	\$ 324,418,789	By 2035	Planned

2050 RTP Draft Project List

Project ID	Category	Lead Agency	Project Title	Description	Cost (2024 Dollars)	Cost (VOE Dollars)	Delivery Year	Status
PL25862	A- Bike & Ped	USFS Tahoe National Forest	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 Bearcroft, 23 Corners, Rock Lobster and multiple unidentified/subsurface areas along the China Wall to Robinson Flat route.	\$ 921,153	-	By 2035	Programmed



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

Technical Advisory Committee Meeting Minutes

January 7, 2025 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Mengil Deane, City of Auburn
Jonathan Wright, City of Auburn
Vin Cay, City of Lincoln
Richard Ly-Lee, Town of Loomis
Katie Jackson, Placer County
Justin Nartker, City of Rocklin
Jake Hanson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville

Staff

Mike Costa
Jodi LaCosse
David Melko
Cory Peterson
Solvi Sabol

2050 Regional Transportation Plan (2050 RTP) Project List Adoption

Cory said that with TAC concurrence, we plan to bring the preliminary draft 2050 RTP project list to the PCTPA Board for approval. He added that the list is essentially the same as the final project list for the 2025 Blueprint that SACOG adopted in November.

Cory explained that we started the 2050 RTP process in 2022 and staff has been coordinating with the Placer jurisdictions and SACOG on refining the list. The final project list, as well as reasonably anticipated revenues, will be brought before the Board for approval alongside the final RTP document in late 2025. He added that once the preliminary project list is approved, staff can start preparing the 2050 RTP's supplemental environmental impact report (SEIR). The TAC concurred with bringing the preliminary 2050 RTP project list to the Board for adoption in January.

Placer Countywide Active Transportation Plan (ATP) – Review of Recommended Network

Cory said that he sent out an email to jurisdiction staff yesterday to review the recommended bicycle and pedestrian network for the Placer Countywide ATP. He explained that work on the plan began about nine months ago, aiming to establish a countywide vision and ultimately create pathways for active transportation project funding opportunities. He noted that the City

of Roseville, Rocklin, and Auburn are preparing their own ATP, however we will be coordinating with them throughout the process.

SACOG 2025 Metropolitan Transportation Improvement Program (2025 MTIP) Amendment for Non-Exempt Projects

Mike said that SACOG sent out an email last week requesting that jurisdictions review and update their currently programmed, non-exempt projects that are anticipated to be delivered and/or receive federal action by 2028, in the 2025 MTIP. 2025 MTIP amendments are due to SACOG by January 24th. If anyone has any questions, Mike said they are welcome to reach out to him, Cory, or Rick.

ALUC

- a. Placer County Zoning Text Amendments ALUCP Consistency Determination:** David said that as per State law, Placer County requested an ALUC consistency review of their proposed Zoning Text Amendments (ZTA). He went over the amendments explaining they are minor in nature, have no impact on airport-land use compatibility and do not conflict with noise, safety, or height criteria as defined in the Airport Land Use Compatibility Plan (ALUCP). He added the amendments would not result in or permit new development or intensity greater than was allowed under existing regulations. Staff will be bringing this to the Board as a Public Hearing and recommending that the proposed ZTAs are consistent with the ALUCP. The TAC concurred with this recommendation.

- b. Caltrans Division of Aeronautics 2025-2034 CIP: Auburn & Lincoln ALUCP Updates CIP Nominations:** David explained that Caltrans Division of Aeronautics is updating their 10-year Capital Improvement Program (CIP). David reminded Auburn and Lincoln that participation in the CIP is required for their respective airports to be eligible for state grant funding. He added that Airport Land Use Compatibility Plans (ALUCP) are eligible projects and should be included in their airport's CIP submission if they have recently updated your Master Plan or Layout Plan. The Caltrans submission deadline is project information is January 31, 2025. He asked that they contact him if they are including an ALUCP update so that they can coordinate on scope, schedule, and budget.

South Placer Transit Information (SPTI) Stories Campaign Launch

Mike Costa explained that in January 2023, the WPCTSA adopted a marketing plan with the goal of promoting existing transit services and the WPCTSA's mobility and educational programs in Placer County. The last phase of this plan involved launching a specific campaign to bring awareness to public transit through the gathering of transit rider stories and experiences. On January 6, 2025, the SPTI Stories campaign was launched, to collect and share positive video and audio stories from public transit users. A QR code provided on campaign marketing collateral and a link provided on the SPTI's website (www.southplacertransitinfo.com/stories) provide access to a digital platform to record video or audio from riders regarding why they like transit and/or how it benefits them. Public transit users whose videos or audio recordings are published and used for marketing purposes will receive a \$20 voucher for access to on-demand services via the GO South Placer mobile app. The campaign will be active until March 31st. Campaign materials, including rack cards for buses, 8 ½" x 11 portrait sheets, and 11"x17" poster size boards are available for transit stakeholders to distribute outside of the SPTI website information.

Other Info / Upcoming Deadlines

- a. **Measure B Update:** Cory stated that the election was certified in December 2024, with Measure B falling short by approximately 2,000 votes. In January 2025, we will present the Board with a high-level analysis of precinct voting patterns.
- b. **PCTPA & OES Funding Agreement for Evacuation Transportation Resiliency Plan:** David thanked Caltrans for awarding the grant and acknowledged Placer County Office of Emergency Services (OES) for providing a funding match of \$100,000 to develop an Evacuation Transportation Resiliency Plan (ETRP). We plan to bring the funding agreement with OES to the Board in February. We will then issue an RFP and plan a project kick-off in April which is on schedule.
- c. **Placer-Sacramento Gateway Plan Update:** David said that he sent out an email to several jurisdictions and other key stakeholders, requesting their support in pursuing a Sustainable Communities Competitive Transportation Planning grant to update the Placer-Sacramento Gateway Plan. Updating the plan ensures continued eligibility for SB 1 funding. He added that the Gateway Plan brought in just over \$133 million in funding for Placer and Sacramento counties. If awarded another SB 1 grant, we could secure an additional \$69 million in funding. He asked that support letters be provided to us by January 15th. The Caltrans planning grant is due by January 22nd.
- d. **PCTPA Board Meeting:** January 22nd
- e. **Placer County - Caltrans Coordination meeting*:** February 11th at 9 AM
- f. **PCTPA TAC Meeting*:** February 11th at noon (lunch will be provided)
Note: The February 11th meetings will be held **in person at the Maidu Community Center in Roseville.*

The TAC meeting concluded at approximately 3:35 PM.

ss:

TO: PCTPA Board of Directors

FROM: Solvi Sabol, Planning Administrator

SUBJECT: STATUS REPORT

DATE: January 22, 2025

Freeway Service Patrol (FSP)

The FY 2024/25 1st quarter statistical summary for Placer FSP is shown below. For the 1st quarter there were 804 total assists. This compares to 792 assists in the same quarter last year. Nine survey comments were submitted for the 1st. All motorists who completed the survey rated the service as “excellent.” Of those, eight waited for FSP service to arrive less than 10 minutes.

PCTPA FSP FY 2024/25 1st Quarter, (July - Sept 2024) Statistical Summary									
Total Assists: 804 Total Responses: 9									
Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count	
Car/Minivan/Wagon	56.22%	452	Found by You	64.68%	520	Yes, very	100.0%	9	
Sport Utility Vehicle/Crossover	18.91%	152	Dispatched by CHP	21.02%	169				
Pickup Truck	17.16%	138	Partner Assist	12.56%	101	How did FSP know you needed help?	Percent	Count	
Blank			Revisit	0.62%	5	Driver saw me	77.78%	7	
Other	2.36%	19	Directed by CHP Officer	1.12%	9	Others	22.22%	2	
Motorcycle	1.12%	9		100.0%	804				
Truck - Over 1 Ton	1.62%	13	FSP Action			How would you rate this service?	Percent	Count	
Big Rig	1.49%	12	Quick Fix / Repair	26.24%	211	Excellent	100.0%	9	
RV/Motorhome	0.50%	4	Towed to Drop Zone	13.56%	109				
Truck - Under 1 Ton	0.62%	5	Towed Off Freeway	10.95%	88	How did you hear about FSP?	Percent	Count	
	100.0%	804	Traffic Control	13.56%	109	Hadn't heard until today	88.89%	8	
Vehicle Problem	Percent	Count	Partner Assist	10.70%	86	Was helped previously	0.00%	0	
Accident	19.90%	160	Tagged Vehicle	4.98%	40	Have seen trucks driving around	0.00%	0	
Mechanical	26.37%	212	None - Not Needed	4.35%	35	Brochure	0.0%	0	
Flat Tire	22.64%	182	Called for Private Assistance	3.23%	26	Friend	11.11%	1	
Out of Gas	8.96%	72	Other	1.49%	12				
Abandoned	4.98%	40	Debris Removal	1.62%	13	How long did you wait before FSP	Percent	Count	
Partner Assist	3.36%	27	None - Motorist Refused	4.23%	34	Less than 5	66.67%	6	
Driver Related	5.10%	41	Escort Off Freeway	4.10%	33	5 - 10 minutes	22.22%	2	
Other	1.12%	9	Provided Transportation	1.00%	8	10 - 15 minutes	0.00%	0	
Overheated	3.61%	29		100.0%	804	15 - 20 minutes	11.11%	1	
None - Not Needed	0.62%	5	Vehicle Location	Percent	Count	20 - 30 minutes	0.00%	0	
Electrical	0.37%	3	Right Shoulder	72.51%	583	30 - 45 minutes	0.00%	0	
Unsecured Load	1.24%	10	Left Shoulder	7.96%	64	Over One Hour	0.00%	0	
Debris	1.49%	12	In Freeway Lane(s)	10.07%	81				
Car Fire	0.12%	1	Blank	0.00%	0	Other Metrics			
Locked Out	0.12%	1	Ramp/Connector	7.59%	61	Average Duration (Minutes)		12.75	
	100.0%	804	Unable to Locate	0.00%	0	Overtime Assists		19	
			Gore Point	1.87%	15	Overtime Blocks		31	
				100.0%	804	Multi-Vehicle Assist		88	

Source: <http://www.sacfsp.com/admin>



DKS WORK SUMMARY MEMO

DATE: January 7, 2024

TO: Matt Click, Executive Director | PCTPA
Solvi Sabol, Administrative Manager | PCTPA

FROM: Kendall Flint, Project Manager | DKS
Melissa Abadie, Deputy Project Manager | DKS

SUBJECT: December 2024 Work Summary for Task Order 4

P#23049-004

DKS WORK COMPLETED FOR DECEMBER 2024

TASK ORDER 4: REGIONAL TRANSPORTATION PLAN

- Attended coordination meetings with staff to discuss the development of the Regional Transportation Plan.
- Development of the Regional Transportation Plan content.

DKS WORK SUMMARY MEMO

DATE: January 7, 2024

TO: Matt Click, Executive Director | PCTPA
Solvi Sabol, Administrative Manager | PCTPA

FROM: Kendall Flint, Project Manager | DKS
Melissa Abadie, Deputy Project Manager | DKS

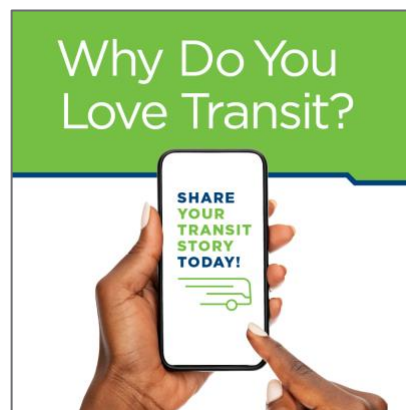
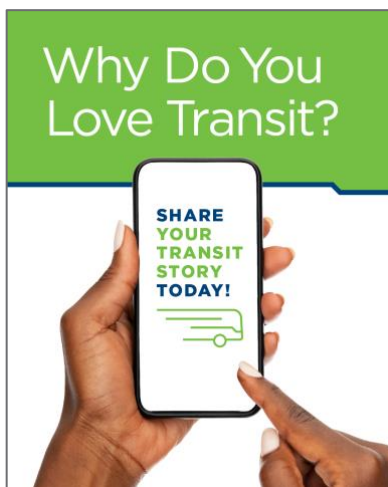
SUBJECT: December 2024 Work Summary for Task Order 3

P#23049-003

DKS WORK COMPLETED FOR DECEMBER 2024

TASK ORDER 3: CTSA SUPPORT

- Attended project coordination meetings with staff and other consultants for the StoryPrompt Video Campaign.
- Coordinated the printing and delivery of the StoryPrompt Video Campaign materials, including the 8.5" x 11" posters, 17" x 11" posters, and rack cards.
- Created an alternative set of social media post images with simplified messaging for the StoryPrompt Video Campaign.





January 8, 2025

Placer County Transportation Planning Agency Federal Update

Capitol Hill and Administration

Capitol Hill. The 119th Congress officially began at noon on Friday, January 3. This week, both chambers returned to Washington, DC, to certify the 2024 Electoral College results and begin their legislative work. Congress worked quickly and uneventfully to certify President-elect Trump's 2024 election victory. Trump and Vance received 312 Electoral College votes while outgoing Vice President Kamala Harris and Minnesota Governor Tim Walz received 226 Electoral College votes.

Rep. Mike Johnson (R-La.) secured reelection as Speaker of the House on Friday, emerging after two GOP members changed their votes, granting him the majority needed to begin the work of the 119th Congress. Johnson required 218 votes to win the gavel, but initially appeared two votes short. All 215 House Democrats voted for Minority Leader Hakeem Jefferies (D-N.Y.)—the final tally was (218-215-1).

Sen. John Thune (R-S.D.) formally took over as Senate Majority Leader. In his first speech, Thune spoke of the desire to work quickly to implement President-elect Trump's legislative agenda. Senate Republican leaders will begin holding confirming hearings for President-elect Trump's Cabinet nominations.

During a closed-door strategy meeting last week, Speaker Johnson shared with House Republicans that President-elect Trump prefers one large budget reconciliation package as opposed to two bills that Majority Leader Thune initially planned to pursue. Thune's plan was to pass a border and energy bill first, followed by a tax-related bill; Trump is calling for "one big beautiful bill." However, on Monday, Trump stated publicly that he is open to a two-bill strategy on his priorities as long as his agenda gets passed.

As reported previously, Congress passed temporary legislation putting off decisions on FY 2025 Appropriations legislation until mid-March.

Administration. Sean Duffy, a former House lawmaker from Wisconsin, will testify to be considered as Transportation secretary on January 15, according to a person familiar with the plans. The earliest nominees could be confirmed is the afternoon of January 20, after President Trump and Vice President-elect JD Vance are sworn into office.

PCTPA Federal Agenda

In December, TFG continued tracking FY 2025 appropriations legislation, including congressional earmarks for projects in PCTPA's region. Our primary focus remained on working with PCTPA staff to draft our application for DOT's RAISE grant program for the 65 Southbound project. We also continue monitoring additional opportunities for 80/65 Interchange improvements and other regional transportation projects.



December 11, 2024

Placer County Transportation Planning Agency Federal Update

Capitol Hill and Administration

Capitol Hill. Republicans will hold majorities in both the House and the Senate in the next Congress; it is likely transportation reauthorization legislation will be a priority in the next Congress. Meanwhile, a lame duck session of the current Congress is underway, focusing on water resources and national defense legislation. It is likely action on the FY25 appropriations legislation – including the Transportation appropriations bill and associated earmarks for projects in Placer County – will be postponed until the first quarter of calendar year 2025.

Administration. President-elect Trump nominated Sean Duffy to become the next Secretary of Transportation. Duffy, is a former Member of Congress from Wisconsin, a Fox Business host, an aviation lobbyist, and a reality TV star.

PCTPA Federal Agenda

In November, TFG continued tracking FY 2025 appropriations legislation, including congressional earmarks for projects in PCTPA's region. TFG started discussing opportunities with the Agency's congressional delegation regarding actively participating in the upcoming round of transportation reauthorization legislation. In addition to focusing on local and regional transportation projects, PCTPA may also have the opportunity to participate in policy discussions. TFG continued working with PCTPA staff to draft our application for DOT's RAISE grant program for the 65 Southbound project. We also continue monitoring additional opportunities for 80/65 Interchange improvements and other regional transportation projects.

December 30 , 2024

Memorandum

To: Transportation clients

From: Mark Watts, Legislative Advocate

Re: State Advocacy & Association Activities –December Monthly Update

I am pleased to provide the following memo to you on my recent state advocacy efforts and administration activities of interest.

Legislative Matters

- Met with Assembly leadership staff in transportation for update and perspective about the “state-of-play” for the possibility to approve legislation to extend the present market-based cap and trade regime to reduce greenhouse emission within the state . As presently configured, the auction process is due to expire on December 31, 2030.
- Also, convened meeting with appropriate republican caucus staff. Key action items for these sessions focused on potential for renewal and extension of Cap and Trade Auction Authority beyond 2030.
- On another front I checked in with staff on their perspective of a replacement revenue for the fuel tax .It appears that at least one legislative member will seek re-introduction of last year’s ACA 18 (Wallis). That measure would require a super-majority to approve a revenue measure that depends on a user fee.

Legislative Assignments

Received information listings of key legislative assignments germane to the transportation industry:

ASSEMBLY –

Transportation –

Chair – Asm Lori Wilson

V. Chair – Asm Laurie Davies

Budget/Subcommittee – Consultant staff:

Shy Forbes - Energy, Transportation

Christine Miyashiro - Climate Crisis, Resources

SENATE -

Transportation –

Chair – Senator Cortese

V. Chair - (pending Senate Rules Determinations)

Committee Staff –

Staff Director

- [Manny Leon](#)

Principal Consultant

- [Melissa White](#)

Administration Matters

- **Transit Transportation Task Force.** Participated as a member of the December 10, 2024, Transit Transformation Task Force Meeting # 7 in Clovis CA. Much of this agenda emphasized technical transit operational issues that need to see improvements. These included the following:
 - Fleet and Asset management needs.
 - Discussion of transit workforce opportunities, land use and housing policies and potential of transit-oriented development and value capture strategies.
 - Discussion of identification of the appropriate State department or agency to be responsible for transit system oversight and reporting.

In addition, there was a much anticipated initial discussion on options for revenue sources to fund transit operations and capital projects to meet necessary future growth of transit systems for the next 10 years. A main emerging theme will be to seek a funding solution that does not rely on use of existing transportation revenue streams.

Staff established contact with Secretary's staff to discuss the timing for submitting position paper on transit funding, concepts for future revenue streams.

Initial Bill introductions – 2025-26 Legislative session

Identified initial series of bills introduced by new 2025-26 legislature upon their convening on December 6. Following the Legislative Recess, new bill introductions will be monitored closely for impact on industry.

December 2024, New Introductions (12/2)

[AB 12](#) [\(Wallis R\)](#) Low-carbon fuel standard: regulations.

[AB 23](#) [\(DeMaio R\)](#) The Cost of Living Reduction Act of 2025.

- [AB 30](#) ([Alvarez](#) D) State Air Resources Board: gasoline specifications: ethanol blends.
- [AB 33](#) ([Aguiar-Curry](#) D) Autonomous vehicles.
- [AB 34](#) ([Patterson](#) R) Air pollution: regulations: consumer costs: review.
- [SB 2](#) ([Jones](#) R) Low-carbon fuel standard: regulations.
- [SB 10](#) ([Padilla](#) D) Otay Mesa East Toll Facility Act: toll revenues: environmental mitigation.
- [SB 21](#) ([Durazo](#) D) Workforce development: poverty-reducing labor standards: funds, programs, reporting, and analyses.
- [SB 30](#) ([Cortese](#) D) Transportation: diesel trains and rolling stock: resale restrictions.

Total Measures: 9

Total Tracking Forms: 9

CAPITOL CORRIDOR

Monthly Performance Report



SERVICE PERFORMANCE OVERVIEW

November 2024 Service Performance for the Capitol Corridor

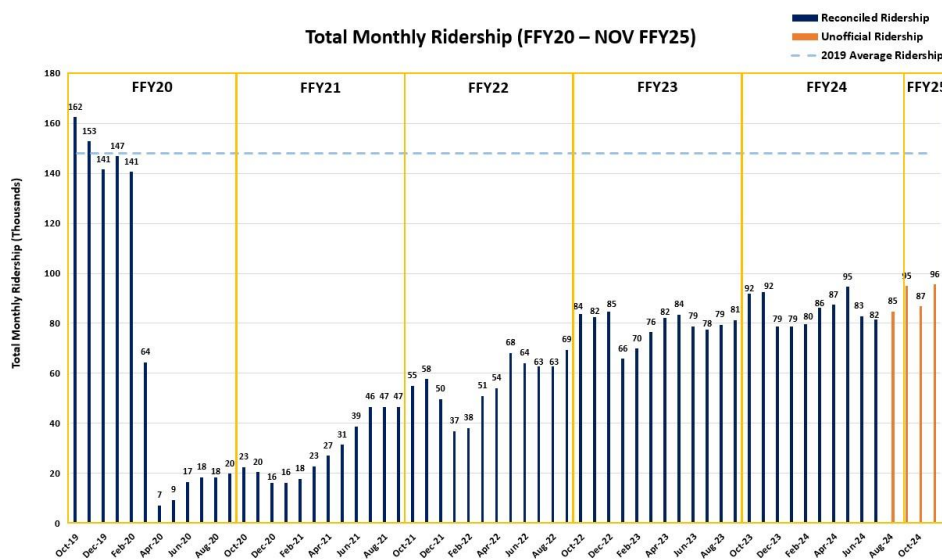
In November 2024, Capitol Corridor achieved a modest 2% increase in ridership and a 9% growth in revenue compared to the same month in the previous year. End-point on-time performance (OTP) for the month stood at 85%.

During the month, Capitol Corridor faced several operational challenges, including a trespasser fatality, vehicles on the tracks, and delays caused by bridge lifts. Addressing third-party safety incidents, such as vehicle and trespasser-related issues, remains a key focus for CCJPA staff.

Performance Metric	November FY 2025	vs. FY 2024	vs. FY 2019	FY 2025 YTD	vs. FY 2024 YTD	vs. FY 2019 YTD
Ridership	93,834	2%	-37%	191,757	4%	-38%
Revenue	\$2,696,115	9%	-21%	\$5,228,587	7%	-22%
End-Point OTP	85.0%	0%	1%	85%	-1%	-3%
Passenger OTP	85.0%	0%	2%	86%	-1%	-1%

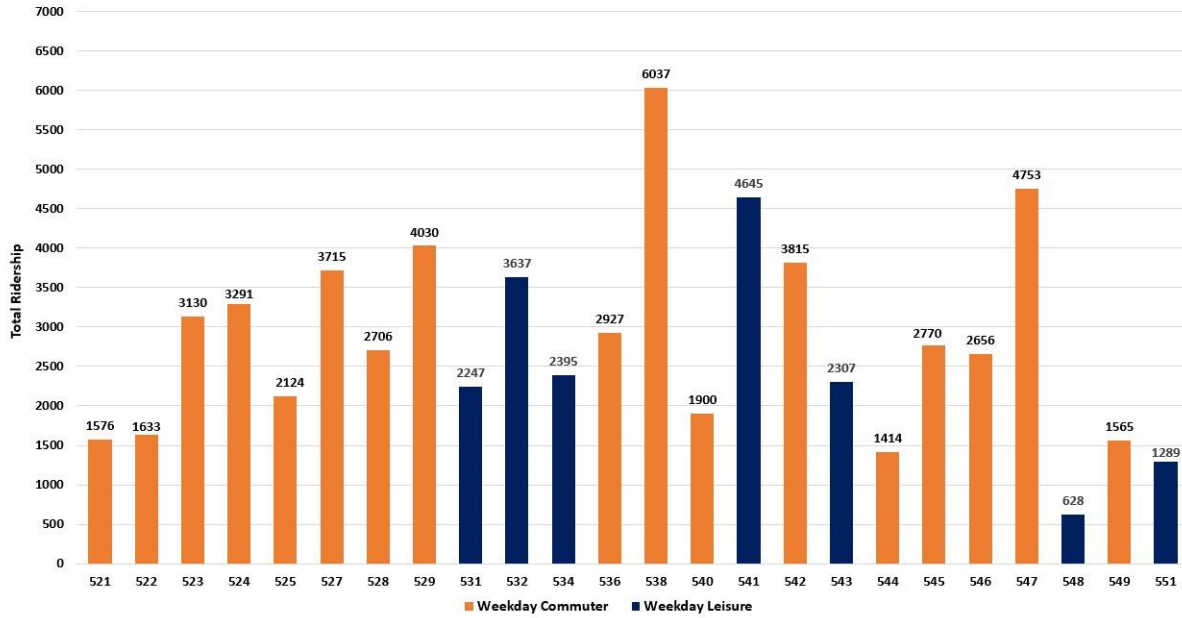
**Please note that numbers above include preliminary data received as of the date of the mailing of the Monthly Performance Report.*

Total Monthly Ridership (November 2019 to November 2024)

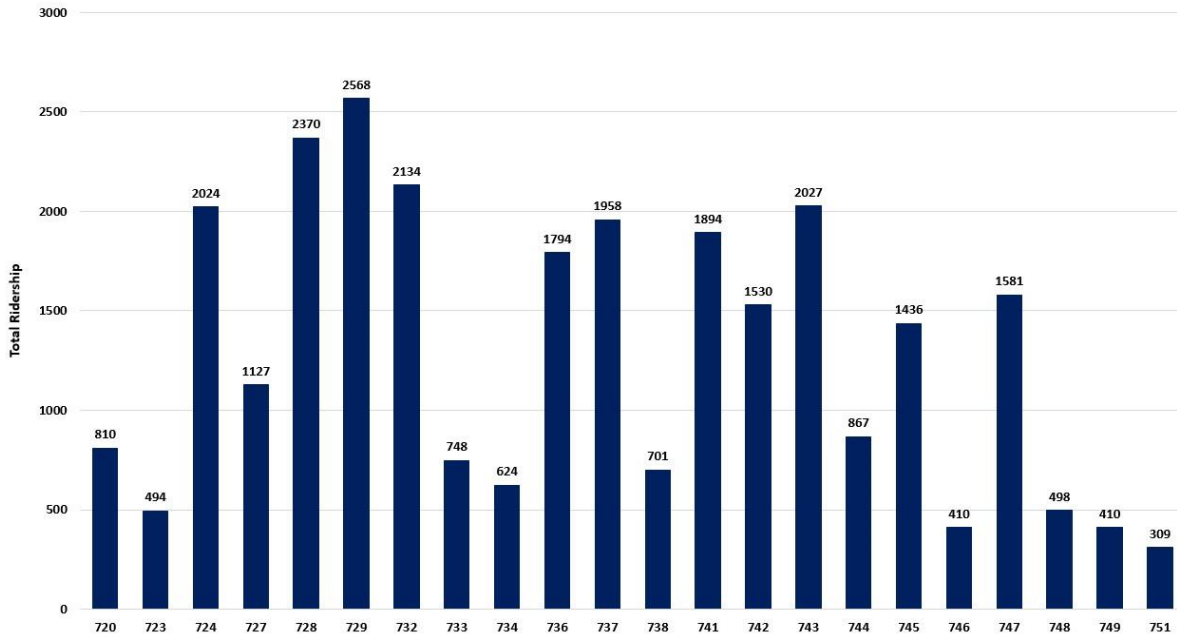


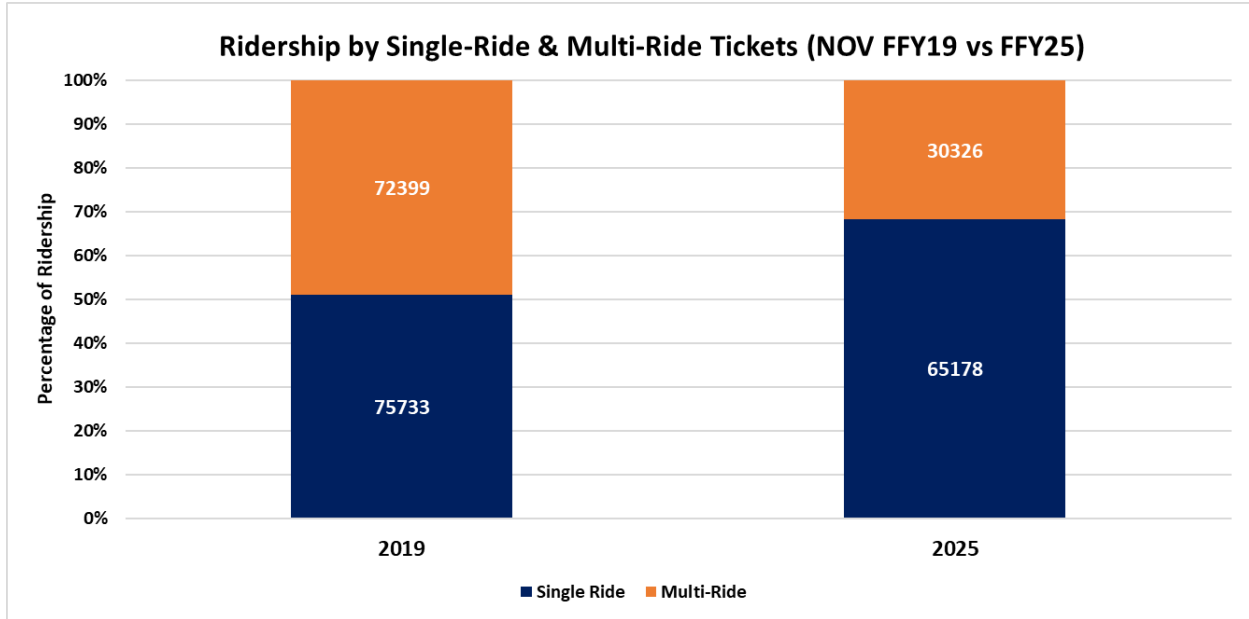
November Ridership Data Analysis

November FFY25 Weekday Train Ridership



November FFY25 Weekend Train Ridership





PROGRAM UPDATES

South Bay Connect Project Update



On Wednesday, Nov. 20, 2024, the CCJPA Board of Directors certified the final Environmental Impact Report (EIR) and Findings for the proposed South Bay Connect Project (Project). Following the certification of the EIR, the Board approved the Project to proceed to the next phase which includes Design and Permitting as well as completion of the National Environmental Policy Act (NEPA) compliance. This is a major milestone for the Project, which has been identified in the CCJPA 2014 Vision Plan and 2016 Vision Implementation Plan as an important step toward improving Capitol Corridor service between Oakland and San Jose.

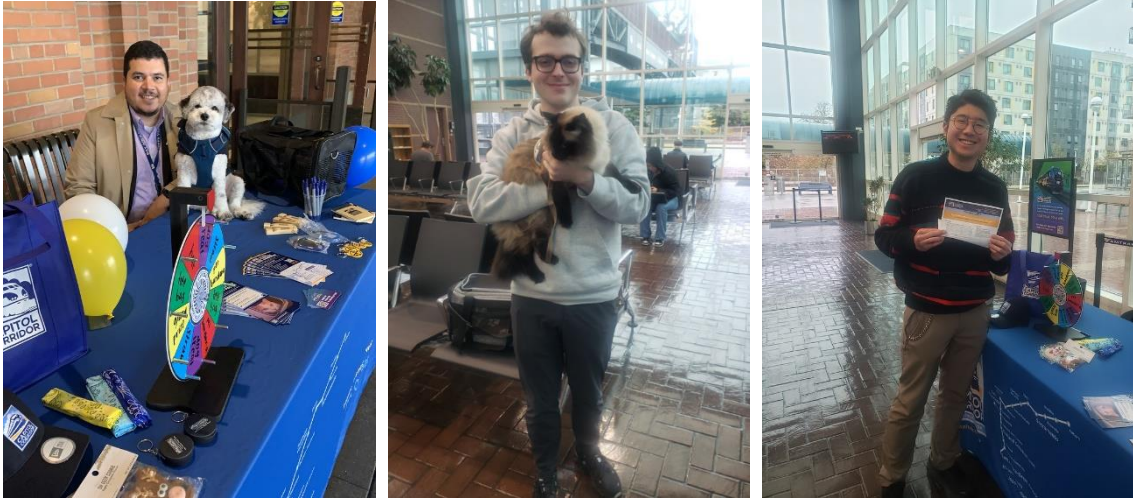
The proposed Project would relocate Capitol Corridor intercity passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark to improve passenger rail operational efficiency and reliability. The Project also includes construction of a new passenger rail station on the Coast Subdivision adjacent to the existing Ardenwood Park-and-Ride to serve southern Alameda County passengers and facilitate connections to existing transbay transit services.

For more information on the Board meeting, visit the [CCJPA Board website](#). Visit the [Resources page](#) of the Project website to view the full report.

November Marketing and Communications Efforts

In November, we marked the first anniversary of our On-board Pets Program with a series of pop-up events at stations along the Capitol Corridor route. These events, held just before the Thanksgiving holiday — one of our busiest travel periods — aimed to remind passengers about the program and

encourage them to travel with their pets during the holidays. We also utilized social media to promote the events and share helpful tips for traveling with pets.



To prepare customers for Thanksgiving, we developed and distributed information to help them travel smoothly, including the holiday schedule and winter storm advisories, ensuring passengers had the necessary details for their train journeys. Additionally, we hosted an Instagram giveaway in partnership with SF Broadway, offering a Capitol Corridor ride and two free tickets to HAMILTON.

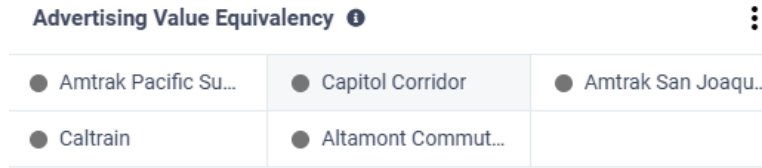
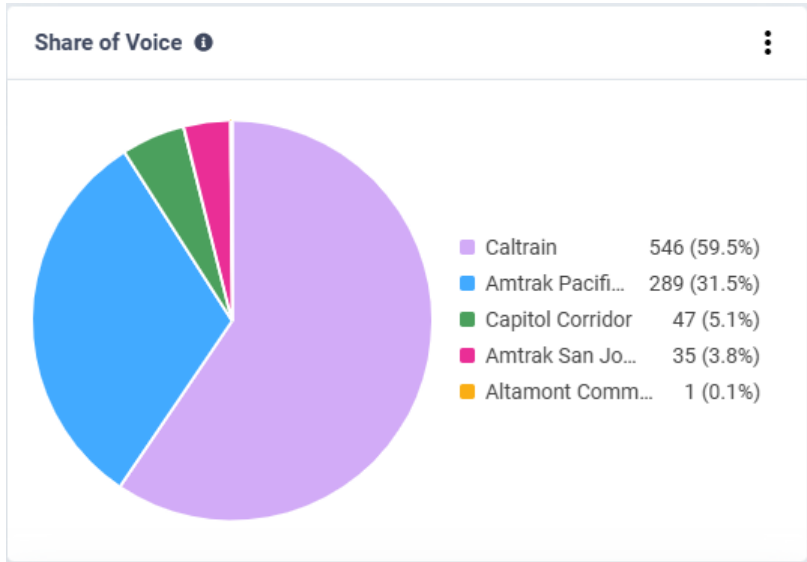
Social Media Report

In November, our best performing post was [“3 Ways to Get to San Francisco from Sacramento.”](#) We shared this video on Instagram, TikTok, and Facebook. Other well-performing posts included [“Students Traveling Home for Thanksgiving”](#) and [announcement of the completed Stege Signal Project](#).

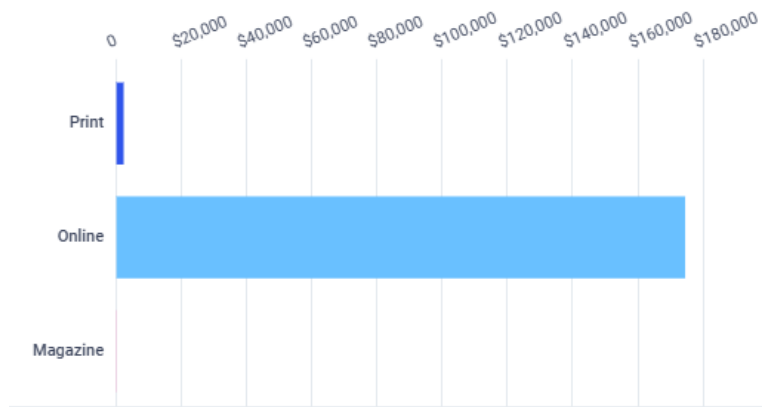
Top Performing Social Media Posts



November Media Monitoring Metrics



\$177,021
 in Total over 30 days



OUTLOOK - CLOSING

As we begin a new fiscal year, we are making steady progress in ridership and revenue. Looking ahead, our priorities include growing ridership, fully restoring train service while optimizing schedules, and identifying efficiencies to reduce costs and boost revenue. We will also continue collaborating with our partners at Caltrans and the JPAs to deploy additional equipment to our routes.

As the year draws to a close, we celebrate key milestones, including securing TIRCP and CRISI funding, growing Tap2Ride, marking a successful year of pets on board, obtaining operational funding to restore service, and welcoming new board members.

From the entire Capitol Corridor family, we wish you a very happy holiday season!

MEMORANDUM

TO: PCTPA Board of Directors

DATE: January 22, 2025

FROM: DeeAnne Gillick, General Counsel

SUBJECT: APPROVE EXECUTIVE DIRECTOR EMPLOYMENT
AGREEMENT AMENDMENT

ACTION REQUESTED

The Board will continue to consider in closed session the performance of the Executive Director and authorized labor negotiations which commenced in December 2024. In the event there is a recommended amendment to the Executive Director's employment agreement, it will be considered and approved by the Board pursuant to this agenda item and the Board of Directors will authorize the Chair to execute any amendment to the Executive Director's Employment Agreement. Any changes to the salary schedule for the position of the Executive Director will be made concurrently upon Board approval of this item.

DISCUSSION

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