Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Project Level Conformity Group Meeting

Wednesday, July 15, 2026, 10:00 a.m. to 12:00 p.m.

Meeting Information

Remote Participation Instructions

- Join by computer or smart device
- Or dial in using your phone:
    - One tap mobile: +16692192599,,88236019642#
    - Dial: 877 853 5257 US Toll-free
    - Meeting ID: 882 3601 9642

Agenda

1. **Welcome and Introductions**
2. **Consultation to Determine Project of Air Quality Concern (POAQC) Status**
    a. SR-65 to I-80: Improving Mobility, Safety, and Economic Development Project (PLA25529)
    b. U.S. 50/Rancho Cordova Parkway Interchange (SAC24220)
    c. Power Inn Road Safety and Congestion Relief Project (SAC25354)
3. **Review of Regional Conformity Exemption Status**
4. **Next Steps**

SACOG POAQC Coordinator:
Jackie Kahrs
Jkahrs@sacog.ca.gov

MTIP ID# *(required):* PLA25529 (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.)

Project Description *(clearly describe project):*
The Placer County Transportation Commission (PCTPA), in cooperation with the California Department of Transportation (Caltrans) District 3, proposes improvements to State Route 65 between Galleria Boulevard to Lincoln Boulevard (post mile 5.7 to 12.8).

The PLA25529 is the first phase of the project. From Blue Oaks Boulevard to Galleria Boulevard, the project would construct a third lane on southbound SR-65, an auxiliary lane from Pleasant Grove Boulevard to Galleria Boulevard on southbound SR-65, and widen Galleria Boulevard southbound off-ramp to two lanes.

Phase 2 of the project would include an Express Toll Lane (ETL) on southbound State Route 65 (SR-65) between the Blue Oaks Boulevard and Galleria Boulevard interchanges, a general purpose lane on northbound SR 65 from Galleria Boulevard to Blue Oaks Boulevard, and an auxiliary lane northbound between Galleria Boulevard and Pleasant Grove Boulevard. Phase 3 of the project would include northbound and southbound auxiliary lanes between Blue Oaks Boulevard and Sunset Boulevard, between Sunset Boulevard and Placer Parkway/Whitney Ranch Parkway, and between Placer Parkway to Twelve Bridges Drive

SR-65 is a 4-lane freeway/expressway extending from Interstate 80 (I-80) in Placer County to the City of Olivehurst in Yuba County. This roadway facility plays a vital role in moving interregional, intraregional, and commuter travelers and goods between Yuba and Placer Counties and the greater Sacramento area.

Type of Project:	**County:**
Change to existing state highway	Placer

Narrative Location/Route & Post Miles: 03-PLA-65/PM 5.7-12.8
Caltrans Projects – EA#: 03-1F170

Lead Agency: Placer County Transportation Commission (PCTPA)

Contact Person:	**Email:**
David Melko	dmelko@pctpa.net

Phone#: 530-823-4090

Hot Spot Pollutant of Concern *(check one or both)*
PM2.5 ☒ **PM10** ☐

Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)?

(check one)
23 USC 326 ☐ **23 USC 327** ☒

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*
Categorical Exclusion (NEPA) ☒ **EA or Draft EIS** ☐ **FONSI or Final EIS** ☐

Scheduled Date of Federal Action: 08/2026

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	02/2015	01/2019	01/2019	04/2027
End	12/2017	11/2026	08/2026	12/2028

Project Purpose and Need *(Summary):*
(attach additional sheets as necessary)
Purpose

The proposed project will relieve existing congestion on SR-65 by adding mainline capacity. Planned growth along the SR-65 corridor is expected to increase travel demand on SR-65, I-80, and the regional roadway network. Congestion currently occurs in both directions throughout much of the day (7 AM–7 PM). The project will improve traffic operations, safety, mobility, and support the economic development goals of PCTPA.

Need

Recurring peak-period demand exceeds the current design capacity of SR-65, resulting in congestion, operational deficiencies, and safety concerns. These conditions cause significant delays, increased fuel consumption, and higher vehicle emissions. Continued population and employment growth in Roseville, Rocklin, Lincoln, and South Placer County will further worsen these issues. As a key regional corridor connecting major routes, SR-65 must operate efficiently to support commuters, freight movement, and regional travel throughout South Placer County.

Surrounding Land Use/Traffic Generators *(Describe effect of traffic generators or diesel traffic. Also, provide a map, preferably aerial photo, with labeled locations of nearby (within 500 ft.) sensitive receptors, such as daycare facilities and schools)*:
The area immediately adjacent the project contains several traffic generators, such as retail and wholesale stores to the north and east and the Westfield Galleria shopping center to the south and west, which contribute to the traffic along SR-65 corridor in the project area. Sensitive receptors within 500 feet of the project area that could be affected by the proposed action include the following (see Attachment A for project map):

Single Family Residences
Residences are located in multiple areas surrounding the project:

- Single-family residences within 250 feet of the project site on the north end of the project alignment across Lincoln Boulevard/Old Highway 65. These single-family residences are the predominant receptors within the north end of the project alignment
- Single- and multi-family residences located within 450 feet of the project alignment. Residences are located along Fairway Drive, Gibson Drive, and Pleasant Grove Boulevard.

Educational

- Western Sierra Collegiate Academy approximately 250 feet east of SR 65 on Menlo Drive

Project Revalidation
The SR-65 Capacity and Operational Improvements Project previously underwent interagency consultation review in July 2016. At that time, the Project was determined to be not a project of air quality concern (POAQC). The purpose of this PM hot-spot analysis is to reaffirm that the Project is not a POAQC.

The September 2015 traffic operations analysis report (TOAR) prepared travel demand forecasts for the construction year 2020 and design year 2040 conditions using the 2011 SACMET regional travel demand model. A traffic volume revalidation memo (Kimley Horn, June 2026) determined that the new forecast volumes for the ETL alternative are lower than both the HOV Lane and general purpose (GP) lane alternatives as previously forecasted in the 2015 TOAR. The volumes are lower because the ETL has restricted access—only one entrance point at the SR-65 and Blue Oaks Boulevard/Washington Boulevard interchange and one exit point on westbound I-80—whereas the HOV Lane and GP lane alternatives allow for open access throughout the corridor.

The forecast volume comparison demonstrated that the original Design Year (2040) demand forecasts provide a more conservative outlook than the updated forecast for the ETL alternative. This means the Design Year (2040) results from the 2015 TOAR effectively serve as an upper bound test of corridor performance, offering a sound and appropriately cautious basis for evaluating operational needs in 2040. Given the lower forecast volumes for the ETL alternative, the 2015 TOAR data can be used for the 2023 MTP horizon year (2044).

The traffic volumes associated with the GP lane alternative (Alternative 2) are higher than those associated with the HOV Alternative (Alternative 1). Therefore, the Alternative 2 volumes from the 2015 TOAR have been used for this analysis.

Opening Year:

Build and No-Build LOS – AM 2-Hr, % and # trucks, truck AM 2-Hr of proposed facility:

SR-65 (2028)

	LOS	**AADT**	**AM-2Hr**	**Truck AADT**	**Truck AM 2-Hr, % and #**
Build	D	147,200	12,920	5,700 (4%)	504 (4%)
No-Build	D	131,100	11,420	5,400 (4%)	468 (4%)

MTP Horizon Year/Design Year:
Build and No-Build LOS , AADT, AM 2-Hr, Truck AADT, and % and # trucks for AM 2-Hr of proposed facility:

SR-65 (2044)

	LOS	**AADT**	**AM-2Hr**	**Truck AADT**	**Truck AM 2-Hr, % and #**
Build	F	170,900	15,570	6,700 (4%)	622 (4%)
No-Build	F	152,400	13,710	6,300 (4%)	548 (4%)

Only if Facility is an Interchange or Intersection: Opening Year Not Applicable **Only if Facility is an Interchange or Intersection: MTP Horizon Year / Design Year** Not Applicable
Describe potential traffic redistribution effects of congestion relief *(impact on other facilities):* Implementation of the Build Alternatives would increase capacity on SR-65, which would redistribute traffic from local roadways to SR-65 between Interstate 80 and Lincoln Boulevard. Volume increases would also occur on arterials that access SR-65. Routes parallel to the freeway segments, including Sunset Boulevard, Wildcat Boulevard, Industrial Avenue, Fairway Drive, and Roseville Parkway would experience volume decreases. Figure 4 in Attachment B illustrates the redistribution effects of Alternative 2, relative to No Build conditions under design year conditions. The orange and red colors indicate a volume decrease for the AM and PM peak hours, respectively, whereas the blue and green colors indicate a volume increase for the AM and PM peak hours, respectively.

Comments/Explanations/Details *(attach additional sheets as necessary):*
The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern (POAQC)):

1. **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.**
   Implementation of the project would increase the capacity of SR-65. Tables A and B list the annual average daily traffic (AADT) and truck AADT volumes along the highway segments within the project area for the opening year and MTP horizon year conditions, respectively. These tables also compare the AADT and Truck AADT volumes associated with the build alternative to the No-Build conditions.
   Along SR-65 the project would increase the total AADT by up to 18,600 in 2028 and by up to 23,600 in 2044, an increase of 16.5% and 21.1%, respectively. Along SR-65 the project would increase the total truck AADT by up to 300 in 2028 and by up to 400 in 2044, an increase of 5.6% and 6.7%, respectively. Under both the opening year and design/MTP horizon year conditions, the total truck volumes would remain below 10,000 AADT. Therefore, the project would not significantly increase the number of diesel vehicles operating within the project study area.

2. **Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**
   Table C summarizes LOS and average delay in seconds per vehicle at key study intersections analyzed in the Transportation Analysis Report prepared by the project traffic engineers, Fehr & Peers (2015) for the Build and No Build Alternatives under opening year (2028) conditions. Table D summarizes LOS and average delay in seconds per vehicle at key study intersections analyzed in for the Build and No Build Alternatives under MTP horizon year (2044) conditions. As shown in Tables C and D, the project would result in a decrease in the level of service and an increase in the delay at several intersections within the project area. However, as discussed above, the proposed project would not significantly increase the number of diesel vehicles operating within the project study area. Therefore, the proposed project would not affect intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles.

3. **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.**
   The proposed project does not include the construction of a new bus or rail terminal.

4. **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.**
   The proposed project does not expand an existing bus or rail terminal.

5. **Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$- or PM_{10}-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**

   The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, $PM_{2.5}$ or PM_{10} violation.

Table A. Opening Year Traffic Volumes

Roadway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
I-80 to Galleria Blvd	131,100	5,400	4	136,800	5,500	4	5,700	100
Stanford Ranch Rd/Galleria Blvd to Pleasant Grove Blvd	131,100	5,400	4	147,200	5,700	4	16,100	300
Pleasant Grove Blvd to Blue Oaks Blvd	113,000	4,900	4	131,600	5,100	4	18,600	200
Blue Oaks Blvd to Sunset Blvd	84,300	3,500	4	102,100	3,700	4	17,800	200
Sunset Blvd to Whitney Ranch Pkwy/ Placer Pkwy	74,600	2,200	3	80,400	2,300	3	5,800	100
Whitney Ranch Pkwy/Placer Pkwy to Twelve Bridges Dr	72,600	2,200	3	77,700	2,300	3	5,100	100
Twelve Bridges Dr to Lincoln Blvd2	66,600	2,000	3	69,000	2,000	3	2,400	0
Lincoln Blvd to Ferrari Ranch Rd	49,400	2,000	4	51,000	2,000	4	1,600	0

Source: *Fehr & Peers, 2015*.

Table B. MTP Horizon Year Traffic Volumes

Highway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
I-80 to Galleria Blvd	158,000	6,200	4	169,000	6,400	4	11,000	200
Stanford Ranch Rd/Galleria Blvd to Pleasant Grove Blvd	152,400	6,300	4	170,900	6,700	4	18,500	400
Pleasant Grove Blvd to Blue Oaks Blvd	140,800	6,000	4	162,300	6,400	4	21,500	400
Blue Oaks Blvd to Sunset Blvd	112,100	4,600	4	135,700	4,900	4	23,600	300
Sunset Blvd to Whitney Ranch Pkwy/ Placer Pkwy	96,900	3,300	3	114,600	3,700	3	17,700	400
Whitney Ranch Pkwy/Placer Pkwy to Twelve Bridges Dr	112,700	3,400	3	127,000	3,500	3	14,300	100
Twelve Bridges Dr to Lincoln Blvd2	93,600	3,000	3	104,500	3,200	3	10,900	200
Lincoln Blvd to Ferrari Ranch Rd	56,300	2,600	5	61,400	2,700	4	5,100	100

Source: *Fehr & Peers, 2015*.

Table C. Intersection Operations Results – Opening Year Conditions

Intersection	Carpool Lane Alternative		General Purpose Lane Alternative		No Build Alternative	
	AM	PM	AM	PM	AM	PM
6. Blue Oaks Blvd / Washington Blvd / SR 65 SB Ramps	C / 31	**D / 47**	C / 35	D / 44	**D / 52**	**F / 126**
10. Stanford Ranch Rd / Five Star Blvd	C / 27	**F / 92**	C / 27	**E / 76**	C / 29	**D / 48**
11. Stanford Ranch Rd / SR 65 NB Ramps	B / 15	C / 23	B / 20	C / 25	B / 18	B / 12
12. Galleria Blvd / SR 65 SB Ramps	B / 17	B / 16	B / 17	B / 17	B / 17	B / 16
16. Roseville Pkwy / Taylor Rd	**D / 49**	**D / 51**	**D / 46**	**D / 53**	**F / 133**	**D / 42**
18. Atlantic St / Wills Rd	C / 24	**D / 39**	C / 24	**D / 36**	B / 19	C / 22
20. Eureka Rd / Taylor Rd / I-80 EB Ramps	C / 25	**D / 52**	C / 25	**E / 72**	C / 22	**D / 41**
21. Eureka Rd / Sunrise Ave	C / 32	**D / 44**	C / 33	**D / 44**	C / 26	**E / 62**
23. Douglas Blvd / Harding Blvd	**D / 51**	**E / 77**	C / 30	**F / 128**	**D / 36**	**F / 92**
24. Douglas Blvd / I-80 WB Ramps	C / 23	C / 35	C / 24	C / 31	B / 20	C / 31
25. Douglas Blvd / I-80 EB Ramps	B / 20	**D / 41**	A / 10	**D / 35**	B / 12	C / 29
26. Douglas Blvd / Sunrise Ave	C / 33	**D / 54**	C / 33	**F / 86**	C / 28	**D / 39**
28. Pacific St / Sunset Blvd	C / 24	C / 30	C / 24	C / 29	C / 27	**F / 86**
29. Rocklin Rd / Granite Dr	B / 17	**F / 130**	B / 18	**F / 130**	B / 19	**F / 127**
30. Rocklin Rd / I-80 WB Ramps	C / 23	C / 27	C / 29	C / 25	C / 21	**D / 38**
31. Rocklin Rd / I-80 EB Ramps	**D / 42**	**E / 57**	**D / 49**	**D / 46**	**D / 37**	C / 33

Note: **Bold** font indicates intersections at LOS D, E, or F. Underlined font indicate an increase in delay from the no build to build alternatives. The LOS and average delay in seconds per vehicle are reported.

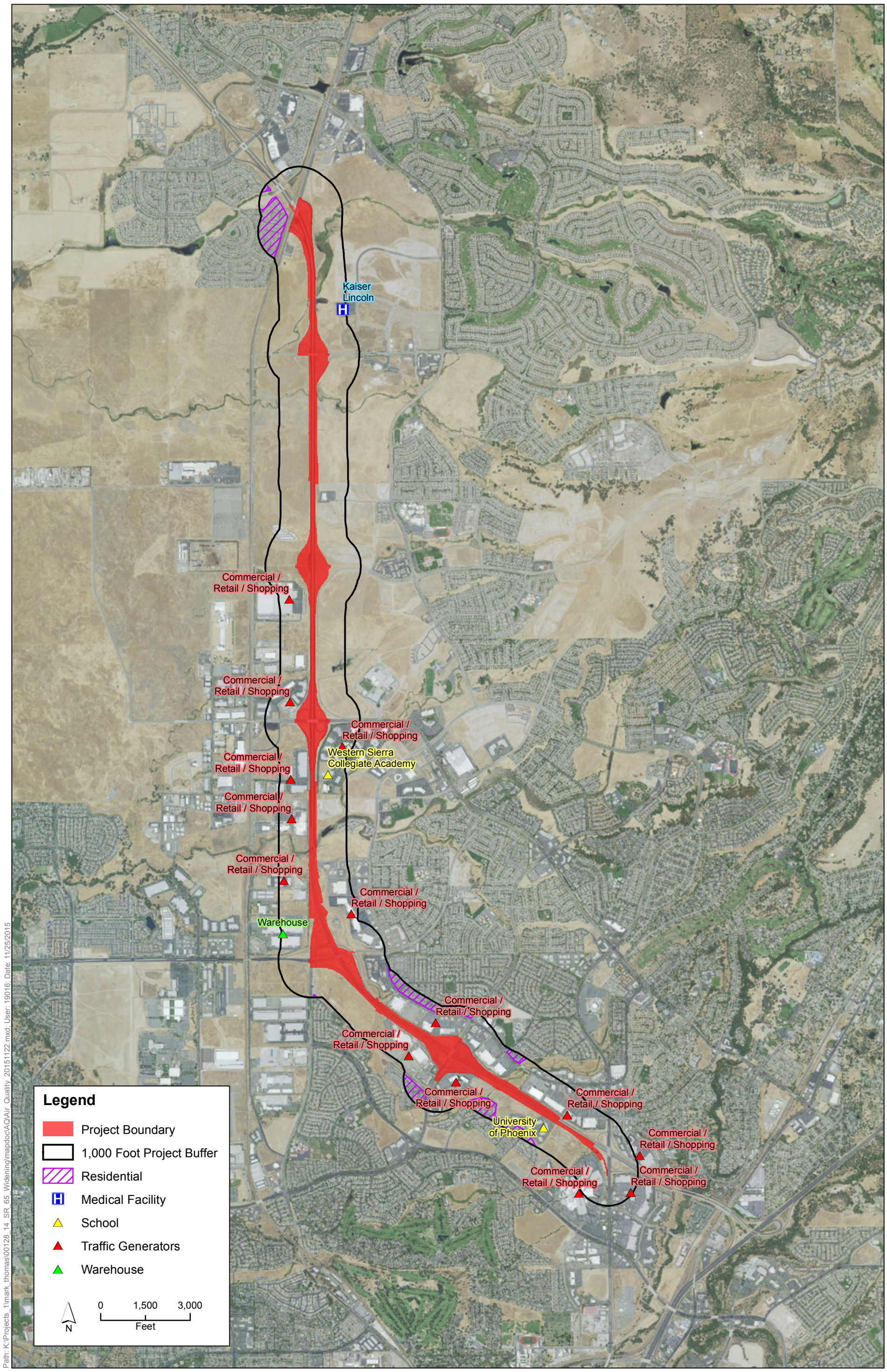
Source: Fehr & Peers, 2015

Table D. Intersection Operations Results – MTP Horizon Year Conditions

Intersection	Carpool Lane Alternative		General Purpose Lane Alternative		No Build Alternative	
	AM	PM	AM	PM	AM	PM
6. Blue Oaks Blvd / Washington Blvd / SR 65 SB Ramps	**E / 57**	**F / 140**	**E / 59**	**F / 153**	**F / 90**	**F / 214**
7. Blue Oaks Blvd / SR 65 NB Ramps	B / 17	**D / 45**	B / 16	**D / 49**	B / 17	**F / 94**
10. Stanford Ranch Rd / Five Star Blvd	C / 27	**F / 82**	C / 26	**E / 57**	C / 26	**F / 85**
11. Stanford Ranch Rd / SR 65 NB Ramps	B / 11	**D / 36**	B / 12	B / 19	B / 19	C / 21
12. Galleria Blvd / SR 65 SB Ramps	B / 19	C / 25	B / 17	B / 19	**D / 55**	C / 27
13. Galleria Blvd / Antelope Creek Dr	A / 10	C / 28	A / 10	C / 29	A / 8	C / 28
14. Galleria Blvd / Roseville Pkwy	**D / 47**	**F / 93**	**D / 45**	**F / 82**	**D / 41**	**F / 93**
15. Roseville Pkwy / Creekside Ridge Dr	A / 8	**D / 50**	A / 8	**D / 47**	A / 8	**D / 50**
16. Roseville Pkwy / Taylor Rd	**E / 70**	**D / 52**	**E / 66**	**D / 52**	**E / 60**	**E / 55**
17. Roseville Pkwy / Sunrise Ave	C / 33	**E / 70**	C / 35	**E / 57**	C / 33	**F / 89**
20. Eureka Rd / Taylor Rd / I-80 EB Ramps	C / 30	**E / 75**	C / 30	**F / 81**	C / 30	**F / 99**
21. Eureka Rd / Sunrise Ave	**D / 41**	**F / 94**	D / 41	**F / 103**	**D / 41**	**F / 104**
23. Douglas Blvd / Harding Blvd	C / 26	**F / 91**	C / 28	**F / 96**	C / 26	**E / 69**
24. Douglas Blvd / I-80 WB Ramps	C / 21	C / 28	B / 19	C / 33	C / 22	C / 20
25. Douglas Blvd / I-80 EB Ramps	C / 28	**D / 37**	C / 24	**D / 37**	C / 29	**D / 39**
26. Douglas Blvd / Sunrise Ave	**D / 54**	**F / 254**	**D / 44**	**F / 241**	**D / 43**	**F / 239**
29. Rocklin Rd / Granite Dr	C / 29	**F / 95**	C / 28	**F / 84**	C / 26	**F / 101**
30. Rocklin Rd / I-80 WB Ramps	C / 23	**E / 68**	C / 24	**E / 63**	C / 22	**D / 54**
31. Rocklin Rd / I-80 EB Ramps	C / 30	C / 21	C / 26	B / 20	**D / 41**	C / 21

Note: **Bold** font indicates intersections at LOS D, E, or F. Underlined font indicate an increase in delay from the no build to build alternatives. The LOS and average delay in seconds per vehicle are reported.

Source: Fehr & Peers, 2015



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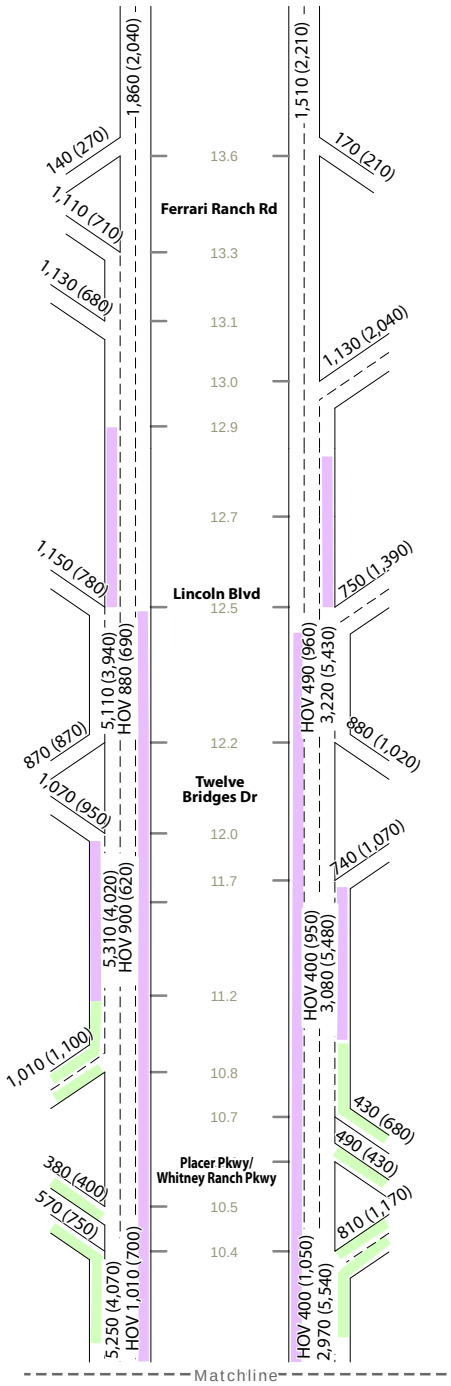
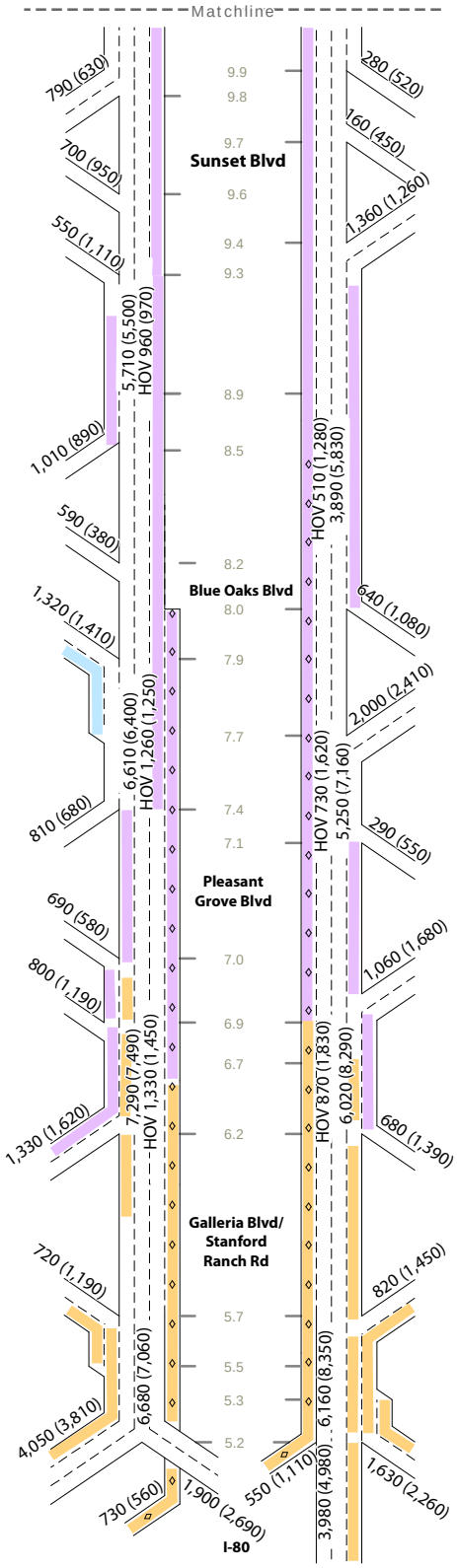
Attachment A
Air Quality Sensitive Receptors





LEGEND

AM (PM) Peak Hour Total Volume

HOV AM (PM) Peak Hour HOV Volume

10.1 Postmile

Carpool Lane (Alternative 1)

Separate Planned Projects

I-80/SR 65 Interchange

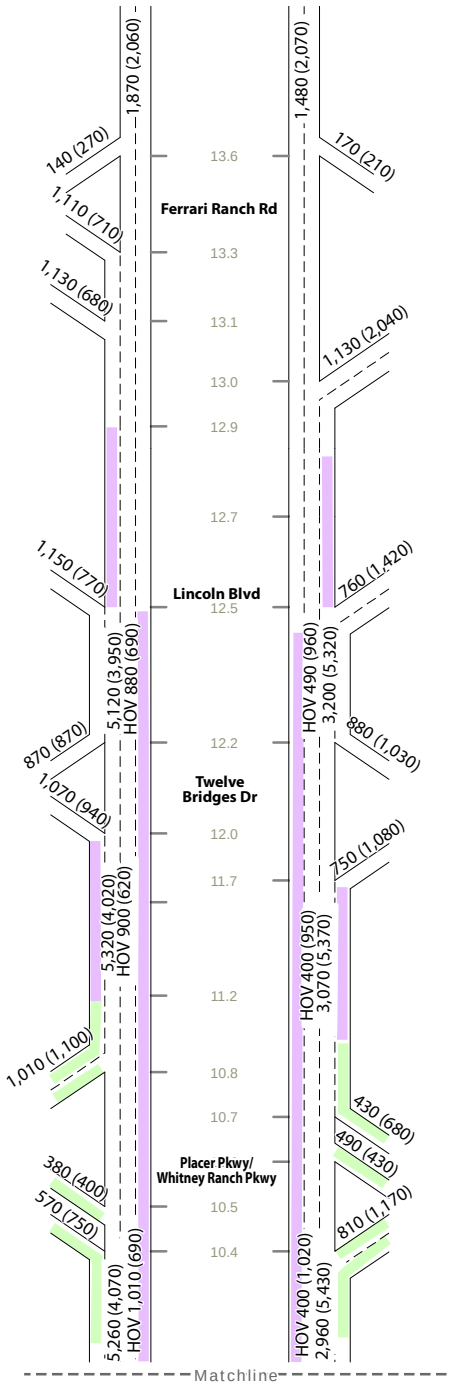
Blue Oaks Boulevard Widening

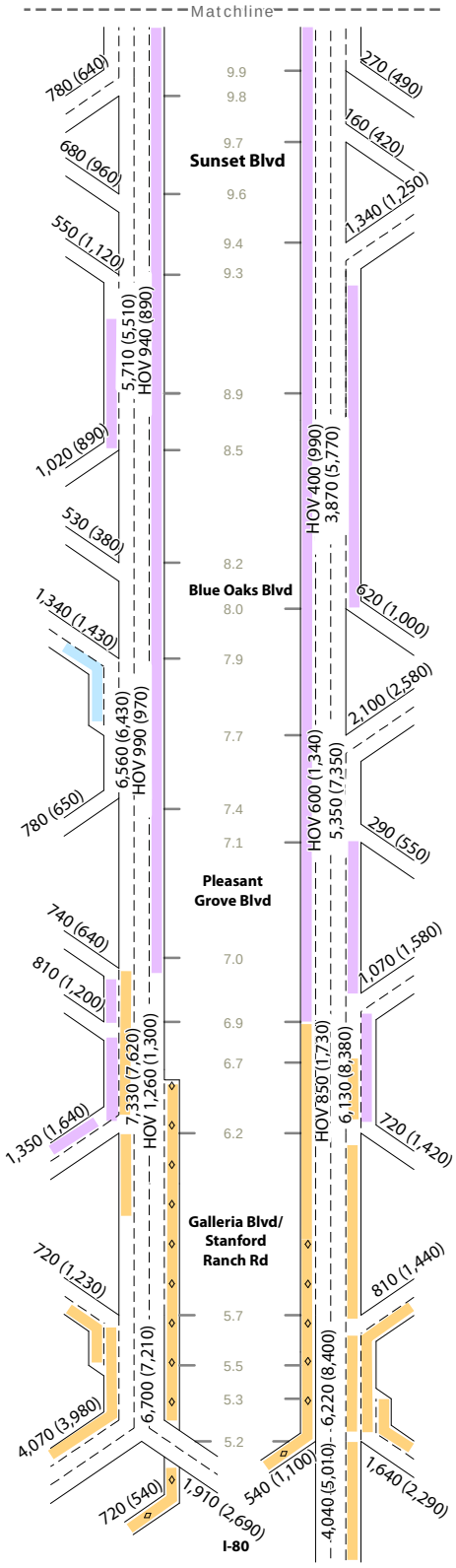
Placer Parkway/Whitney Ranch Parkway Interchange

Figure 1

Design Year Peak Hour Traffic Volumes and Lane Configurations - Carpool Lane (Alternative 1)

Source: Fehr & Peers 2015





LEGEND

AM (PM) Peak Hour Total Volume

HOV AM (PM) Peak Hour HOV Volume

10.1 Postmile

General Purpose Lane (Alternative 2)

Separate Planned Projects

I-80/SR 65 Interchange

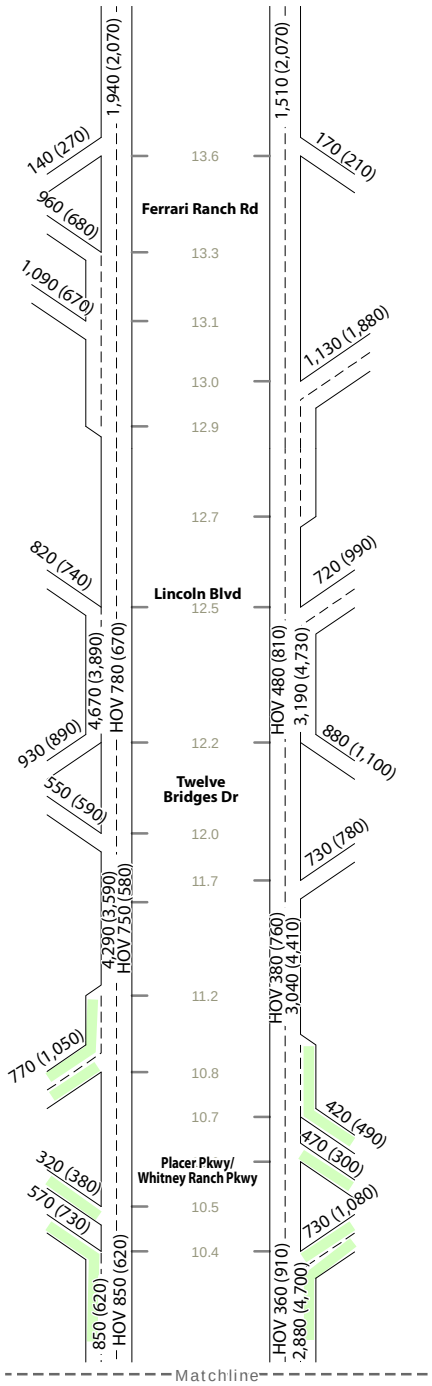
Blue Oaks Boulevard Widening

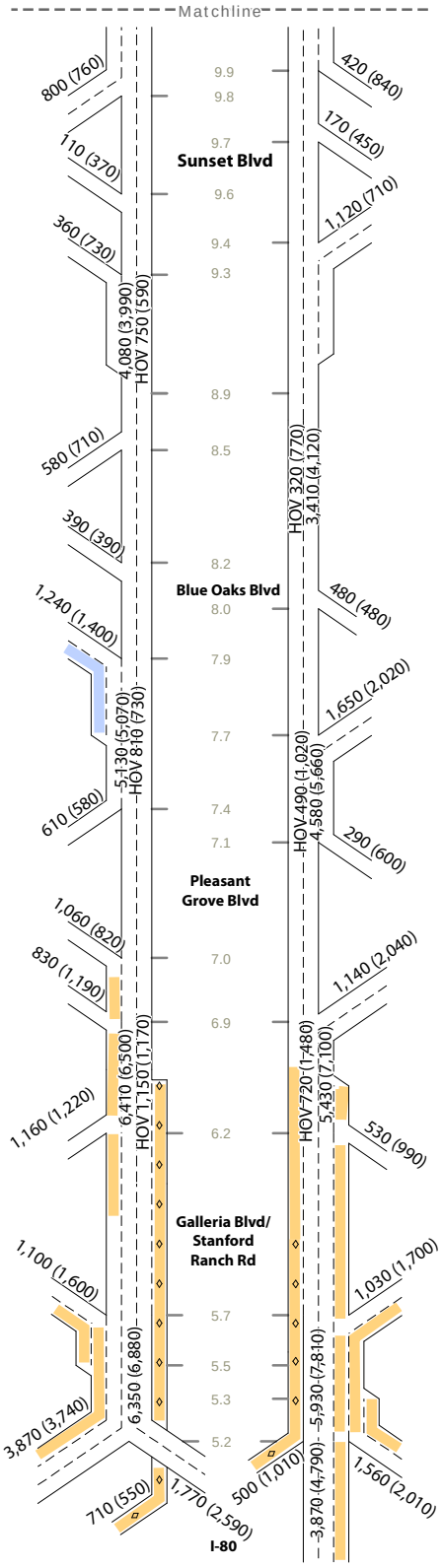
Placer Parkway/Whitney Ranch Parkway Interchange

Figure 2

Design Year Peak Hour Traffic Volumes and Lane Configurations - General Purpose Lane (Alternative 2)

Source: Fehr & Peers 2015





LEGEND

AM (PM) Peak Hour Total Volume

HOV AM (PM) Peak Hour HOV Volume

10.1 Postmile

Separate Planned Projects

- I-80/SR 65 Interchange
- Blue Oaks Boulevard Widening
- Placer Parkway/Whitney Ranch Parkway Interchange

Figure 3

Design Year Peak Hour Traffic Volumes and Lane Configurations - No Build (Alternative 3)

Source: Fehr & Peers 2015

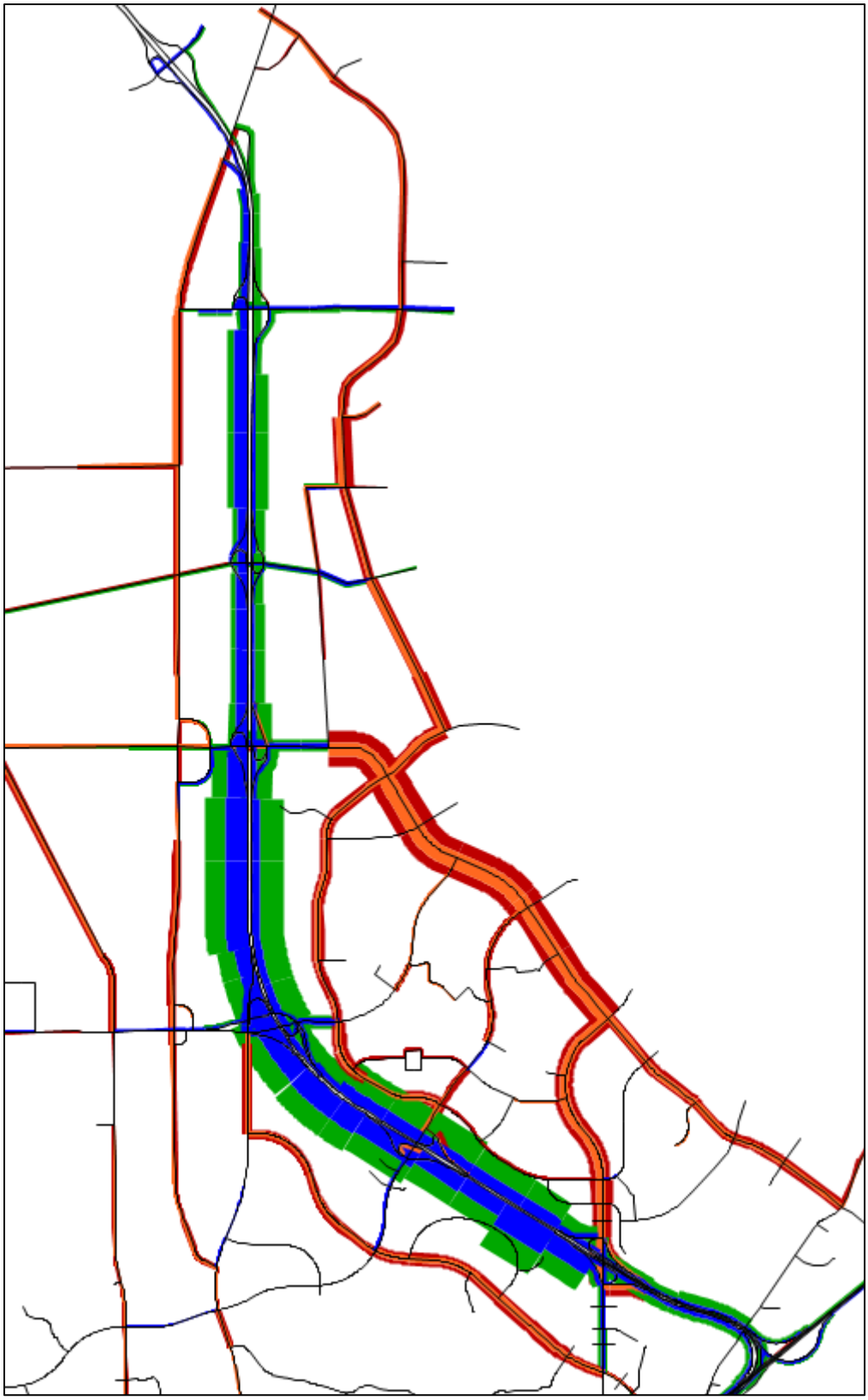


Figure 4 – Volume Comparison of Alternatives 2 and 3

Source: Fehr & Peers 2015

MEMORANDUM

To: Mahmoud Ahmadi, Traffic Forecast, Caltrans District 3
Jas Randhawa & Nicholas Liccardo, Traffic Operations, Caltrans District 3

CC: Matt Click & David Melko, Placer County Transportation Planning Agency (PCTPA)
Zach Siviglia, Mark Thomas
Chadi Chazbek & Ha Dao, Kimley-Horn

From: Ravi Puttagunta & Brandon Kenery, Kimley-Horn

Date: June 17, 2025

Re: EA 03-1F171: Southbound State Route 65 (SR 65) Express Toll Lane – Design Year (2040) Volume Revalidation Memorandum – Draft Final

This memorandum summarizes the revalidation of Design Year (2040) volumes for environmental clearance for the State Route 65 (SR 65) Express Toll Lane Project ("Project") in Placer County, as part of revalidation of the Project Approval and Environmental Document (PA&ED) phase.

1.0 Project Background

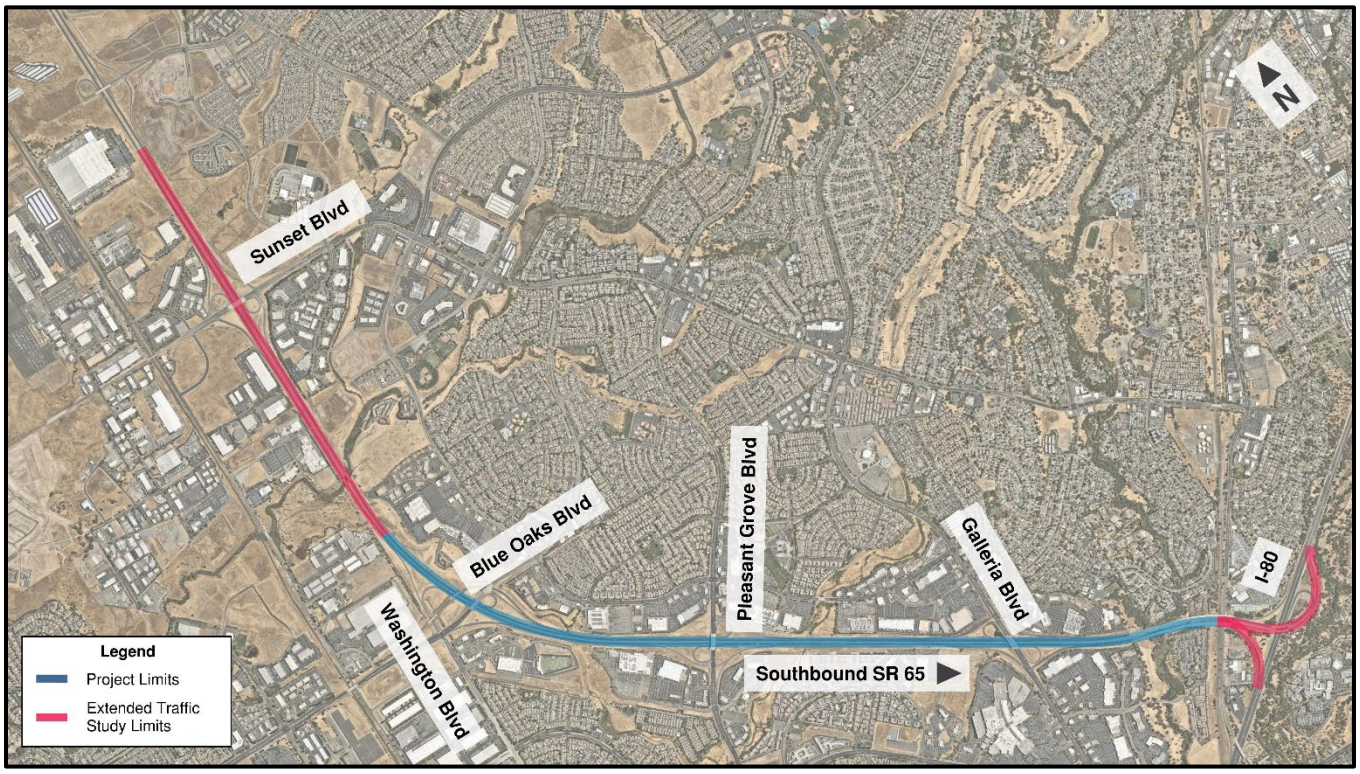
The Placer County Transportation Commission (PCTPA), in cooperation with the California Department of Transportation (Caltrans) District 3, proposes to study an Express Toll Lane (ETL) on southbound State Route 65 (SR 65) between the Blue Oaks Boulevard and Galleria Boulevard interchanges. **Figure 1** shows the Project/Traffic study limits and surrounding area. SR 65 is a 4-lane freeway/expressway extending from Interstate 80 (I-80) in Placer County to the City of Olivehurst in Yuba County. This roadway facility plays a vital role in moving interregional, intraregional, and commuter travelers and goods between Yuba and Placer Counties and the greater Sacramento area.

The previous study, the State Route 65 Capacity and Operational Improvements Transportation Analysis Report (TOAR), was approved in October 2015. The TOAR studied widening of SR 65 in both directions to add a continuous access High-Occupancy Vehicle (HOV) lane (Alternative 1) or a General Purpose (GP) lane (Alternative 2) between the Blue Oaks Boulevard and Galleria Boulevard interchanges in addition to new auxiliary lanes. The TOAR also assumed widening of SR 65 in both directions between the Blue Oaks Boulevard and Ferrari Ranch Road interchanges, improvements at the Placer Parkway/Whitney Ranch Parkway interchange, and new HOV direct connectors and auxiliary lanes for the I-80/SR 65 interchange improvements project.

This proposed Project would focus on implementation of an Express Toll Lane (ETL) on southbound SR 65 between the Blue Oaks Boulevard and Galleria Boulevard interchanges instead of the HOV or GP lane alternatives proposed in the 2015 TOAR to address local and regional traffic congestion. The previously approved SR 65 widening only included the southbound HOV lane from Blue Oaks Boulevard to Galleria Boulevard (the northbound improvements were deferred to a future project). As such, the Express Toll Lane will only be studied in the southbound direction.

Appendix A compares the 2040 No Build, 2040 No Build Plus Background and 2040 Plus Project (ETL) lane geometries on SB SR 65 and **Appendix B** shows the SB SR 65 lane geometries from the 2015 TOAR.

Figure 1 – Project and Traffic Study Limits



2.0 Project Purpose and Need

Project Purpose

The purpose of the Project is to:

- Improve operational efficiency for vehicles traveling between SR 65 and I-80
- Increase person throughput (the number of people moved) within the Project study area
- Support the ongoing and planned growth along the corridor and within the Project study area.

Project Need

SR 65 is a major facility that serves substantial regional traffic connecting to I-80 as well as local streets. There are no existing designated managed lane facilities that would provide reliable travel options and incentives for bus usage. Portions of the SR 65 freeway in the southbound direction between the Blue Oaks Boulevard and Pleasant Grove Boulevard interchanges currently experience substantial delay and congestion due to heavy traffic volumes and inadequate capacity during the weekday and weekend peak periods. There has been significant growth in population, employment, and housing surrounding the SR 65 corridor, which has contributed to an increase in commuter and commercial trips along the corridor.

3.0 Traffic Study Area

The proposed traffic study limits are only on southbound SR 65, as shown in **Figure 1**. The traffic study limits have been expanded beyond the Project area to capture the upstream and downstream bottlenecks that control the traffic flow to and from the Project area. The traffic study area includes freeway mainline segments and on- and off-ramps only. The ramp terminus intersections are not included in this traffic study.

The study will focus on the following ramps and mainline segments:

Freeway Mainline Study Limits

The following mainline segments will be analyzed for the existing and future conditions:

- **Southbound SR 65** – Between the Whitney Ranch Parkway interchange in the City of Rocklin and the I-80/SR 65 system interchange in the City of Roseville

Freeway Ramps

All the off- and on-ramps at the following interchanges are included in the study area:

Southbound SR 65 Corridor

1. SR 65 at Sunset Blvd
2. SR 65 at Blue Oaks Blvd/Washington Blvd
3. SR 65 at Pleasant Grove Blvd
4. SR 65 at Galleria Blvd
5. SR 65 to I-80 Ramps

4.0 2015 TOAR Forecast Methodology

For the 2015 TOAR, a validated sub-area model was derived from the SACMET regional travel demand model to be used for Design Year (2040) forecasts. The sub-area model was originally developed and validated for the I-80/SR 65 Interchange and other project improvements as identified in the TOAR. The SACMET model was run for Base Year 2008 and Future Year 2035 to develop Design Year (2040) volumes based on 2012 counts. Models were developed for the No Build, HOV Lane, and GP Lane Alternatives.

5.0 Design Year (2040) Volume Revalidation

For this Project, as part of revalidation of the previous analysis and environmental clearance, a new volume forecast was needed for Design Year (2040) for implementing an Express Toll Lane (ETL) on SB SR 65. The 2015 TOAR used the SACMET model for forecasting. SACOG no longer regularly updates the SACMET model, and the model does not include a tolling module, so the SACMET model would not provide an accurate representation of ETL operations. Instead, a hybrid approach using the current Sacramento Activity-Based Travel Simulation Model (SACSIM19) was used to evaluate the ETL alternative.

The SACSIM19 2040 network was modified to model the Design Year (2040) No Build Plus Background and Design Year (2040) Plus Project (ETL) conditions for this Project. For the Design Year (2040) No

Build Plus Background model, the SACSIM19 2040 network was modified to add approved auxiliary lane improvements along SB SR 65. For the Design Year (2040) Plus Project (ETL) model, the Design Year (2040) No Build Plus Background model was modified to include the ETL starting at the Blue Oaks Boulevard interchange and ending at the HOV lane on WB I-80. Both models were run with the same land use and vehicle composition assumptions, and the model outputs were compared to develop Design Year (2040) Plus Project demand volumes.

To calculate Design Year (2040) Plus Project demand volumes, the delta between the Design Year (2040) No Build Plus Background and Design Year (2040) Plus Project volumes from the SACSIM19 models was added on top of the previously forecasted Design Year (2040) No Build demand volumes from the SACMET model, as shown in **Figure 2**.

Figure 2. Design Year (2040) Plus Project Demand Volume Calculation

Design Year (2040) Plus Project Demand =

Design Year (2040) No Build Demand [SACMET] +

Design Year (2040) Plus Project Demand [SACSIM] -

Design Year (2040) No Build Plus Background Demand [SACSIM]

For the final volumes, the mainline and ramp volumes were adjusted to ensure no negative growth between the Design Year (2040) Plus Project and Design Year (2040) No Build demand volumes, except for any shift in vehicles between the SB SR 65 to WB I-80 GP Lane connector and the new ETL.

The new Design Year (2040) Plus Project (ETL) forecast volumes were compared to the HOV Lane and GP Lane alternative forecasts by looking at the following metrics for the AM Peak Period (6 – 10 AM) and PM Peak Period (3 – 7 PM):

1. Total Entering/Exiting Volumes
2. Start of Mainline Volumes
3. SB SR 65 to EB/WB I-80 Volumes

Table 1 to **Table 3** summarize the comparisons between the ETL, HOV, and GP Lane Design Year (2040) forecasts:

Table 1. 2040 Forecast Comparison – SB SR 65 Entering/Exiting Volumes

Scenario	AM Peak Period					PM Peak Period				
	6:00	7:00	8:00	9:00	Total	15:00	16:00	17:00	18:00	Total
2040 Plus Project (ETL)	6,443	10,201	9,594	7,828	**34,067**	10,519	10,084	10,318	8,496	**39,417**
2040 GP Alternative (2015 TOAR)	6,660	11,117	10,088	8,312	**36,177**	11,336	10,892	11,003	8,799	**42,030**
2040 HOV Alternative (2015 TOAR)	6,660	11,117	10,088	8,312	**36,177**	11,246	10,813	10,896	8,838	**41,793**
Delta (Plus Project - GP Alternative)	-217	-916	-494	-484	**-2,110**	-817	-808	-685	-303	**-2,613**
Delta (Plus Project - HOV Alternative)	-217	-916	-494	-484	**-2,110**	-727	-729	-578	-342	**-2,376**
% Delta (Plus Project - GP Alternative)	-3%	-8%	-5%	-6%	**-6%**	-7%	-7%	-6%	-3%	**-6%**
% Delta (Plus Project - HOV Alternative)	-3%	-8%	-5%	-6%	**-6%**	-6%	-7%	-5%	-4%	**-6%**

Table 2. 2040 Forecast Comparison – SB SR 65 Start of Mainline Volumes

Scenario	AM Peak Period					PM Peak Period				
	6:00	7:00	8:00	9:00	Total	15:00	16:00	17:00	18:00	Total
2040 Plus Project (ETL)	3,074	4,622	4,303	3,606	**15,604**	3,593	3,650	3,627	2,872	**13,742**
2040 GP Alternative (2015 TOAR)	3,171	5,551	4,947	4,062	**17,731**	4,252	4,066	4,083	2,950	**15,351**
2040 HOV Alternative (2015 TOAR)	3,171	5,551	4,947	4,062	**17,731**	4,278	4,070	4,075	2,961	**15,384**
Delta (Plus Project - GP Alternative)	-97	-929	-644	-456	**-2,127**	-659	-416	-456	-78	**-1,609**
Delta (Plus Project - HOV Alternative)	-97	-929	-644	-456	**-2,127**	-685	-420	-448	-89	**-1,642**
% Delta (Plus Project - GP Alternative)	-3%	-17%	-13%	-11%	**-12%**	-15%	-10%	-11%	-3%	**-10%**
% Delta (Plus Project - HOV Alternative)	-3%	-17%	-13%	-11%	**-12%**	-16%	-10%	-11%	-3%	**-11%**

Table 3. 2040 Forecast Comparison – SB SR 65 to EB/WB I-80 Volumes

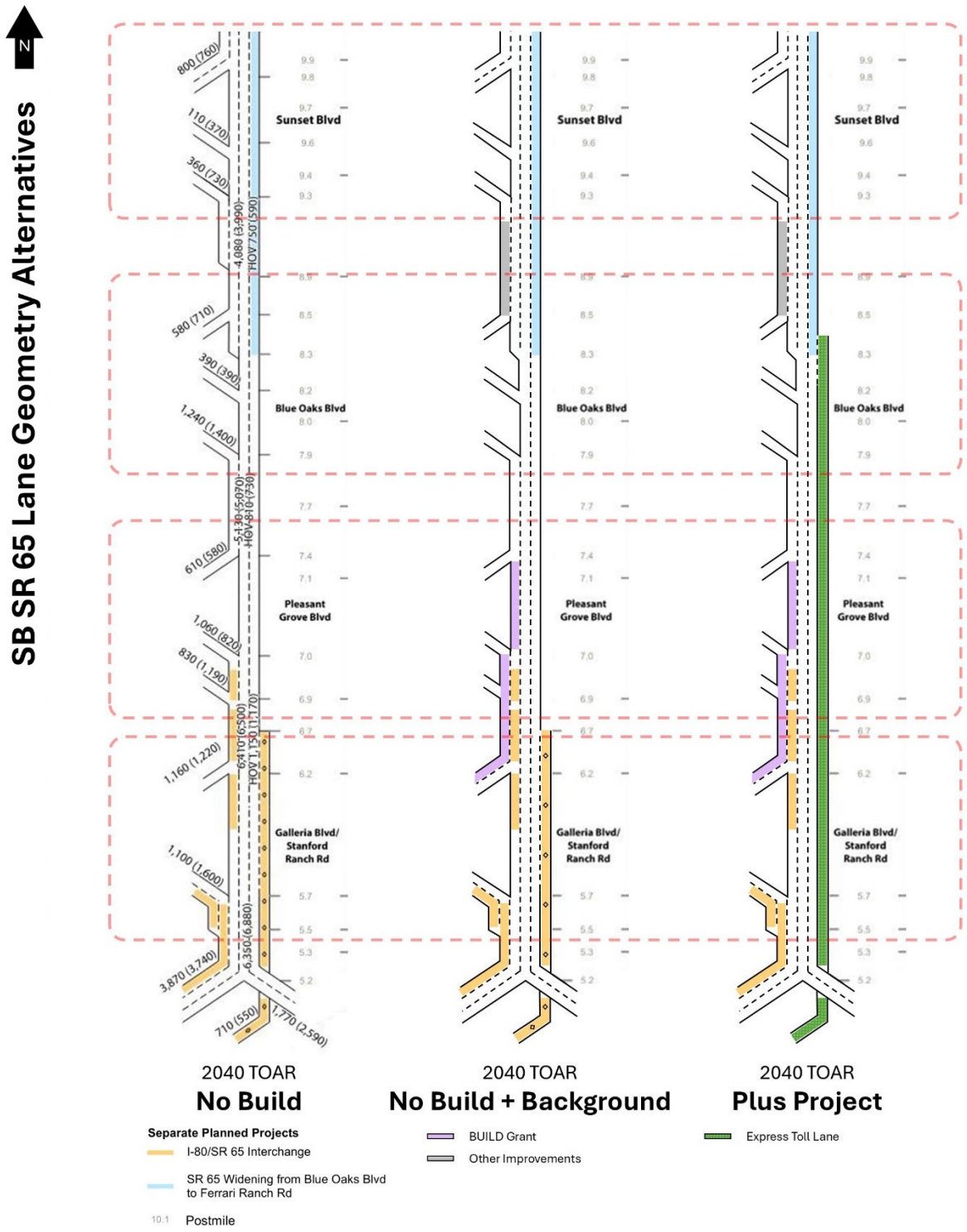
Scenario	AM Peak Period					PM Peak Period				
	6:00	7:00	8:00	9:00	Total	15:00	16:00	17:00	18:00	Total
2040 Plus Project (ETL)	5,033	6,987	6,104	5,412	**23,535**	7,080	6,923	6,879	5,398	**26,279**
2040 GP Alternative (2015 TOAR)	5,033	7,167	6,189	5,631	**24,020**	7,442	7,190	7,087	5,484	**27,203**
2040 HOV Alternative (2015 TOAR)	5,033	7,167	6,189	5,631	**24,020**	7,401	7,120	6,977	5,510	**27,008**
Delta (Plus Project - GP Alternative)	0	-180	-85	-219	**-485**	-362	-267	-208	-86	**-924**
Delta (Plus Project - HOV Alternative)	0	-180	-85	-219	**-485**	-321	-197	-98	-112	**-729**
% Delta (Plus Project - GP Alternative)	0%	-3%	-1%	-4%	**-2%**	-5%	-4%	-3%	-2%	**-3%**
% Delta (Plus Project - HOV Alternative)	0%	-3%	-1%	-4%	**-2%**	-4%	-3%	-1%	-2%	**-3%**

Based on the Design Year (2040) forecast comparison, the new forecast volumes for the ETL alternative are lower than both the HOV Lane and GP Lane alternatives as previously forecasted in the 2015 TOAR. The volumes are lower because the ETL has restricted access—only one entrance point at the SR 65 and Blue Oaks Boulevard/Washington Boulevard interchange and one exit point on WB I-80—whereas the HOV Lane and GP Lane alternatives allow for open access throughout the corridor.

The forecast volume comparison demonstrates that the original Design Year (2040) demand forecasts provide a more conservative outlook than the updated forecast for the ETL alternative. This means the Design Year (2040) results from the 2015 TOAR effectively serve as an upper bound test of corridor performance, offering a sound and appropriately cautious basis for evaluating operational needs in 2040.

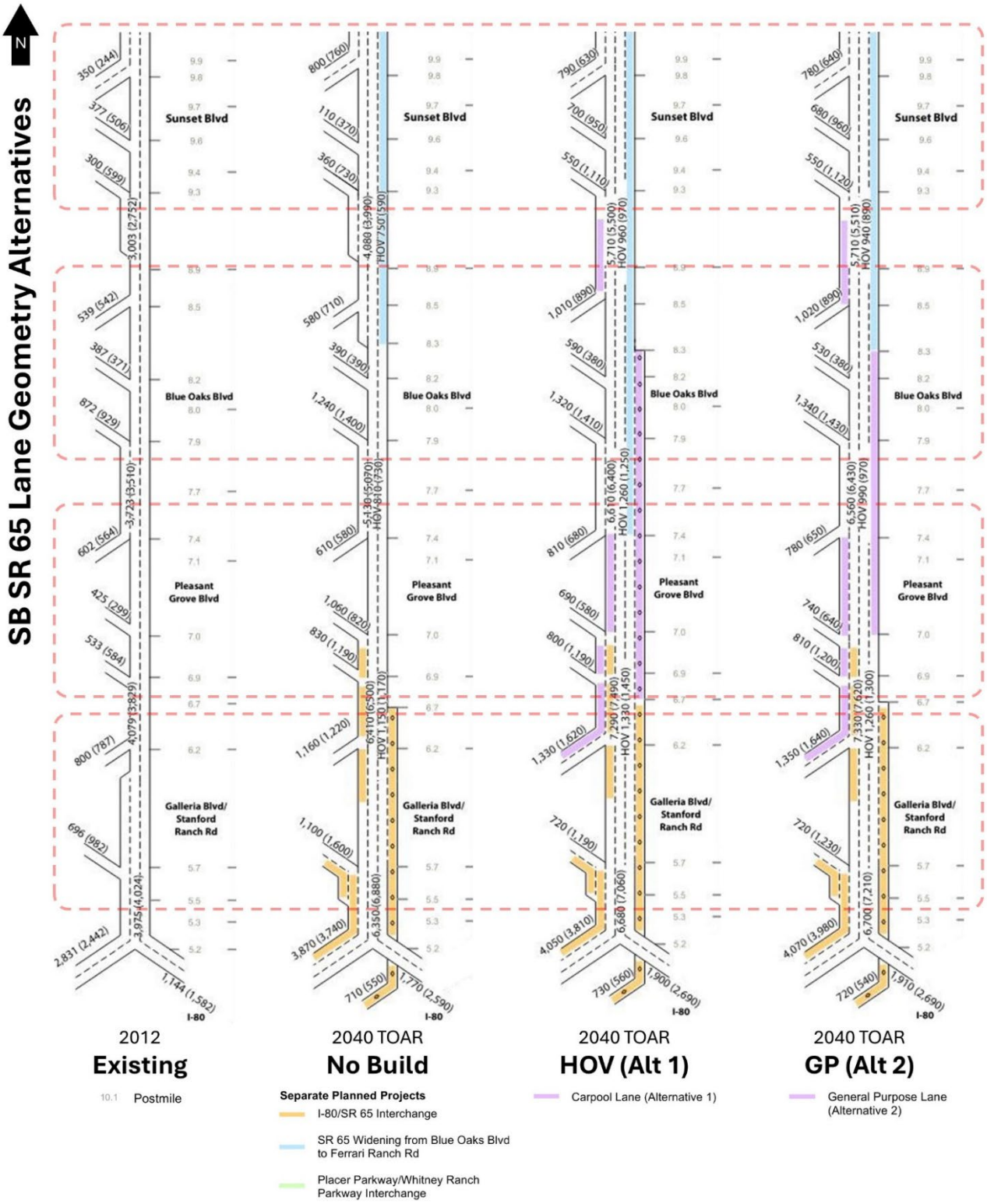
Even though the future forecast and operational analysis performed are based on 2040 conditions, given the lower forecast volumes for the ETL alternative, the 2015 TOAR data can be used for the 2044 MTP horizon year to meet POAQC requirements.

Appendix A. Current Project – SB SR 65 Design Year (2040) No Build vs. No Build Plus Background vs. Plus Project Lane Geometry



*Note that the volumes presented in the figure above represent the AM and PM peak hours: 7:30-8:30 AM (4:30-5:30 PM). The volumes in the figure are not the final volumes to be used in the traffic operations analysis

Appendix B. 2015 TOAR – SB SR 65 Design Year (2040) No Build vs. Build Lane Geometry



*Note that the volumes presented in the figure above represent the AM and PM peak hours: 7:30-8:30 AM (4:30-5:30 PM). The volumes in the figure are not the final volumes to be used in the traffic operations analysis

Caltrans

Placer County Transportation Planning Agency

SR 65 Capacity and Operational Improvements Project

Project Level Conformity Group Meeting

03-PLA-65 PM 5.4/12.8
MTIP ID#PLA25529 - EA: 03-1F171
July 15, 2026

Agenda & Project Sponsors

Agenda

- Project Location & Description
- Purpose & Need
- Traffic Analysis
  - Opening Year
  - MTIP Horizon Year
  - Intersections
- PM Analysis

Project Sponsors

- Placer County Planning Transportation Authority (PCPTA)
- Caltrans District 3

Placer County Transportation Planning Agency

Project Location

- Along SR-65 starting south of Galleria Boulevard/Stanford Ranch Road interchange to Lincoln Boulevard

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Project Description – Phase 1

- Add 12-foot general purpose lane in southbound direction of SR 65 from Blue Oaks Boulevard interchange to Galleria Boulevard interchange
- Add an auxiliary lane in southbound direction of SR 65:
  - Pleasant Grove Boulevard to the Galleria Boulevard interchanges.
- Include Ramp metering modifications; include carpool preferential lane
  - Southbound Pleasant Grove Blvd slip ramps
  - Blue Oaks Blvd slip on-ramp

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Project Description – Phase 2

- Propose 12-foot express toll lane in the southbound direction from north of Blue Oaks Blvd to Galleria Blvd Rd interchange.
  - One ingress and one egress
  - 2-foot buffer
  - Ancillary overhead tolling equipment
- 12-foot general purpose lane in northbound direction of SR 65 from Galleria Boulevard to Blue Oaks Boulevard interchange
- Add an auxiliary lane in northbound direction of SR 65:
  - Galleria Boulevard to the Pleasant Grove Boulevard interchanges.

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Project Description – Phase 3

- Add an auxiliary lane in each direction of SR 65:
  - Blue Oaks Boulevard to the Sunset Boulevard interchange
  - Whitney Ranch Parkway interchange to the Twelve Bridges Drive interchange.
- Include Ramp metering modifications; include carpool preferential lane
  - Loop on-ramps from Blue Oaks Blvd interchange to Lincoln Boulevard.
  - Blue Oaks Blvd slip and loop on-ramps
  - Lincoln Blvd slip on-ramp

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Project Description – Phase 4

- Propose 12-foot express toll lane in both directions of SR 65:
  - Northbound between Galleria Boulevard and Lincoln Boulevard
  - Southbound between Lincoln Boulevard and Blue Oaks Boulevard
  - Includes:
    - Limited ingress and egress points
    - 2-foot buffer
    - Ancillary overhead tolling equipment

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Additional Project Features

- Outside widening of Pleasant Grove Creek bridges to accommodate northbound and southbound auxiliary lanes to the Blue Oaks interchange.
- Ramp metering modifications for the slip on-ramps to a 2+1 configuration (2 metered lanes plus 1 carpool preferential lane) and a 1+1 (1 metered lane plus 1 carpool preferential lane) for the loop on-ramps along SR 65 from the Galleria Boulevard interchange to Lincoln Boulevard. The southbound Pleasant Grove Boulevard slip ramps, Blue Oaks Boulevard slip and loop on-ramps, and Lincoln Boulevard slip on-ramp would be modified to include these ramp metering changes.

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Project Purpose

Purpose:

- The primary purpose of the proposed project is to relieve existing mainline congestion by adding additional mainline capacity. Adding additional capacity would help planned and anticipated growth along the corridor and would help achieve the mobility and economic development goals of the PCTPA.
- The project will improve traffic operations and safety in this segment of the highway.

Placer County Transportation Planning Agency

Project Need

Need:

- Recurring morning and evening peak-period demand exceeds the current design capacity along SR 65, creating traffic operations and safety issues. These issues result in high delays and wasted fuel, all of which will be exacerbated by traffic from future population and employment growth.
- Projected growth along the SR 65 corridor in Roseville, Lincoln, Rocklin, and South Placer County will result in additional mainline congestion. SR 65 connects major regional routes and must operate efficiently in order to serve commuter traffic, goods movement, and regional traffic in south Placer County.

Placer County Transportation Planning Agency

Project NEPA Revalidation Schedule

Phase 1 – Aug 2026

Phase 2 & 3 – Anticipated Early/Mid 2027

Placer County Transportation Planning Agency

Currently Approved MTIP Listing

SACOG ID **PLA25529** **PLA** Lead Agency **PCTPA** **Project 2 of 48**

Project Title

SR-65 to I-80: Improving Mobility, Safety, and Economic Development Project

EA Number: 1F171

FED ID: 6158-058

PPNO: n/a

Last Revised 25-15

Completion Year **2027**

Project Description

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

Emission Benefits in kg/day: [15.8] ROG, [15.88] NOx, [11.66] PM10

Federal Project Total Cost **$33,085,000**

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<25		$4,950,000	$0	$0	$4,950,000
2025	Local - Developer - Transportation Improvement Fe	$0	$35,000	$0	$35,000
2027	Local - Developer - Transportation Improvement Fe	$0	$0	$5,620,000	$5,620,000
2027	RAISE/BUILD/TIGER	$0	$0	$22,480,000	$22,480,000
		$4,950,000	**$35,000**	**$28,100,000**	**$33,085,000**

Placer County Transportation Planning Agency

Updated POAQC Determination

- The SR-65 Capacity and Operational Improvements Project previously underwent interagency consultation review in July 2016.
  - Determined to be not a project of air quality concern (POAQC)
- A traffic volume revalidation memo determined that the new forecast volumes for the ETL alternative are lower than both the HOV Lane and general purpose (GP) lane alternatives as previously forecasted in the 2015 TOAR.
  - As shown in the following table, the AM and PM peak hour volumes for the ETL are lower than both the HOV and GP lane alternatives.
  - Given the lower forecast volumes for the ETL alternative, the 2015 TOAR data can be used for the 2023 MTP horizon year (2044).
- **<u>Requesting Updated POAQC Determination for Phases 1, 2, & 3.</u>**

Placer County Transportation Planning Agency

Traffic Volume Comparison

2040 Forecast Comparison – SB SR 65 to EB/WB I-80 Volumes

Scenario	AM Peak Period					PM Peak Period				
	6:00	7:00	8:00	9:00	Total	15:00	16:00	17:00	18:00	Total
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Delta (Plus Project - GP Alternative)	0	-180	-85	-219	**-485**	-362	-267	-208	-86	**-924**
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% Delta (Plus Project - GP Alternative)	0%	-3%	-1%	-4%	**-2%**	-5%	-4%	-3%	-2%	**-3%**
% Delta (Plus Project - HOV Alternative)	0%	-3%	-1%	-4%	**-2%**	-4%	-3%	-1%	-2%	**-3%**

Placer County Transportation Planning Agency

Opening Year Analysis - AADT

- Under Opening Year conditions (Table A), medium- and heavy-duty truck traffic would increase in terms of AADT as well as percentage of total volumes.
  - Maximum AADT of 147,200
    - AADT would increase by 18,600
  - Maximum Truck AADT of 5,700
    - Truck AADT would increase by 300

Placer County Transportation Planning Agency

Opening Year Volumes

Table A. Opening Year Traffic Volumes

Roadway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
I-80 to Galleria Blvd	131,100	5,400	4	136,800	5,500	4	5,700	100
Stanford Ranch Rd/Galleria Blvd to Pleasant Grove Blvd	131,100	5,400	4	147,200	5,700	4	16,100	300
Pleasant Grove Blvd to Blue Oaks Blvd	113,000	4,900	4	131,600	5,100	4	18,600	200
Blue Oaks Blvd to Sunset Blvd	84,300	3,500	4	102,100	3,700	4	17,800	200
Sunset Blvd to Whitney Ranch Pkwy/ Placer Pkwy	74,600	2,200	3	80,400	2,300	3	5,800	100
Whitney Ranch Pkwy/Placer Pkwy to Twelve Bridges Dr	72,600	2,200	3	77,700	2,300	3	5,100	100
Twelve Bridges Dr to Lincoln Blvd2	66,600	2,000	3	69,000	2,000	3	2,400	0
Lincoln Blvd to Ferrari Ranch Rd	49,400	2,000	4	51,000	2,000	4	1,600	0

Source: *Fehr & Peers, 2015.*

Placer County Transportation Planning Agency

MTP Horizon Year Analysis - AADT

- Under MTP Horizon Year conditions (Table B), medium- and heavy-duty truck traffic would increase in terms of AADT as well as percentage of total volumes.
  - Maximum AADT of 170,900
    - AADT would increase by 23,600
  - Maximum Truck AADT of 6,700
    - Truck AADT would increase by 400

Placer County Transportation Planning Agency

MTP Horizon Year Volumes

Table B. MTP Horizon Year Traffic Volumes

Highway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
I-80 to Galleria Blvd	158,000	6,200	4	169,000	6,400	4	11,000	200
Stanford Ranch Rd/Galleria Blvd to Pleasant Grove Blvd	152,400	6,300	4	170,900	6,700	4	18,500	400
Pleasant Grove Blvd to Blue Oaks Blvd	140,800	6,000	4	162,300	6,400	4	21,500	400
Blue Oaks Blvd to Sunset Blvd	112,100	4,600	4	135,700	4,900	4	23,600	300
Sunset Blvd to Whitney Ranch Pkwy/ Placer Pkwy	96,900	3,300	3	114,600	3,700	3	17,700	400
Whitney Ranch Pkwy/Placer Pkwy to Twelve Bridges Dr	112,700	3,400	3	127,000	3,500	3	14,300	100
Twelve Bridges Dr to Lincoln Blvd2	93,600	3,000	3	104,500	3,200	3	10,900	200
Lincoln Blvd to Ferrari Ranch Rd	56,300	2,600	5	61,400	2,700	4	5,100	100

Source: *Fehr & Peers, 2015.*

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Intersection Analysis

- Table C summarizes LOS and average delay in seconds per vehicle at key study intersections for the Opening Year Conditions.
- Table D summarizes LOS and average delay in seconds per vehicle at key study intersections for the MTP Horizon Year Conditions
  - The project would result in a decrease in the level of service and an increase in the delay at several intersections within the project area
  - However, as discussed above, the proposed project would not significantly increase the number of diesel vehicles operating within the project study area.

Placer County Transportation Planning Agency

Intersection Operations – Opening Year

Table C. Intersection Operations Results – Opening Year Conditions

Intersection	Carpool Lane Alternative		General Purpose Lane Alternative		No Build Alternative	
	AM	PM	AM	PM	AM	PM
6. Blue Oaks Blvd / Washington Blvd / SR 65 SB Ramps	C / 31	**D / 47**	C / 35	D / 44	**D / 52**	**F / 126**
10. Stanford Ranch Rd / Five Star Blvd	C / 27	**F / 92**	C / 27	**E / 76**	C / 29	**D / 48**
11. Stanford Ranch Rd / SR 65 NB Ramps	B / 15	C / 23	B / 20	C / 25	B / 18	B / 12
12. Galleria Blvd / SR 65 SB Ramps	B / 17	B / 16	B / 17	B / 17	B / 17	B / 16
16. Roseville Pkwy / Taylor Rd	**D / 49**	**D / 51**	**D / 46**	**D / 53**	**F / 133**	**D / 42**
18. Atlantic St / Wills Rd	C / 24	**D / 39**	C / 24	**D / 36**	B / 19	C / 22
20. Eureka Rd / Taylor Rd / I-80 EB Ramps	C / 25	**D / 52**	C / 25	**E / 72**	C / 22	**D / 41**
21. Eureka Rd / Sunrise Ave	C / 32	**D / 44**	C / 33	**D / 44**	C / 26	**E / 62**
23. Douglas Blvd / Harding Blvd	**D / 51**	**E / 77**	C / 30	**F / 128**	**D / 36**	**F / 92**
24. Douglas Blvd / I-80 WB Ramps	C / 23	C / 35	C / 24	C / 31	B / 20	C / 31
25. Douglas Blvd / I-80 EB Ramps	B / 20	**D / 41**	A / 10	**D / 35**	B / 12	C / 29
26. Douglas Blvd / Sunrise Ave	C / 33	**D / 54**	C / 33	**F / 86**	C / 28	**D / 39**
28. Pacific St / Sunset Blvd	C / 24	C / 30	C / 24	C / 29	C / 27	**F / 86**
29. Rocklin Rd / Granite Dr	B / 17	**F / 130**	B / 18	**F / 130**	B / 19	**F / 127**
30. Rocklin Rd / I-80 WB Ramps	C / 23	C / 27	C / 29	C / 25	C / 21	**D / 38**
31. Rocklin Rd / I-80 EB Ramps	**D / 42**	**E / 57**	**D / 49**	**D / 46**	**D / 37**	C / 33

Note: **Bold** font indicates intersections at LOS D, E, or F. Underlined font indicate an increase in delay from the no build to build alternatives. The LOS and average delay in seconds per vehicle are reported.

Source: Fehr & Peers, 2015

Placer County Transportation Planning Agency

Intersection Operations – MTP Horizon Year

Table D. Intersection Operations Results – MTP Horizon Year Conditions

Intersection	Carpool Lane Alternative		General Purpose Lane Alternative		No Build Alternative	
	AM	PM	AM	PM	AM	PM
6. Blue Oaks Blvd / Washington Blvd / SR 65 SB Ramps	**E / 57**	**F / 140**	**E / 59**	**F / 153**	**F / 90**	**F / 214**
7. Blue Oaks Blvd / SR 65 NB Ramps	B / 17	**D / 45**	B / 16	**D / 49**	B / 17	**F / 94**
10. Stanford Ranch Rd / Five Star Blvd	C / 27	**F / 82**	C / 26	**E / 57**	C / 26	**F / 85**
11. Stanford Ranch Rd / SR 65 NB Ramps	B / 11	**D / 36**	B / 12	B / 19	B / 19	C / 21
12. Galleria Blvd / SR 65 SB Ramps	B / 19	C / 25	B / 17	B / 19	**D / 55**	C / 27
13. Galleria Blvd / Antelope Creek Dr	A / 10	C / 28	A / 10	C / 29	A / 8	C / 28
14. Galleria Blvd / Roseville Pkwy	**D / 47**	**F / 93**	**D / 45**	**F / 82**	**D / 41**	**F / 93**
15. Roseville Pkwy / Creekside Ridge Dr	A / 8	**D / 50**	A / 8	**D / 47**	A / 8	**D / 50**
16. Roseville Pkwy / Taylor Rd	**E / 70**	**D / 52**	**E / 66**	**D / 52**	**E / 60**	**E / 55**
17. Roseville Pkwy / Sunrise Ave	C / 33	**E / 70**	C / 35	**E / 57**	C / 33	**F / 89**
20. Eureka Rd / Taylor Rd / I-80 EB Ramps	C / 30	**E / 75**	C / 30	**F / 81**	C / 30	**F / 99**
21. Eureka Rd / Sunrise Ave	**D / 41**	**F / 94**	D / 41	**F / 103**	**D / 41**	**F / 104**
23. Douglas Blvd / Harding Blvd	C / 26	**F / 91**	C / 28	**F / 96**	C / 26	**E / 69**
24. Douglas Blvd / I-80 WB Ramps	C / 21	C / 28	B / 19	C / 33	C / 22	C / 20
25. Douglas Blvd / I-80 EB Ramps	C / 28	**D / 37**	C / 24	**D / 37**	C / 29	**D / 39**
26. Douglas Blvd / Sunrise Ave	**D / 54**	**F / 254**	**D / 44**	**F / 241**	**D / 43**	**F / 239**
29. Rocklin Rd / Granite Dr	C / 29	**F / 95**	C / 28	**F / 84**	C / 26	**F / 101**
30. Rocklin Rd / I-80 WB Ramps	C / 23	**E / 68**	C / 24	**E / 63**	C / 22	**D / 54**
31. Rocklin Rd / I-80 EB Ramps	C / 30	C / 21	C / 26	B / 20	**D / 41**	C / 21

Note: **Bold** font indicates intersections at LOS D, E, or F. Underlined font indicate an increase in delay from the no build to build alternatives. The LOS and average delay in seconds per vehicle are reported.

Source: Fehr & Peers, 2015

Placer County Transportation Planning Agency

PM Analysis – Conclusion

- The project would not significantly increase in the number of diesel vehicles on SR-65, and the total number of diesel vehicle would remain below 10,000 AADT
- The project would not add significant number of diesel vehicles to local intersections.
- The proposed project does not include the construction of a new bus or rail terminal.
- The proposed project does not expand an existing bus or rail terminal

Placer County Transportation Planning Agency

PM Analysis – Continued

- The proposed build alternative is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.
- Therefore, the proposed SR-65 Capacity and Operation Improvements Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, PM2.5 or PM10 violation.

Placer County Transportation Planning Agency

Questions & Answers

Placer County Transportation Planning Agency

MTIP ID# *(required):* SAC24220 (At US 50 and Rancho Cordova Pkwy.: Construct new interchange including auxiliary lanes on U.S. 50 between Hazel Ave. and Sunrise Blvd. and a four lane arterial connection to US 50 of Rancho Cordova Pkwy. to White Rock Rd.(CP05-2003))

Project Description *(clearly describe project):*
The City of Rancho Cordova (City), in cooperation with the California Department of Transportation (Caltrans), proposes to construct improvements at the U.S. Highway 50 (U.S. 50)/Rancho Cordova Parkway Interchange. The Project is along U.S. 50 between postmiles 12.5 and 15.8 (near Sunrise Boulevard and Hazel Avenue, respectively) which is a federal highway under the jurisdiction of Caltrans, as well as an area extending south from the proposed new interchange to White Rock Road. The Project is being proposed to relieve existing traffic congestion and improve traffic operations on U.S. 50, Sunrise Boulevard and adjacent arterial roadways, as well as anticipated future growth in the Project area. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the City is the lead agency under the California Environmental Quality Act (CEQA).

The proposed Project is located along a segment of U.S. 50 between postmiles 12.5 and 15.8 (near Sunrise Boulevard and Hazel Avenue, respectively,) as well as an area extending south from the proposed interchange south to White Rock Road (Rancho Cordova Parkway). Currently, no interchange or intersection structure exists at this location (Figure 1). Within the Project limits, U.S. 50 is a seven-to-eight-lane freeway, including high-occupancy vehicle (HOV) lanes that begin (eastbound) near the Watt Avenue interchange and end (westbound) near the Sunrise Boulevard interchange. An auxiliary lane is provided between the Folsom Boulevard and Hazel Avenue interchanges in the westbound direction, and between the Hazel Avenue and Sunrise Boulevard interchanges (a span of approximately 3 miles) another auxiliary lane is added and dropped. Another westbound mixed-flow lane is added at the Sunrise Boulevard westbound on-ramp.

The Project proposes to construct a “south-only” interchange at U.S. 50/Rancho Cordova Parkway. Under this configuration, Rancho Cordova Parkway would connect to U.S. 50 and travel south only from U.S. 50. The interchange would be designed as a tight diamond interchange providing movements on and off U.S. 50. Rancho Cordova Parkway would connect U.S. 50 to White Rock Road, approximately two miles south of U.S. 50. Rancho Cordova Parkway would ultimately be built to a six-lane facility with three southbound and three northbound lanes.

The westbound off-ramp and westbound on-ramp traffic movements would be signal-controlled at the ramp intersections. The eastbound ramps would provide free flow movement to Rancho Cordova Parkway. The overcrossing structure would be perpendicular to U.S. 50 and include four through-lanes, two left-turn lanes, and shoulders. Continuous auxiliary lanes, with lengths of approximately 2.4 miles, would be constructed in the eastbound and westbound directions of U.S. 50 to connect with the adjacent ramps at Sunrise Boulevard to the west and Hazel Avenue to the east. The Fair Oaks pedestrian undercrossing would be widened to the north to accommodate the westbound auxiliary lane to connect to the westbound Sunrise Boulevard off-ramp. A retaining wall would be provided along the westbound auxiliary lane. The Buffalo Creek culvert under U.S. 50 would be modified to accommodate the widening of U.S. 50 auxiliary lanes. The interchange structure would touch down south of the Folsom South Canal. The new roadway, Rancho Cordova Parkway, would extend south to White Rock Road, where it would connect to the existing signalized intersection. The new Rancho Cordova Parkway would be constructed as a four-lane roadway with a shared use path for bicycles and pedestrians. The Project would not have bicycle or pedestrian facilities within the state right-of-way. Rancho Cordova Parkway south of U.S. 50 would integrate planned bicycle and pedestrian trails

and connections along Rancho Cordova Parkway between White Rock Road and the future northernmost intersection (Easton Valley Parkway). The Project is being designed to be built in one phase. No construction phasing is anticipated for the Project.	
Type of Project: New Interchange	**County:** Sacramento
Narrative Location/Route & Post Miles: 03-SAC-50/PM 12.5-15.8 **Caltrans Projects – EA#:** 03-1E2700	
Lead Agency: City of Rancho Cordova	
Contact Person: Edgar Medina	**Email:** emedina@cityofranchocordova.org
Phone#: 916.851.8907	
Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** ☒ **PM10** ☒	
Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)? Typically, EA or above is a 23 USC 327 project. *(check one)* **23 USC 326** ☐ **23 USC 327** ☒	
Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)* **Categorical Exclusion (NEPA)** ☐ **EA or Draft EIS** ☒ **FONSI or Final EIS** ☐	
Scheduled Date of Federal Action: 01/2027	

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	11/2015	09/2022	09/2022	10/2027
End	04/2027	05/2027	1/2027	03/2030

Project Purpose and Need *(Summary):*
(attach additional sheets as necessary)
The proposed project is intended to address the existing operational deficiencies of U.S. 50 and adjacent arterial roadways as well as the anticipated future growth in the project vicinity. The proposed project will relieve existing traffic congestion on U.S. 50 and local facilities. The project would help to achieve the following objectives:

- Relieve existing traffic congestion on U.S. 50, Sunrise Boulevard, White Rock Road, and Hazel Avenue south of U.S. 50.
- Improve traffic operations at the U.S. 50/Sunrise Boulevard and U.S. 50/Hazel Avenue interchanges.
- Maintain acceptable levels of service on U.S. 50 and at existing access points to U.S. 50 under existing and future conditions.
- Provide additional access to and from U.S. 50 and planned developments.
- Improve emergency access within the City of Rancho Cordova.
- Provide access to regional transit facilities, where feasible.

Because of existing and planned growth within the city and the surrounding communities, the need has arisen to provide additional access to U.S. 50 from the south, where limited points of access are currently provided.

Currently, traffic through and around the project area operates at unacceptable levels of service in several areas, including the eastbound freeway mainline during the PM peak traffic hour, key freeway ramp junctions, and key roadway intersections.

The City's General Plan anticipates the addition of 53,480 new housing units and 55,199 new jobs within the current city limits by 2050. Much of this growth is anticipated to occur east of Sunrise Boulevard and south of U.S. 50, near the project area. The existing street network in the project vicinity and south of U.S. 50 consists of White Rock Road that is a combination of a four-lane and two-lane arterial roadway, used primarily by commuters traveling between Elk Grove and the U.S. 50 corridor. Currently, Sunrise Boulevard is the only route that provides direct access to U.S. 50 from this area.

The new developments in the project area that are proposed or approved in the City's General Plan may be constructed without construction of the interchange; however, resulting increases in traffic would likely have a negative impact on traffic operations and safety on existing local roadways. The proposed interchange would help to accommodate traffic needs resulting from these developments, which are necessary to provide adequate housing for existing and planned job center uses in and adjacent to the city.

Surrounding Land Use/Traffic Generators *(Describe effect of traffic generators or diesel traffic. Also, provide a map, preferably aerial photo, with labeled locations of nearby (within 500 ft.) sensitive receptors, such as daycare facilities and schools)*:
Existing development adjacent to and south of the proposed interchange is generally sparse. Although they would not be directly accessible from the proposed interchange, the land uses north of U.S. 50 within the project area consist primarily of single-family residences. North of U.S. 50, the land uses along Sunrise Boulevard are a mix of single-family residences, multi-family residences, and commercial properties. South of U.S. 50, the land uses along Sunrise Boulevard are a mix of commercial and light industrial properties. North of U.S. 50, the land uses along Hazel Avenue are a mix of single-family residences, multi-family residences, hotels, and commercial properties. South of U.S. 50, the land uses along Hazel Avenue include open space, multi-family residences, and commercial properties.

The project would shift traffic from the adjacent interchanges at Sunrise Boulevard and Hazel Avenue.

The land uses within the project study area are shown in Figure 1.

Project Revalidation
The U.S. 50/Rancho Cordova Parkway Interchange Project previously underwent interagency consultation review in June 2007. At that time, the Project was determined to be not a project of air quality concern (POAQC). The purpose of this PM hot-spot analysis is to reaffirm that the Project is not a POAQC.

The August 2010 traffic analysis prepared travel demand forecasts for the construction year 2016 and design year 2037 conditions using the 2007 SACMET regional travel demand model. The model included development projections from before the 2008 recession. Based on changes in planned roadway projects, land use development, and travel pattern changes due to the COVID-19 pandemic and other factors, the design year forecast volumes are likely to be reasonable estimates of future conditions (Fehr & Peers, July 2024). Therefore, the 2037 conditions included in the 2010 traffic analysis are applicable to both the 2023 MTP horizon year (2044) and the 20-year project design year (2050).

Opening Year: Build and No-Build LOS – **AM 2-Hr, % and # trucks, truck AM 2-Hr of proposed facility**:

U.S. 50 (2030)

	LOS	**AADT**	**AM-2Hr**	**Truck AADT**	**Truck AM 2-Hr, % and #**
Build	D	141,350	14,380	7,068 (5%)	719 (5%)
No-Build	D	127,850	12,870	6,393 (5%)	644 (5%)

MTP Horizon Year/Design Year: Build and No-Build LOS , AADT, **AM 2-Hr, Truck AADT, and % and # trucks for AM 2-Hr of proposed facility:**

U.S. 50 (2044/2050)

	LOS	**AADT**	**AM-2Hr**	**Truck AADT**	**Truck AM 2-Hr, % and #**
Build	F	188,850	19,330	9,443 (5%)	937 (5%)
No-Build	F	159,700	15,930	7,985 (5%)	797 (5%)

Only if Facility is an Interchange or Intersection: Opening Year

Rancho Cordova Parkway (2030)

	LOS	**AADT**	**AM-2Hr**	**Truck AADT**	**Truck AM 2-Hr, % and #**
Build	E	25,050	2,660	501 (2%)	53 (2%)
No-Build	N/A	0	0	0	0

Only if Facility is an Interchange or Intersection: MTP Horizon Year / Design Year

Rancho Cordova Parkway (2044/2050)

	LOS	**AADT**	**AM-2Hr**	**Truck AADT**	**Truck AM 2-Hr, % and #**
Build	F	47,650	4,690	953 (2%)	94 (2%)
No-Build	N/A	0	0	0	0

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities):*

Opening Year (2030)

- Implementation of the project and operational improvements would either maintain or improve freeway speeds in the seven-mile study corridor.
- The bottleneck on eastbound U.S. 50 that would occur under the No Project scenario during the PM peak hour is substantially reduced with the implementation of an eastbound auxiliary lane by the project. A new, smaller bottleneck at the weaving section between the Hazel Avenue on-ramp and the Aerojet Road off-ramp would be addressed with the implementation of a new auxiliary lane between the Hazel Avenue interchange and the Folsom Boulevard interchange.

MTP Horizon Year (2044) and Design Year (2050)

- Implementation of the project, operational improvements, and ramp metering strategies would either maintain or improve freeway speeds in the seven-mile study corridor.
- The project would reduce the extent and level of congestion in the portion of the corridor between Zinfandel Drive and Hazel Avenue by shifting the start of the bottleneck from the Sunrise Boulevard on-ramp west to the Sunrise Boulevard off-ramp.
- A new bottleneck would occur on eastbound U.S. 50 at the Hazel Avenue off-ramp. This is due to a combination of factors. The added capacity provided by the added eastbound auxiliary lane would increase the traffic volume served on eastbound U.S. 50 east of Sunrise Boulevard, thus increasing the level of traffic that would access the Hazel Avenue off-ramp. As a result, localized congestion would occur at intersections along Hazel Avenue and queues would extend from the Hazel Avenue off-ramp onto eastbound U.S. 50. The implementation of improvements planned for the adjacent U.S. 50/Hazel Avenue interchange Project (MTIP ID# SAC24255), including the planned grade separation of Hazel Avenue at Folsom Boulevard, would address the localized congestion along Hazel Avenue and address this new bottleneck.

Comments/Explanations/Details *(attach additional sheets as necessary):*
The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern (POAQC)):

1. **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.**
   The Project proposes to construct a "south-only" interchange at U.S. 50/Rancho Cordova Parkway. Tables A and B list the annual average daily traffic (AADT) and truck AADT volumes along the highway and roadway segments within the project area for the opening year and horizon year conditions, respectively. These tables also compare the AADT and Truck AADT volumes associated with the build alternative to the No-Build conditions.

   Along U.S. 50 the project would increase the total AADT by up to 13,500 in 2030 and by up to 29,150 in 2044/2050. Along U.S. 50 the project would increase the total truck AADT by up to 675 in 2030 and by up to 1,458 in 2044/2050.

   The project would construct a new interchange at U.S.50/Rancho Cordova Parkway. Along Rancho Cordova Parkway the project would increase the total AADT by up to 25,050 in 2030 and by up to 47,650 in 2044/2050. Along Rancho Cordova Parkway the project would increase the total truck AADT by up to 501 in 2030 and by up to 953 in 2044/2050.

   Along Sunrise Boulevard the project would decrease the total AADT by up to 4,350 in 2030 and by up to 2,850 in 2044/2050. Along Sunrise Boulevard the project would decrease the total truck AADT by up to 196 in 2030 and by up to 128 in 2044/2050.

   Along Hazel Avenue the project would increase the total AADT by up to 2,050 in 2030 and decrease the total by up to 11,550 in 2044/2050. Along Sunrise Boulevard the project would increase the total truck AADT by up to 41 in 2030 and decrease the total by up to 231 in 2044/2050.

   The project-related change in Truck AADT would range from a reduction of 231 to an increase of 1,438. Therefore, the widened roadway would not significantly increase the number of diesel vehicles operating within the project study area.

2. **Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**
   As discussed above, the proposed Project would not significantly increase the number of diesel vehicles operating within the project study area. Therefore, the proposed Project

would not affect intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles.

3. **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.**
   The proposed build alternative does not include the construction of a new bus or rail terminal.

4. **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.**
   The proposed build alternative does not expand an existing bus or rail terminal.

5. **Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$- or PM_{10}-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**
   The proposed build alternatives are not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed U.S. 50/Rancho Cordova Parkway Interchange Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, $PM_{2.5}$ or PM_{10} violation.

Table A. Opening Year Traffic Volumes

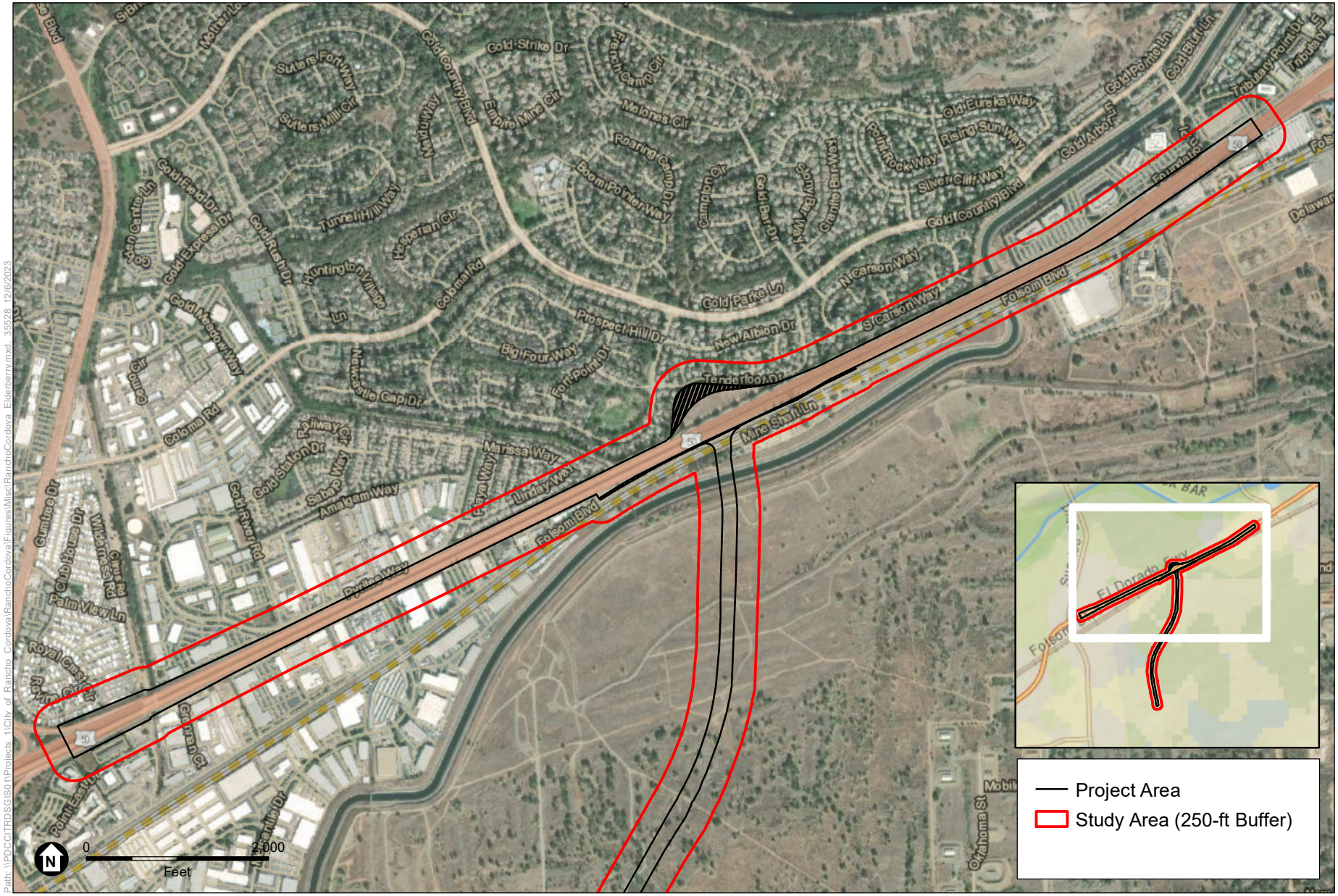
Roadway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
U.S. 50								
Between Sunrise Blvd and Rancho Cordova Pkwy	127,850	6,393	5	131,400	6,570	5	3,550	178
Between Rancho Cordova Pkwy and Hazel Ave	127,850	6,393	5	141,350	7,068	5	13,500	675
Rancho Cordova Parkway								
Between U.S. 50 WB Ramps and U.S. 50 EB Ramps	0	0	0	14,750	285	2	14,750	285
South of U.S. 50 EB Ramps	0	0	0	25,050	501	2	25,050	501
Sunrise Boulevard								
Between U.S. 50 EB Ramps and Folsom Blvd	43,850	1,973	4.5	41,550	1,870	4.5	-2,300	-104
South of Folsom Blvd	41,600	1,872	4.5	37,250	1,676	4.5	-4,350	-196
Hazel Avenue								
Between U.S. 50 EB Ramps and Folsom Blvd	19,150	383	2	21,200	424	2	2,050	41
South of Folsom Blvd	2,900	58	2	2,850	57	2	-50	-1

Source: *Traffic Operations Report US 50/Rancho Cordova Parkway Interchange*, Fehr & Peers, August 2010 and *US 50/Rancho Cordova Parkway Interchange Traffic Analysis Update*, Fehr & Peers, July 2024.

Table B. Horizon Year Traffic Volumes

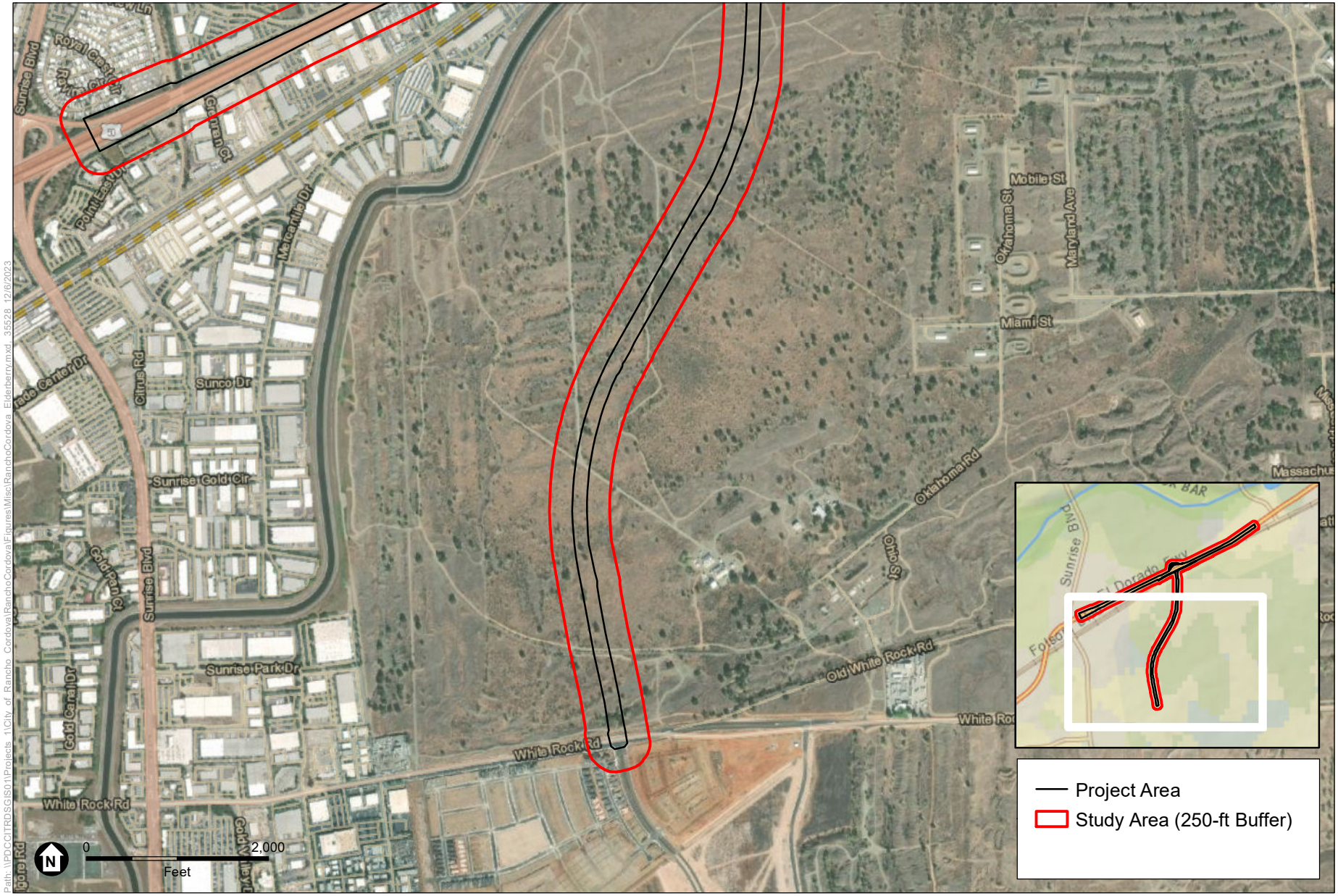
Roadway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
U.S. 50								
Between Sunrise Blvd and Rancho Cordova Pkwy	159,700	7,985	5	176,200	8,810	5	16,500	825
Between Rancho Cordova Pkwy and Hazel Ave	159,700	7,985	5	188,850	9,443	5	29,150	1,458
Rancho Cordova Parkway								
Between U.S. 50 WB Ramps and U.S. 50 EB Ramps	0	0	0	25,650	513	2	25,650	513
South of U.S. 50 EB Ramps	0	0	0	47,650	953	2	47,650	953
Sunrise Boulevard								
Between U.S. 50 EB Ramps and Folsom Blvd	62,300	2,804	4.5	59,750	2,689	4.5	-2,550	-115
South of Folsom Blvd	56,150	2,527	4.5	53,300	2,399	4.5	-2,850	-128
Hazel Avenue								
Between U.S. 50 EB Ramps and Folsom Blvd	62,050	1,241	2	51,200	1,024	2	-10,850	-217
South of Folsom Blvd	54,200	1,084	2	42,650	853	2	-11,550	-231

Source: *Traffic Operations Report US 50/Rancho Cordova Parkway Interchange*, Fehr & Peers, August 2010 and *US 50/Rancho Cordova Parkway Interchange Traffic Analysis Update*, Fehr & Peers, July 2024.



SOURCE: ESRI; ICF 2023.

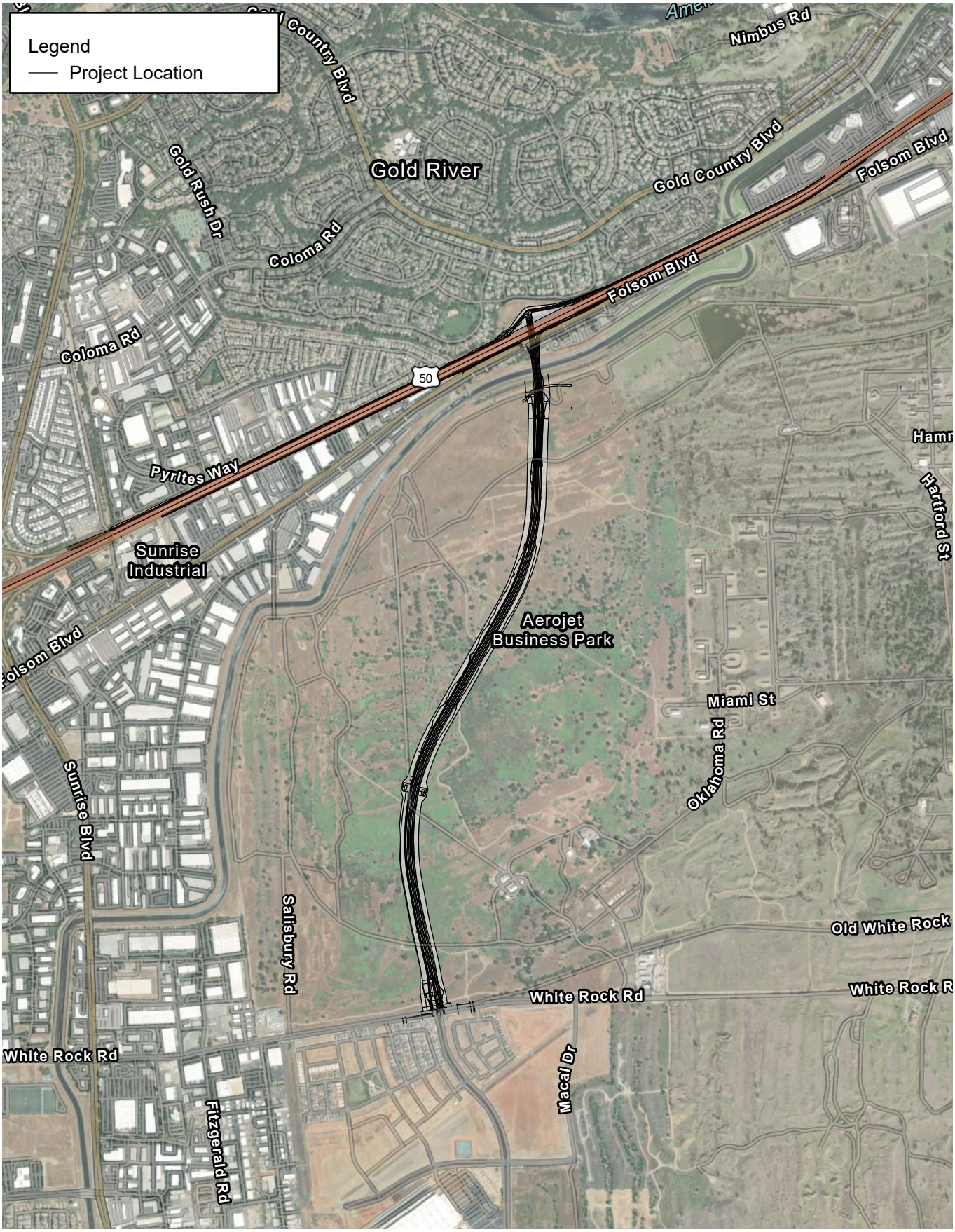
Figure 1 Sheet 1
Project Study Area
U.S. 50 / Rancho Cordova Parkway Interchange Project



SOURCE: ESRI; ICF 2023.

ICF

Figure 1 Sheet 2
Project Study Area
U.S. 50 / Rancho Cordova Parkway Interchange Project



0 1,002 2,003 Feet

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Source:

Figure 2
Map of the Project Location and Nearby Roadways
U.S. 50 / Rancho Cordova Parkway Interchange Project

US 50/Rancho Cordova Parkway Interchange

SACOG – Project of Air Quality Concern Meeting

July 15, 2026

03-SAC-50/PM 12.5-15.8

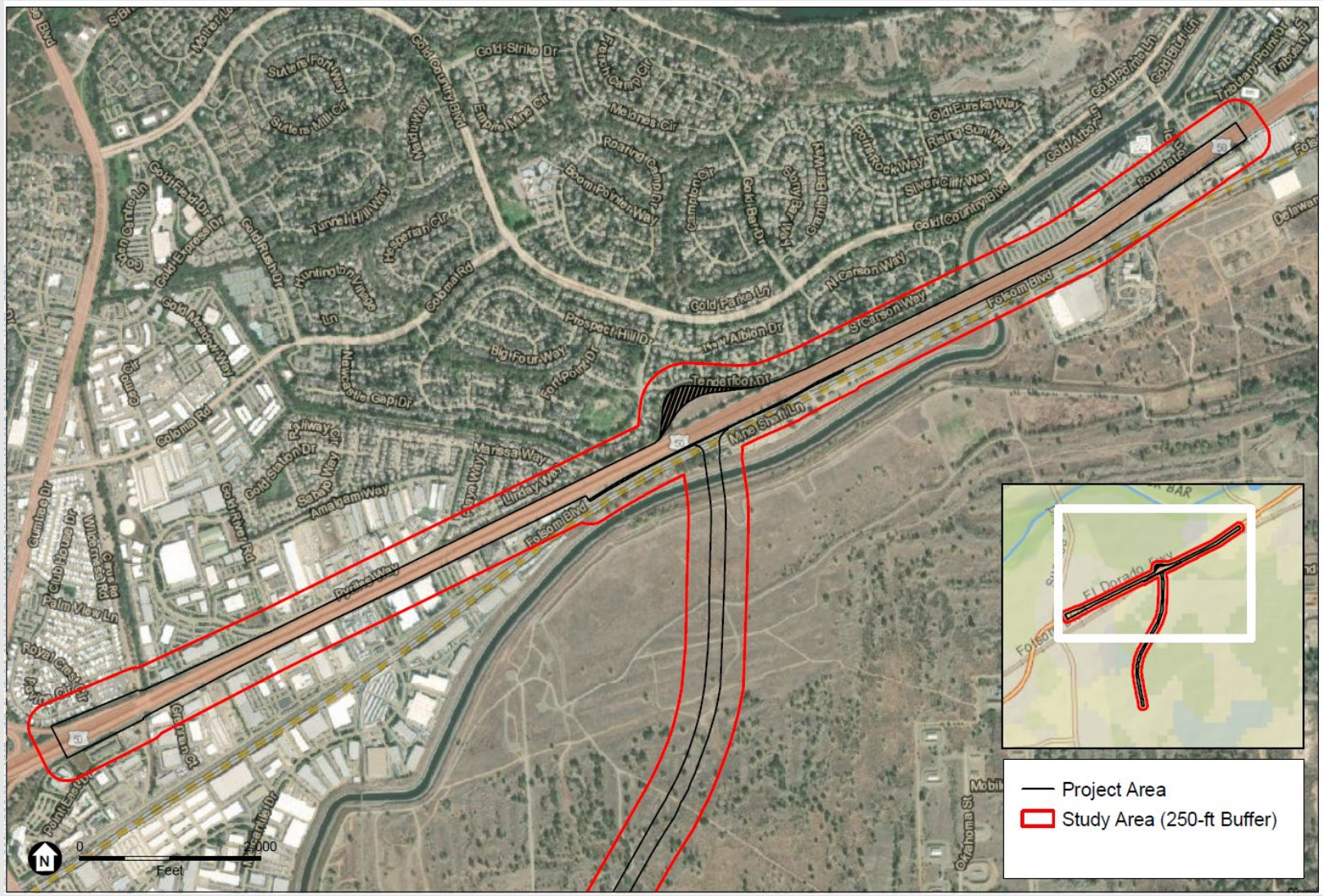
EA#: 03-1E2700

MTIP ID#SAC24220

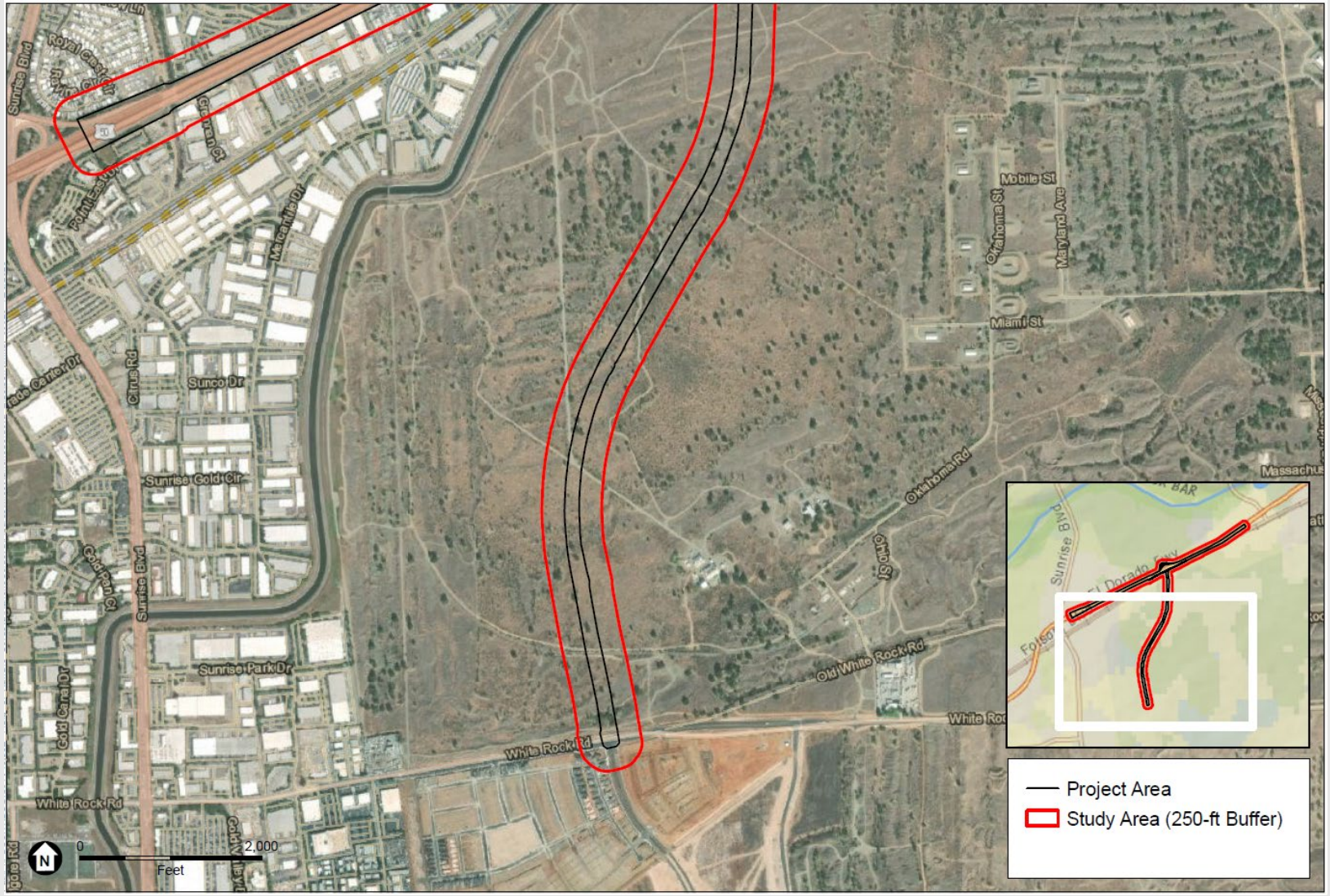
Project Description

- The City of Rancho Cordova (City), in cooperation with the California Department of Transportation (Caltrans), proposes to construct improvements at the U.S. Highway 50 (U.S. 50)/Rancho Cordova Parkway Interchange.
- The Project proposes to construct a “south-only” interchange at U.S. 50/Rancho Cordova Parkway. Under this configuration, Rancho Cordova Parkway would connect to U.S. 50 and travel south only from U.S. 50. The interchange would be designed as a tight diamond interchange providing movements on and off U.S. 50. Rancho Cordova Parkway would connect U.S. 50 to White Rock Road, approximately two miles south of U.S. 50. Rancho Cordova Parkway would ultimately be built to a six-lane facility with three southbound and three northbound lanes.
- The westbound off-ramp and westbound on-ramp traffic movements would be signal-controlled at the ramp intersections. The eastbound ramps would provide free flow movement to Rancho Cordova Parkway.
- Continuous auxiliary lanes, with lengths of approximately 2.4 miles, would be constructed in the eastbound and westbound directions of U.S. 50 to connect with the adjacent ramps at Sunrise Boulevard to the west and Hazel Avenue to the east.

Project Overview


Project Area
Study Area (250-ft Buffer)
0
2,000
Feet
N
Folsom Blvd
Tenderfoot Dr
Mina Sishi Ln
Cold Country Blvd
Cold Strike Dr
Empire Mine Cir
Sutter's Fort Way
Sutters Mill Ct
Cold Parke Ln
Prospect Hill Dr
North Albion Dr
South Carson Way
North Carson Way
Big Four Way
Fort Point Dr
Newcastle Gap Dr
Colombard Rd
Cold Station Dr
Marissa Way
Lindsay Way
Amalgam Way
Sabre Way
Pyrite Way
Palm View Ln
Royal Crest Dr
Point East Dr
Cumbre Dr
Wilkinson Rd
Cow Rd
Green Ln Ct
Alexander Dr
Oklahoma St
Mobil
Cold Bar Dr
Cold Bar Way
Camp Bar Way
Campton Cir
Boom Pointer Way
Roaring Camp Dr
Mahonas Cir
Iron Camp Cir
Old Eureka Way
Rising Sun Way
Silver Cliff Way
Folsom Rock Way
Cold Altar Ln
Cold Pointer Ln
Cold Bar Ln
Tributary Point Dr
Fountain Ln
Dolwan
Tunnel Hill Way
Hacker Fan Cir
Hunting Ln
Hunting Ln Village
Cold Rush Dr
Cold Express Dr
Cold Field Dr
Cold Meadow Way
Cold Country Blvd
Mother Lode Dr
Cold Country Blvd
Cumbre Dr
Colombard Rd
Court River Rd
Hallway Cir
Hallway Ln
Newcastle Gap Dr
Big Four Way
Fort Point Dr
Prospect Hill Dr
Cold Parke Ln
North Albion Dr
South Carson Way
North Carson Way
Folsom Blvd
Tenderfoot Dr
Mina Sishi Ln
Marissa Way
Lindsay Way
Amalgam Way
Sabre Way
Pyrite Way
Palm View Ln
Royal Crest Dr
Point East Dr
Green Ln Ct
Alexander Dr
Oklahoma St
Mobil
Cold Bar Dr
Cold Bar Way
Camp Bar Way
Campton Cir
Boom Pointer Way
Roaring Camp Dr
Mahonas Cir
Iron Camp Cir
Empire Mine Cir
Cold Strike Dr
Sutter's Fort Way
Sutters Mill Ct
Cold Country Blvd
Mother Lode Dr

Project Overview - continued



Additional Project Features

- The Fair Oaks pedestrian undercrossing would be widened to the north to accommodate the westbound auxiliary lane to connect to the westbound Sunrise Boulevard off-ramp.
- The Buffalo Creek culvert under U.S. 50 would be modified to accommodate the widening of U.S. 50 auxiliary lanes.
- The westbound off-ramp and westbound on-ramp traffic movements would be signal-controlled at the ramp intersections. The eastbound ramps would provide free flow movement to Rancho Cordova Parkway.
- The new roadway, Rancho Cordova Parkway, would extend south to White Rock Road, where it would connect to the existing signalized intersection. The new Rancho Cordova Parkway would be constructed as a four-lane roadway with a shared use path for bicycles and pedestrians.

Project Purpose

- The proposed project is intended to address the existing operational deficiencies of U.S. 50 and adjacent arterial roadways as well as the anticipated future growth in the project vicinity. The proposed project will relieve existing traffic congestion on U.S. 50 and local facilities. The project would help to achieve the following objectives:
  - Relieve existing traffic congestion on U.S. 50, Sunrise Boulevard, White Rock Road, and Hazel Avenue south of U.S. 50
  - Improve traffic operations at the U.S. 50/Sunrise Boulevard and U.S. 50/Hazel Avenue interchanges
  - Maintain acceptable levels of service on U.S. 50 and at existing access points to U.S. 50 under existing and future conditions.
  - Provide additional access to and from U.S. 50 and planned developments.
  - Improve emergency access within the City of Rancho Cordova.
  - Provide access to regional transit facilities, where feasible

Project Need

- Because of existing and planned growth within the city and the surrounding communities, the need has arisen to provide additional access to U.S. 50 from the south, where limited points of access are currently provided.
- Currently, traffic through and around the project area operates at unacceptable levels of service in several areas, including the eastbound freeway mainline during the PM peak traffic hour, key freeway ramp junctions, and key roadway intersections.
- The City's General Plan anticipates the addition of 53,480 new housing units and 55,199 new jobs within the current city limits by 2050. Much of this growth is anticipated to occur east of Sunrise Boulevard and south of U.S. 50, near the project area.
- The existing street network in the project vicinity and south of U.S. 50 consists of White Rock Road that is a combination of a four-lane and two-lane arterial roadway, used primarily by commuters traveling between Elk Grove and the U.S. 50 corridor. Currently, Sunrise Boulevard is the only route that provides direct access to U.S. 50 from this area.

Revalidation

- The U.S. 50/Rancho Cordova Parkway Interchange Project previously underwent interagency consultation review in June 2007
  - Determined to be not a POAQC

- The August 2010 traffic analysis prepared travel demand forecasts for the construction year 2016 and design year 2037 conditions using the 2007 SACMET regional travel demand model. The model included development projections from before the 2008 recession. Based on changes in planned roadway projects, land use development, and travel pattern changes due to the COVID-19 pandemic and other factors, the design year forecast volumes are likely to be reasonable estimates of future conditions (Fehr & Peers, July 2024). Therefore, the 2037 conditions included in the 2010 traffic analysis are applicable to the 2023 MTP horizon year (2044).

Opening Year Analysis – AADT

- Under Opening Year conditions (Table A), medium- and heavy-duty truck traffic would increase in terms of AADT as well as percentage of total volumes.
  - Maximum AADT of 141,350
    - AADT would increase by up to 13,500
  - Maximum Truck AADT of 7,068
    - Truck AADT would increase by up to 675

Opening Year Volumes

Table A. Opening Year Traffic Volumes

Roadway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
U.S. 50								
Between Sunrise Blvd and Rancho Cordova Pkwy	127,850	6,393	5	131,400	6,570	5	3,550	178
Between Rancho Cordova Pkwy and Hazel Ave	127,850	6,393	5	141,350	7,068	5	13,500	675
Rancho Cordova Parkway								
Between U.S. 50 WB Ramps and U.S. 50 EB Ramps	0	0	0	14,750	285	2	14,750	285
South of U.S. 50 EB Ramps	0	0	0	25,050	501	2	25,050	501
Sunrise Boulevard								
Between U.S. 50 EB Ramps and Folsom Blvd	43,850	1,973	4.5	41,550	1,870	4.5	-2,300	-104
South of Folsom Blvd	41,600	1,872	4.5	37,250	1,676	4.5	-4,350	-196
Hazel Avenue								
Between U.S. 50 EB Ramps and Folsom Blvd	19,150	383	2	21,200	424	2	2,050	41
South of Folsom Blvd	2,900	58	2	2,850	57	2	-50	-1

Source: *Traffic Operations Report US 50/Rancho Cordova Parkway Interchange*, Fehr & Peers, August 2010 and *US 50/Rancho Cordova Parkway Interchange Traffic Analysis Update*, Fehr & Peers, July 2024.

MTP Horizon Year Analysis – AADT

- Under MTP Horizon Year conditions (Table B), medium- and heavy-duty truck traffic would increase in terms of AADT as well as percentage of total volumes.
  - Maximum AADT of 188,850
    - AADT would increase by up to 29,150
  - Maximum Truck AADT of 9,443
    - Truck AADT would increase by up to 1,458

MTP Horizon Year Volumes

Table B. MTP Horizon Year Traffic Volumes

Roadway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
U.S. 50								
Between Sunrise Blvd and Rancho Cordova Pkwy	159,700	7,985	5	176,200	8,810	5	16,500	825
Between Rancho Cordova Pkwy and Hazel Ave	159,700	7,985	5	188,850	9,443	5	29,150	1,458
Rancho Cordova Parkway								
Between U.S. 50 WB Ramps and U.S. 50 EB Ramps	0	0	0	25,650	513	2	25,650	513
South of U.S. 50 EB Ramps	0	0	0	47,650	953	2	47,650	953
Sunrise Boulevard								
Between U.S. 50 EB Ramps and Folsom Blvd	62,300	2,804	4.5	59,750	2,689	4.5	-2,550	-115
South of Folsom Blvd	56,150	2,527	4.5	53,300	2,399	4.5	-2,850	-128
Hazel Avenue								
Between U.S. 50 EB Ramps and Folsom Blvd	62,050	1,241	2	51,200	1,024	2	-10,850	-217
South of Folsom Blvd	54,200	1,084	2	42,650	853	2	-11,550	-231

Source: *Traffic Operations Report US 50/Rancho Cordova Parkway Interchange*, Fehr & Peers, August 2010 and *US 50/Rancho Cordova Parkway Interchange Traffic Analysis Update*, Fehr & Peers, July 2024.

Intersection Analysis

- As previously discussed, the proposed Project would not significantly increase the number of diesel vehicles operating within the project study area. Therefore, the proposed Project would not affect intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles.

PM Analysis – Conclusion

- The project would not significantly increase in the number of diesel vehicles on U.S. 50, and the total number of diesel vehicle would remain below 10,000 AADT
- The project would not add significant number of diesel vehicles to local intersections.
- The proposed build alternative does not include the construction of a new bus or rail terminal.
- The proposed build alternative does not expand an existing bus or rail terminal

PM Analysis – Continued

- The proposed build alternative is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.
- Therefore, the proposed U.S. 50/Rancho Cordova Parkway Interchange Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, PM2.5 or PM10 violation.

Thank You!

- We appreciate your participation

MTIP ID# *(required):* SAC25354

Project Description *(clearly describe project):*
The City of Elk Grove proposes to improve Power Inn Road, between Calvine Road and Sheldon Road, in the City of Elk Grove, Sacramento County as part of the Power Inn Road Safety and Congestion Relief Project (Project). The Project includes pavement resurfacing, installation of green bike lane markings and a new bike lane buffer, upgrades to ADA-compliant curb ramps, and installation of a new traffic signal at the intersection of Power Inn Road and Geneva Pointe Drive. Signalized midblock pedestrian crossings may be included within the Project as various locations along Power Inn Road. Temporary lane and intersection closures will be required during demolition of existing roadway features and installation of project features.

Type of Project:	**County:**
Intersection Signalization	Sacramento

Narrative Location/Route & Post Miles: Power Inn Road between Calvine Road and Sheldon Road, Sections 23 and 14, Township 7 North, Range 5 East, City of Elk Grove, CA, 95624.
Caltrans Projects – EA#: RPSTPL-5479(085)

Lead Agency: City of Elk Grove

Contact Person:	**Email:**
Mohammad Sadiq	msadiq@elkgrove.gov

Phone#: (916) 627-3349

Hot Spot Pollutant of Concern *(check one or both)*
PM2.5 ☒ **PM10** ☒

Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)?
Typically, EA or above is a 23 USC 327 project.

(check one)
23 USC 326 ☒ **23 USC 327** ☐

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*
Categorical Exclusion (NEPA) ☒ **EA or Draft EIS** ☐ **FONSI or Final EIS** ☐

Scheduled Date of Federal Action: August 2026

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2025	2025	0	2027
End	2026	2026	0	2027

Project Purpose and Need *(Summary):*
(attach additional sheets as necessary)
The purpose of the Project is to improve Power Inn Road between Sheldon Road and Calvine Road in the City of Elk Grove, CA, by resurfacing pavement, installing upgrades to bike lanes and curb ramps, and signalization of the Power Inn Road and Geneva Pointe Drive intersection. The need for the Project is a combination of existing road safety issues, traffic congestion, and outdated existing infrastructure

Surrounding Land Use/Traffic Generators *(Describe effect of traffic generators or diesel traffic. Also, provide a map, preferably aerial photo, with labeled locations of nearby (within 500 ft.) sensitive receptors, such as daycare facilities and schools)*:
Land uses within 500 feet of the Power Inn Road Safety and Congestion Relief Project primarily include areas zoned Residential consisting of single family residential homes; however, north of Geneva Pointe Dr the land use becomes Commercial, and east of the intersection of Auberry Drive and Power Inn Road, Monterey Trail High School and Edward Harris, Jr. Middle School are within 500 feet of the Project. Sensitive receptors that occur within the 500 foot buffer of the project area include Monterey Trail High School and Edward Harris, Jr. Middle School adjacent north of the Project Area.

Only if Facility is an Interchange or Intersection: Opening Year *Build and No Build cross-street AADT, % and # trucks, truck AADT)*:

Table 1 –Opening Year (2027) AADT and Truck

Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Power Inn Road	13,997	286	2.8%	13,997	286	2.8%
Geneva Point Dr	3,087	80	2.9%	3,087	80	2.9%

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Table 2 –Opening Year (2027) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	AM Peak Delay	LOS	AM Peak Delay	LOS
Power Inn Road & Geneva Point Dr	112.2	F	23.6	C

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Only if Facility is an Interchange or Intersection: MTP Horizon Year / Design Year *Build and No Build cross-street AADT, % and # trucks, truck AADT)*:

Table 3 –MTP Horizon Year (2044) AADT and Truck

Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Power Inn Road	18,592	379	2.8%	18,592	379	2.8%
Geneva Point Dr	4,101	106	2.9%	4,101	106	2.9%

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Table 4 – MTP Horizon Year (2044) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	AM Peak Delay	LOS	AM Peak Delay	LOS
Power Inn Road & Geneva Point Dr	308.7	F	39.1	D

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Table 5 – Design Year (2046) AADT and Truck

Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Power Inn Road	19,263	393	2.8%	19,263	393	2.8%
Geneva Point Dr	4,249	110	2.9%	4,249	110	2.9%

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Table 6 – Design Year (2046) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	AM Peak Delay	LOS	AM Peak Delay	LOS
Power Inn Road & Geneva Point Dr	334.3	F	45.4	D

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities):*
The Project is not anticipated to result in the redistribution of traffic as this phase will only construct pavement resurfacing, installation of green bike lane markings and a new bike lane buffer, upgrades to ADA-compliant curb ramps, and installation of a new traffic signal at the intersection of Power Inn Road and Geneva Pointe Drive for bicyclist and pedestrian safety. The project will enhance the corridor by providing multi-modal facilities with a signal controlled crossing point.

Comments/Explanations/Details *(attach additional sheets as necessary):*
The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern (POAQC)):

1. **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.**

   The proposed project does not comprise a new or expanded highway project that would increase diesel vehicle traffic. No additional capacity is being added with this Project, and a signal is being added to an intersection for bicyclist and pedestrian safety. As shown in Tables 1 and 2, diesel truck percentages remain unchanged for the proposed project. Additionally, the highest AADT volume that would occur under Design Year Build conditions is 19,263. Therefore, no traffic volume increase exceeding the criteria for a POAQC would occur. In addition, the highest truck average daily trips under Design Year Build conditions is estimated to be approximately 400 daily truck trips. Therefore, the total truck average daily trips would remain below the criteria for POAQC.

2. **Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**

   The proposed project would improve the existing stop-controlled intersection with a signal. The existing stop-controlled intersection that would be operating at LOS F in the opening year and improved to LOS C when compared Build Alternative. The intersections would still operate at LOS D in the Design Year Build Alternative; however, the stop controlled intersection would operate a LOS in the Design Year No-Build Alternative. Additionally, the proposed project would not introduce a significant number of diesel vehicles to the project area. Diesel truck percentages remain unchanged as shown in Tables 1, 3, and 5 above.

3. **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.**

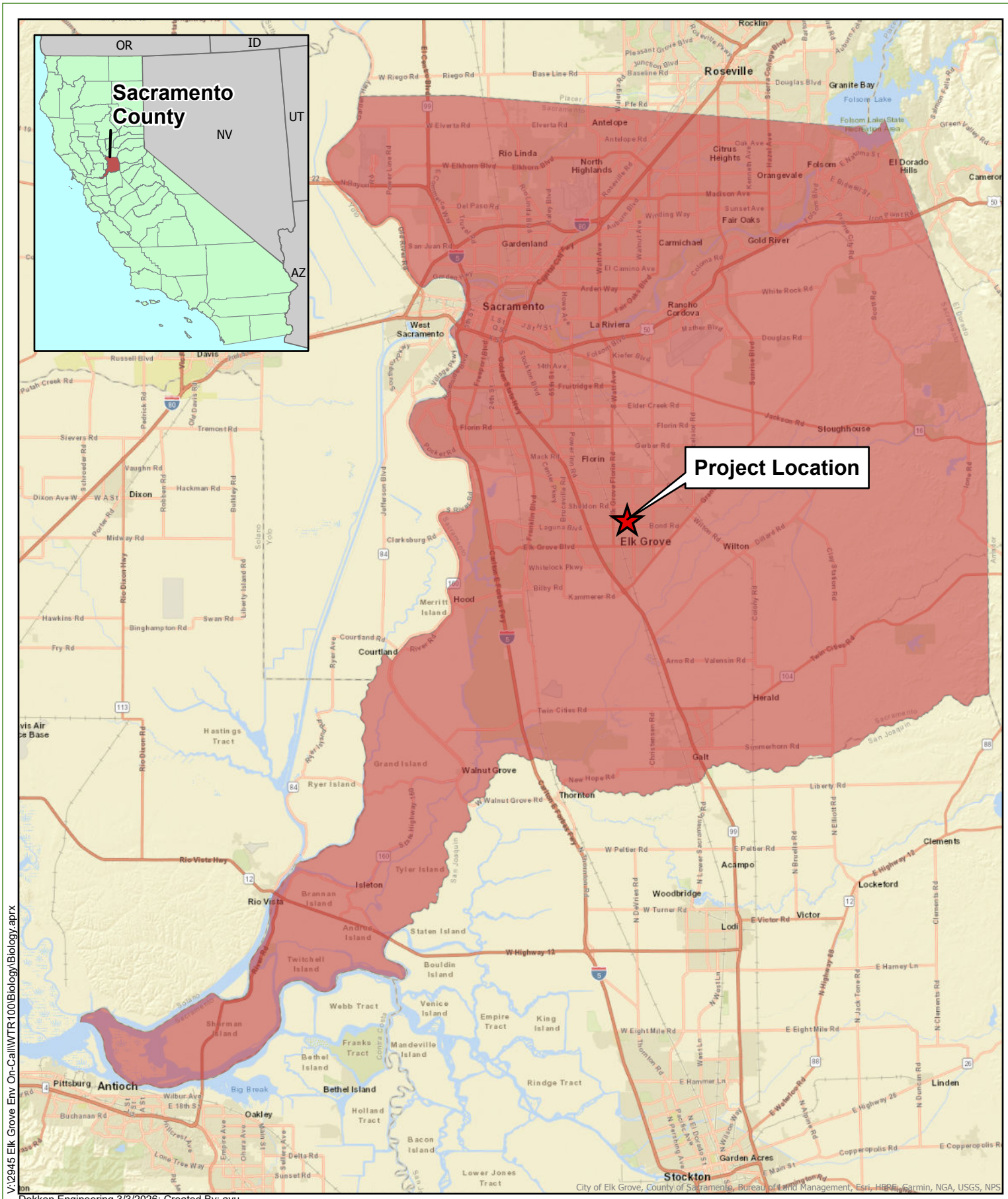
The project does not include new bus or rail terminals and transfer points.

4. **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.**

   The project does not include expanded bus or rail terminals and transfer points.

5. **Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$- or PM_{10}-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**

   The project is not in, nor will it affect, a location of violation or possible violation.



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Dokken Engineering 3/3/2026; Created By: avu

0 3 6 Miles

Figure 1
Project Vicinity
WTR100
Power Inn Road Safety and Congestion Relief Project
City of Elk Grove, Sacramento County, California

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Dokken Engineering 3/3/2026; Created By: avu

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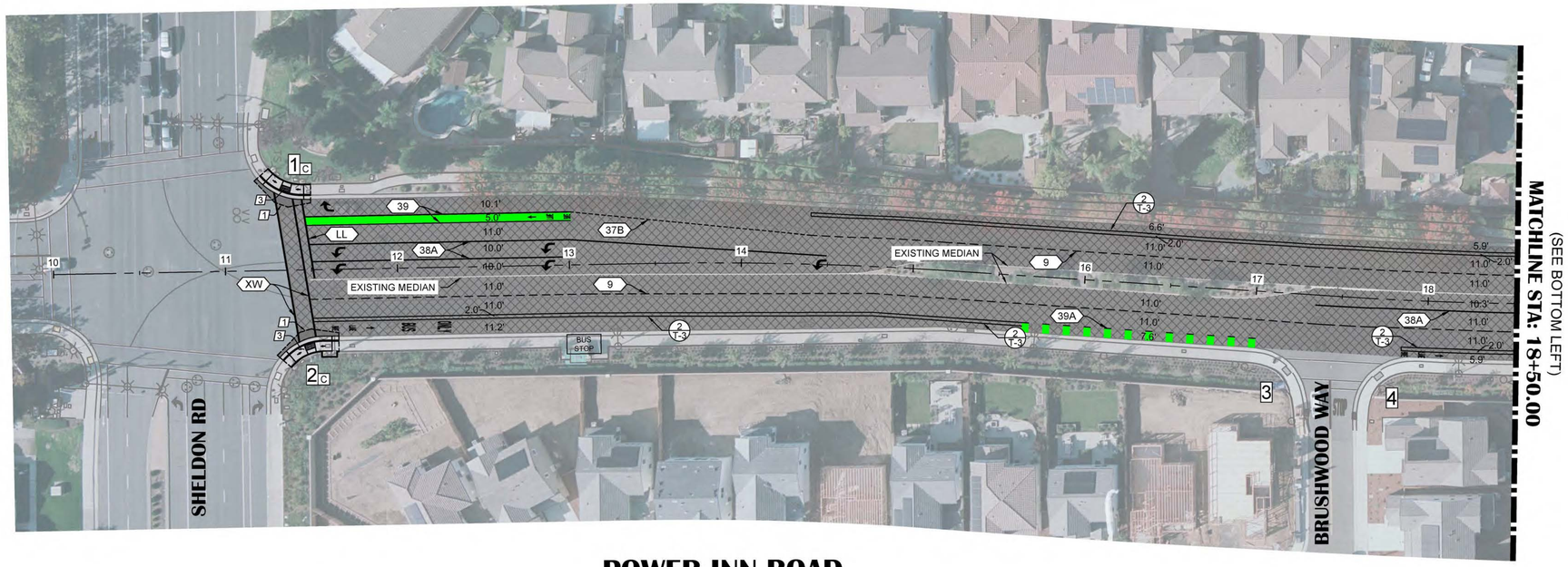
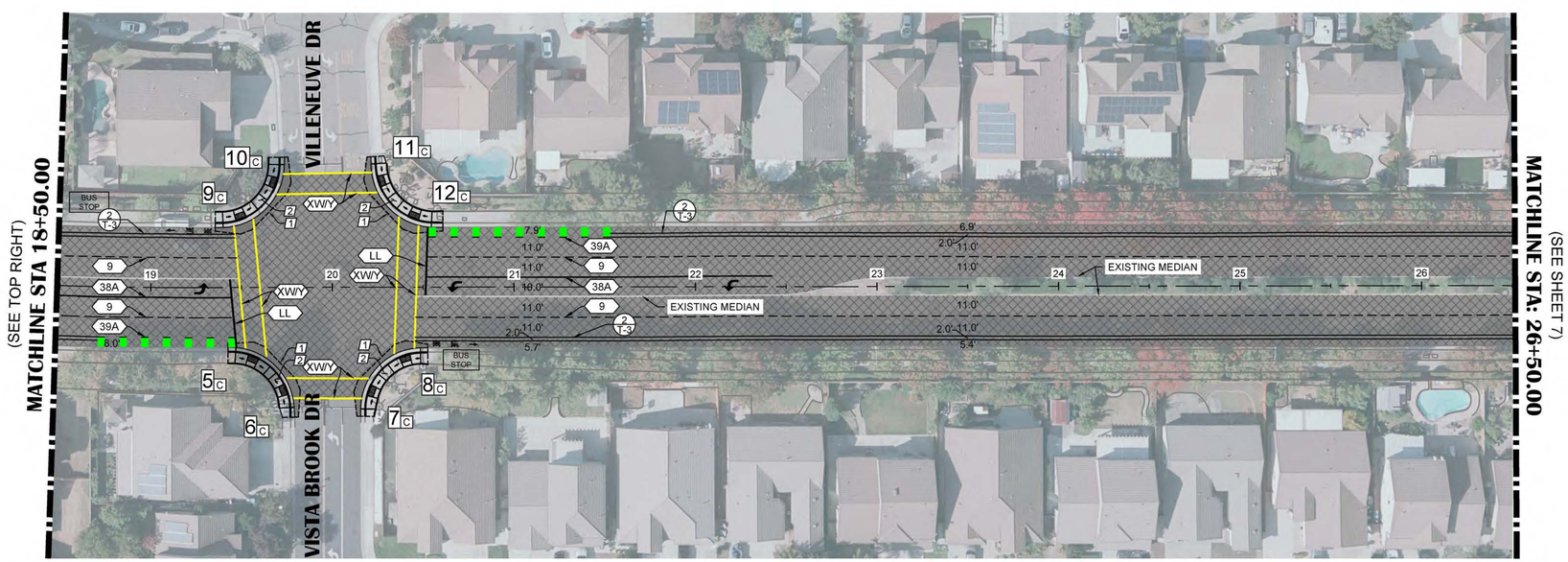
Figure 2
Project Location
WTR100
Power Inn Road Safety and Congestion Project
City of Elk Grove, Sacramento County, California



POWER INN ROAD



POWER INN ROAD

0 20' 40' 80'
SCALE IN FEET

CONSTRUCTION NOTES:

1. SAWCUT 2-FT MIN FROM LIP OF GUTTER AND INSTALL AC CONFORM. CONFORM SHALL EXTEND 4-FT MIN FROM LIP OF GUTTER AT LANDING AS SHOWN FOR COUNTER SLOPE COMPLIANCE. SEE DETAIL 6 ON SHEET 3.
2. REMOVE EXISTING SIDEWALK, CURB, AND GUTTER AND INSTALL DUAL PARALLEL CURB RAMPS PER CITY STANDARD DETAIL AR-4.1.
3. REMOVE EXISTING SIDEWALK, CURB, AND GUTTER AND INSTALL SINGLE PARALLEL CURB RAMP SIMILAR TO CITY STANDARD DETAIL AR-4.1.
4. REMOVE EXISTING SIDEWALK, CURB, AND GUTTER AND INSTALL SINGLE CURB RAMP SIMILAR TO CALTRANS STANDARD PLAN A88A CASE B.
5. REPLACE CROSS GUTTER PER SACRAMENTO COUNTY STANDARD DETAIL 4-40.
6. REMOVE EXISTING CURB RAMP AND REPLACE WITH STANDARD SIDEWALK, CURB, AND GUTTER.
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11. INSTALL A TRAFFIC SIGNAL AT THE INTERSECTION OF POWER INN ROAD AND GENEVA POINTE DRIVE. SEE TRAFFIC CONTROL PLAN.
12. REMOVE AND REPLACE EXISTING LOWER LANDING, RAMP WING, AND CONFORM AREA PER SACRAMENTO COUNTY STANDARD DETAIL 4-51. REPLACE CURB AND CROSS GUTTER TO THE LIMITS SHOWN. SEE SACRAMENTO COUNTY STANDARD DETAIL 4-40.
13. INSTALL SIGNAL AHEAD SIGN.

0 20' 40' 80'
SCALE IN FEET

NOTES:

1. BIKE LANE DIMENSIONS INCLUDE GUTTER PAN.
2. LANE DIMENSIONS ARE TO CENTERLINE OF STRIPE.
3. UNLESS OTHERWISE NOTED, CURB HEIGHT AT LANDING BETWEEN DUAL RAMPS TO BE 4".

NOT FOR CONSTRUCTION

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
1	REVISED SHT. XXX.	X.X.X.	XX/XX/XX

35% SUBMITTAL DRAFT

DRAWING SCALE
HOR. SCALE: 1"=40'
VERT. SCALE: NONE

CITY OF ELK GROVE CALIFORNIA

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Planning
1205 Sunrise Ave. Suite 200 Roseville, CA 95661
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
POWER INN ROAD SAFETY & CONGESTION RELIEF PROJECT
STA 11+35 TO 26+50
CITY OF ELK GROVE CALIFORNIA

DRAWING INFO
DATE: 01/08/2026
DRAFTER: SM
DESIGNER: LG
REVIEWER: AH

PROJECT NO. WTR100 | DWG NO. L-1
SHEET NO. 6 OF 11

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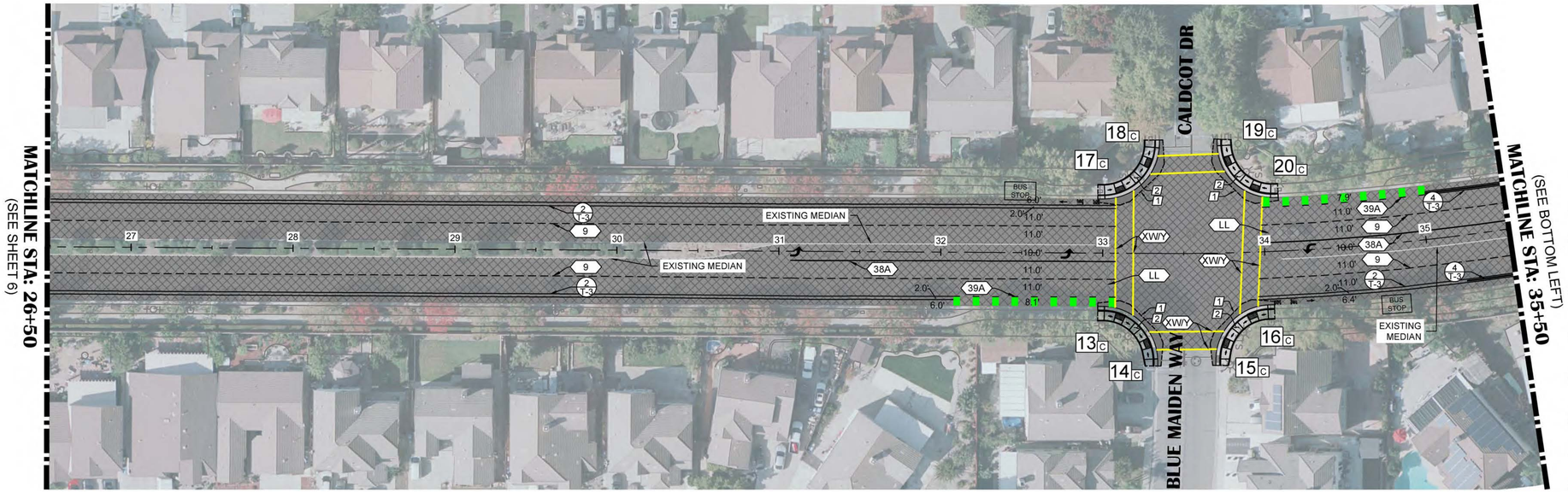
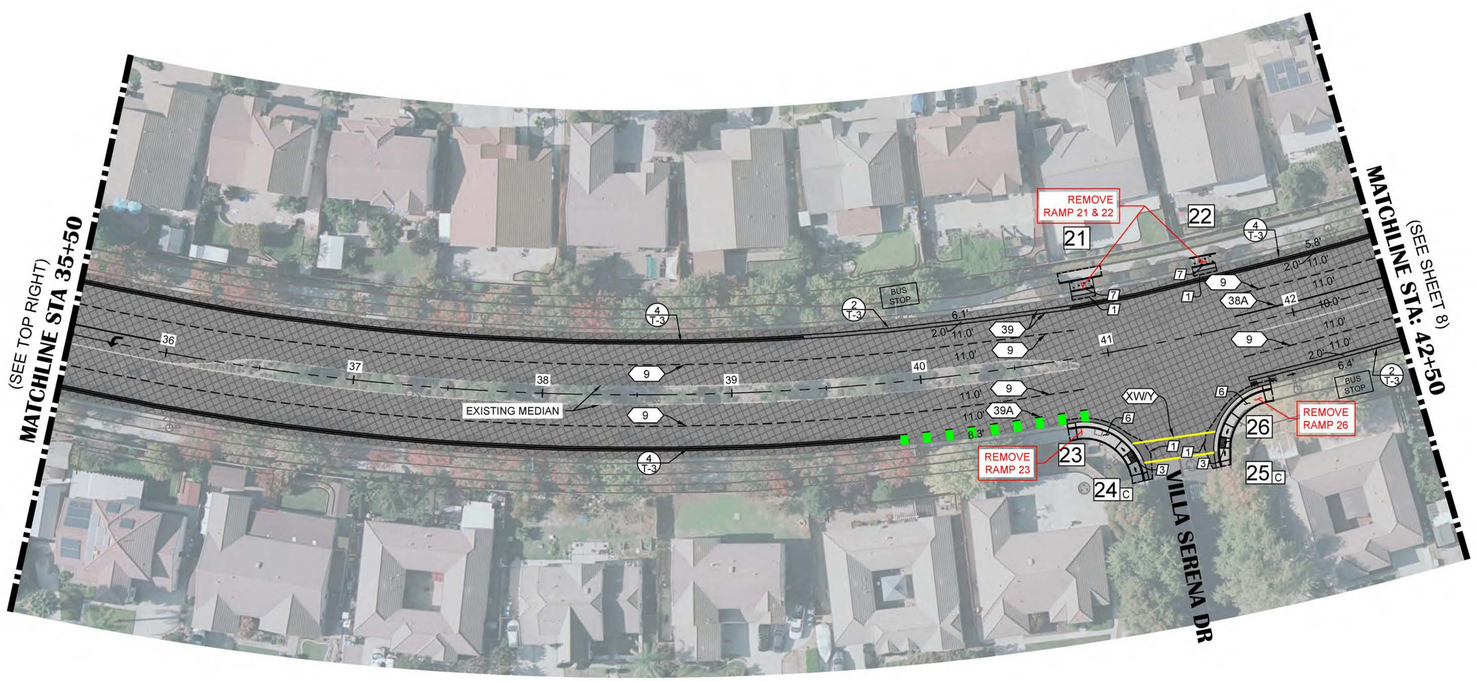


POWER INN ROAD



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NO.	REVISION DESCRIPTION	CHECKED BY	DATE
1	REVISED SHT. XXX.	X.X.X.	XX/XX/XX

35% SUBMITTAL DRAFT

DRAWING SCALE
HOR. SCALE: 1"=40'
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DRAFTER: SM
DESIGNER: LG
REVIEWER: AH

PROJECT NO. WTR100 | DWG NO. L-2
SHEET NO. 7 OF 11

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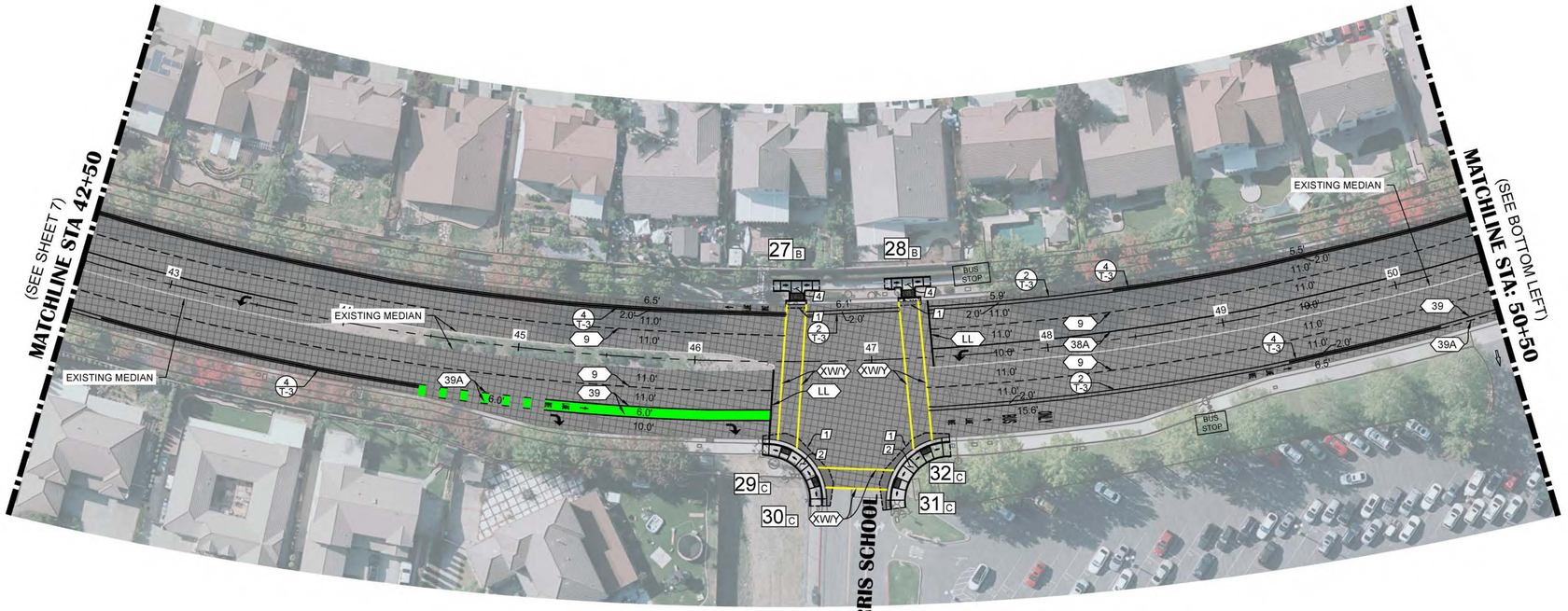

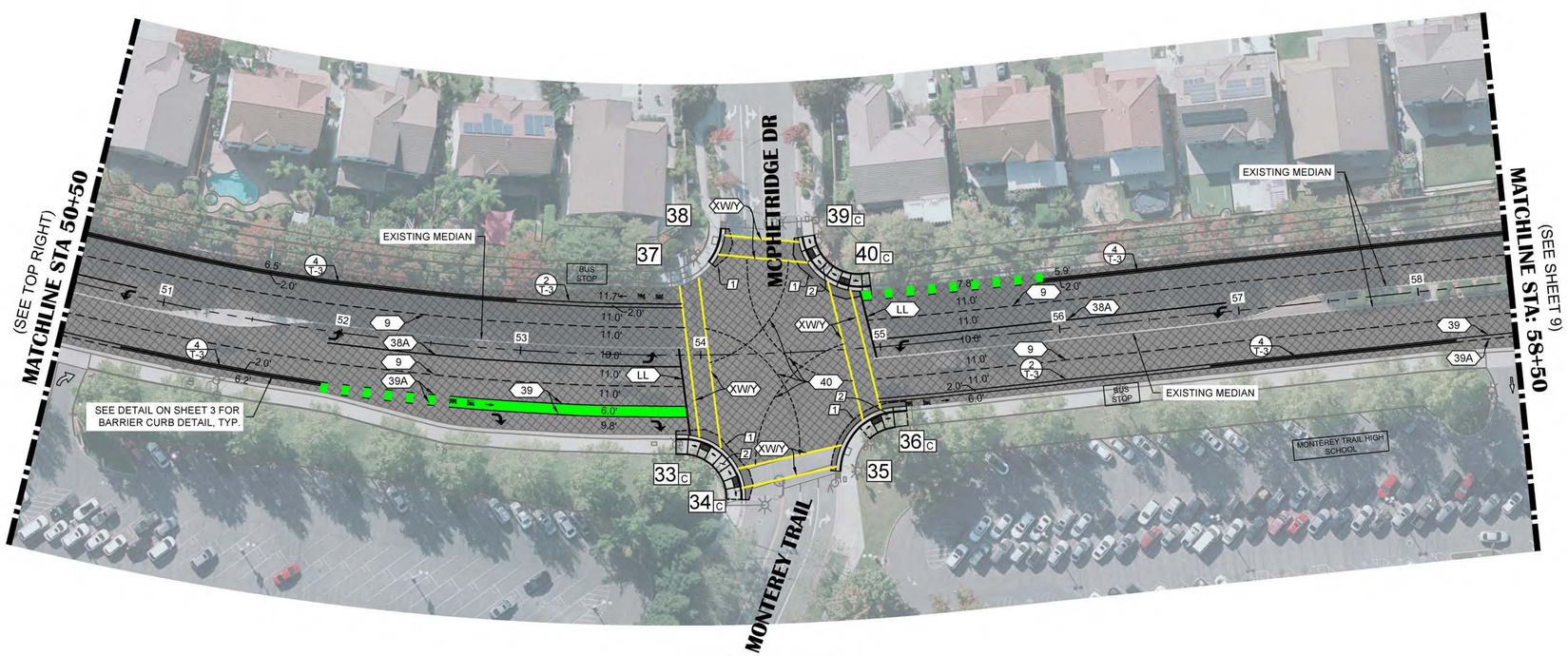

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13. INSTALL SIGNAL AHEAD SIGN.

0 20' 40' 80'
SCALE IN FEET

NOTES:

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2. LANE DIMENSIONS ARE TO CENTERLINE OF STRIPE.
3. UNLESS OTHERWISE NOTED, CURB HEIGHT AT LANDING BETWEEN DUAL RAMPS TO BE 4".

NOT FOR CONSTRUCTION

NO	REVISION DESCRIPTION	CHECKED BY	DATE
1	REVISED SHT. XXX.	X.X.X.	XX/XX/XX

35% SUBMITTAL DRAFT

DRAWING SCALE
HOR. SCALE: 1"=40'
VERT. SCALE: NONE

CITY OF ELK GROVE CALIFORNIA

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Planning
1205 Sunrise Blvd., Suite 200, Rancho Cordova, CA 95670
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
POWER INN ROAD SAFETY & CONGESTION RELIEF PROJECT
STA 42+50 TO 58+50
CITY OF ELK GROVE CALIFORNIA

DRAWING INFO
DATE: 01/08/2026
DRAFTER: SM
DESIGNER: LG
REVIEWER: AH

PROJECT NO. WTR100 | DWG NO. L-3
SHEET NO. 8 OF 11

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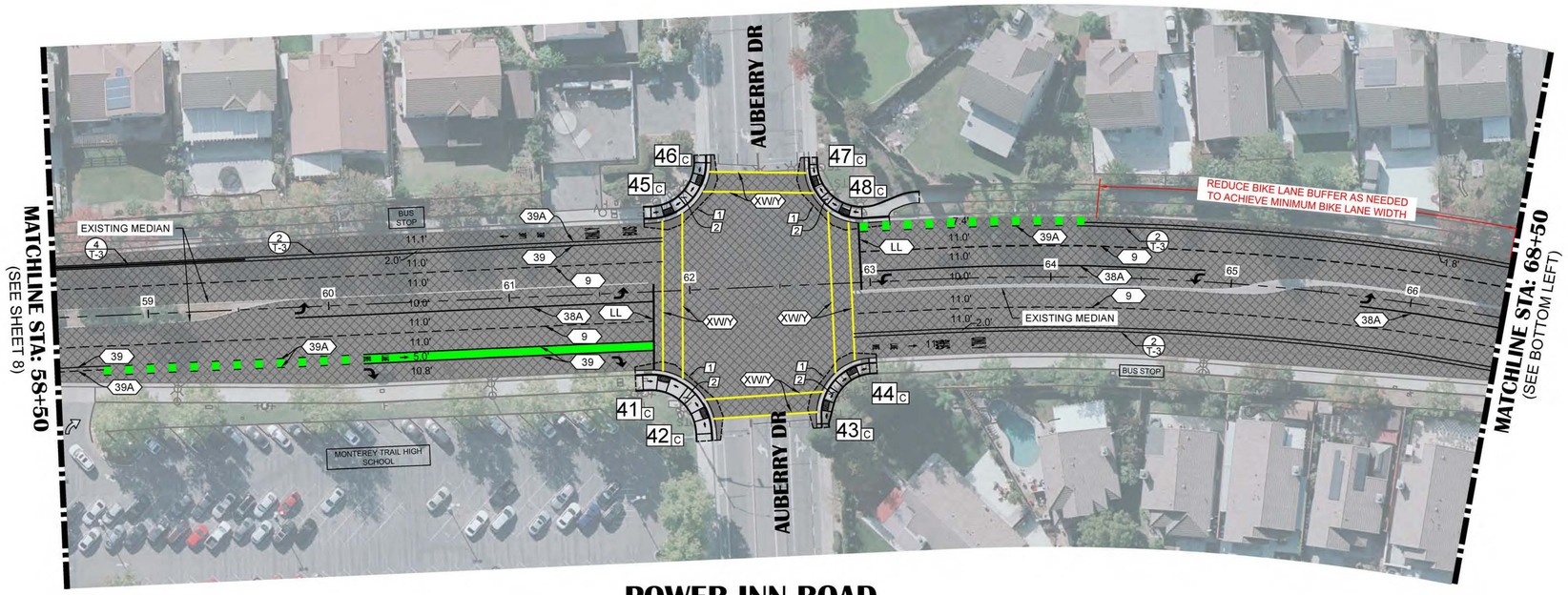
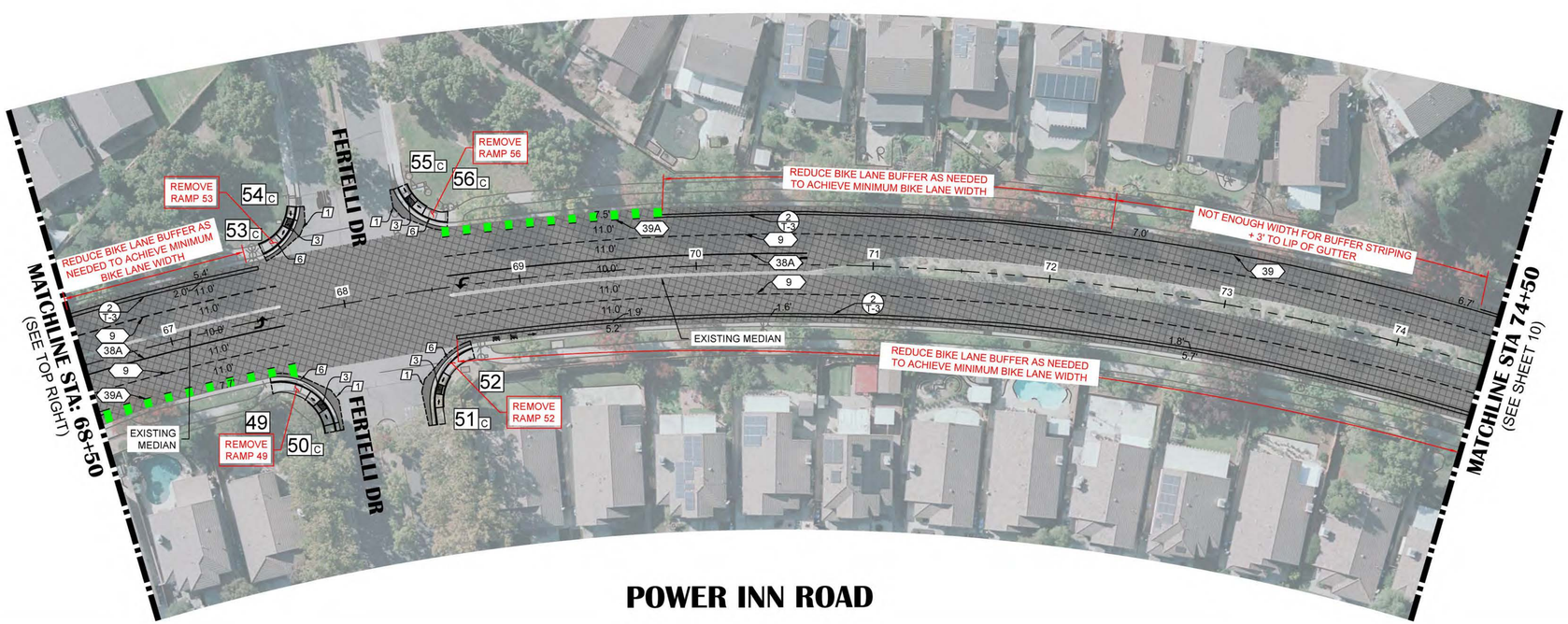


POWER INN ROAD



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35% SUBMITTAL DRAFT

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VERT. SCALE: NONE

CITY OF ELK GROVE CALIFORNIA

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(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
POWER INN ROAD SAFETY & CONGESTION RELIEF PROJECT
STA 58+50 TO 74+50
CITY OF ELK GROVE CALIFORNIA

DRAWING INFO
DATE: 01/08/2026
DRAFTER: SM
DESIGNER: LG
REVIEWER: AH

PROJECT NO. WTR100 | DWG NO. L-4
SHEET NO. 9 OF 11

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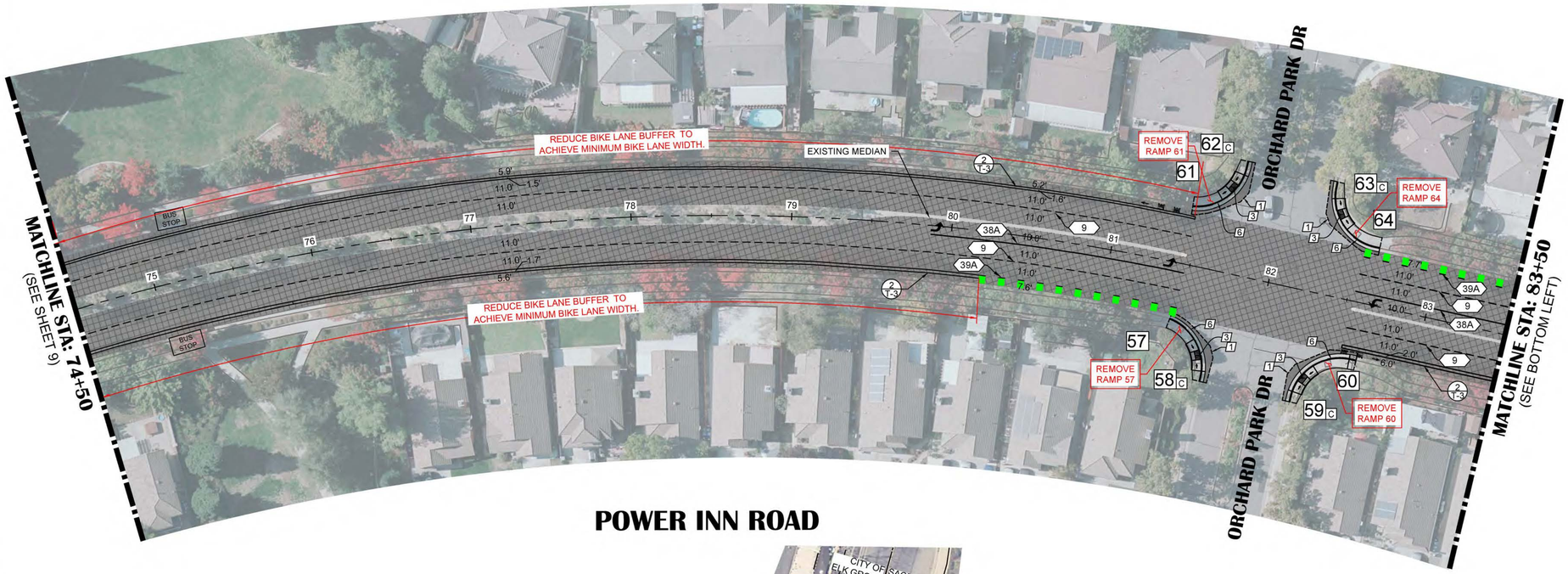

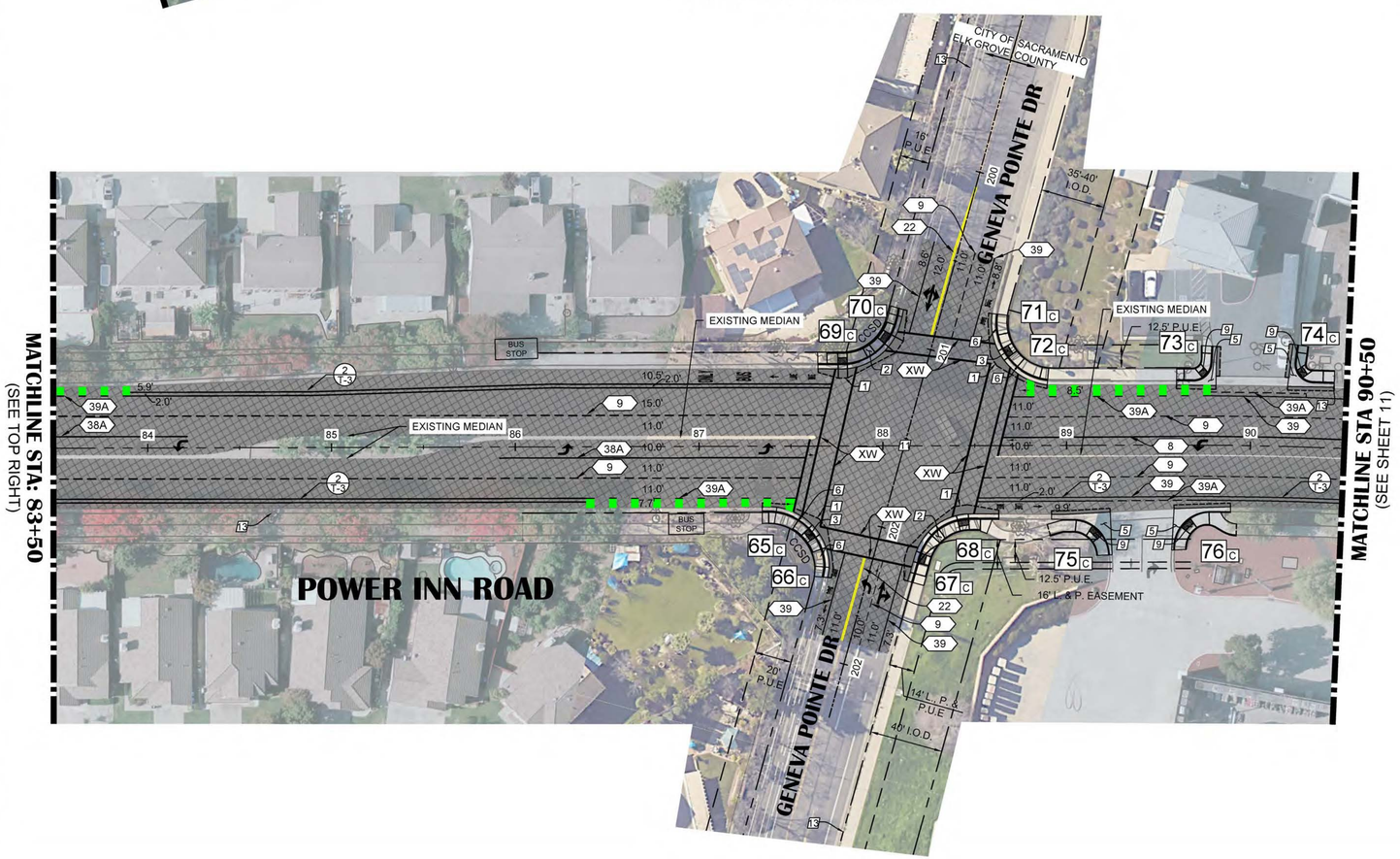

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VERT. SCALE: NONE

CITY OF ELK GROVE CALIFORNIA

R.E.Y. ENGINEERS, Inc.
Civil Engineers • Land Surveyors
Contractors License No. 220 Sacramento, CA 95630
1025 Sunrise Blvd. Suite 200 Rancho Cordova, CA 95670
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
POWER INN ROAD SAFETY & CONGESTION RELIEF PROJECT
STA 74+50 TO 90+50
CITY OF ELK GROVE CALIFORNIA

DRAWING INFO
DATE: 01/08/2026
DRAFTER: SM
DESIGNER: LG
REVIEWER: AH

PROJECT NO. WTR100 | DWG NO. L-5
SHEET NO. 10 OF 11

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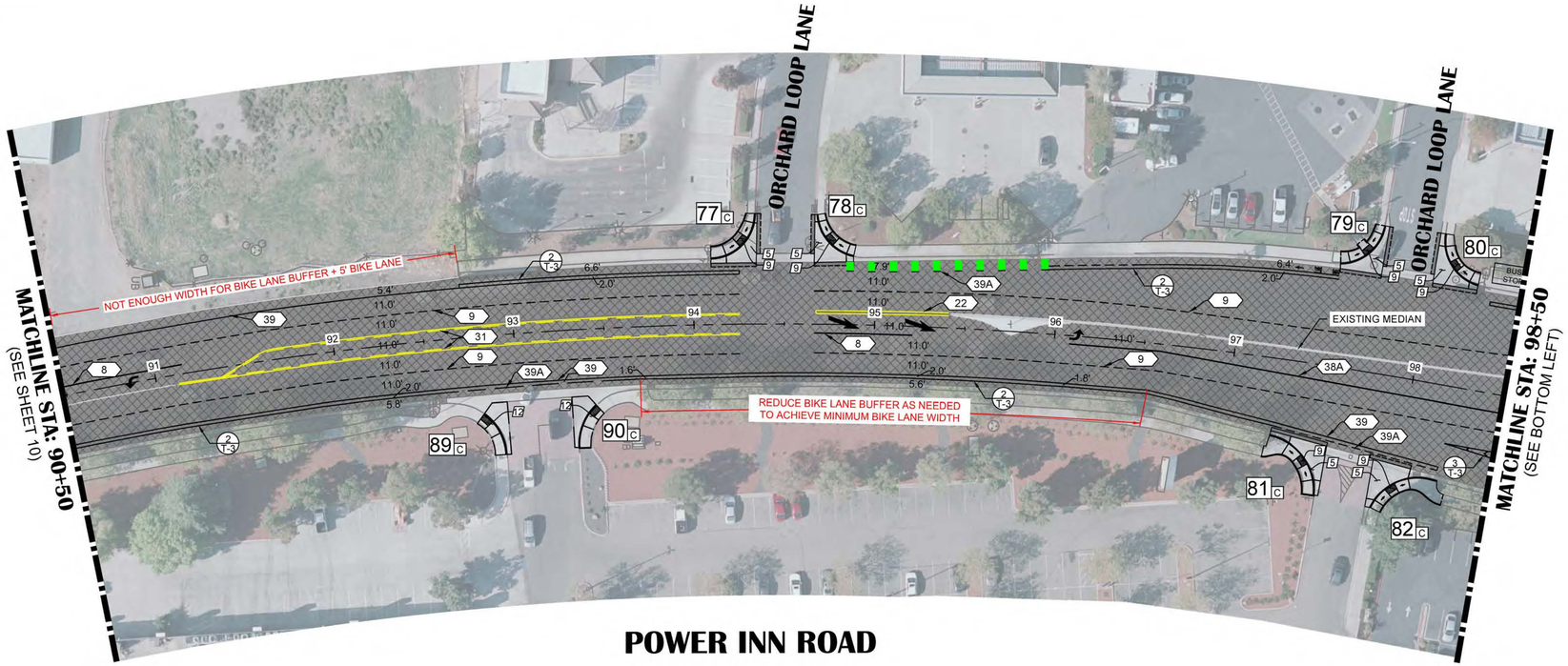
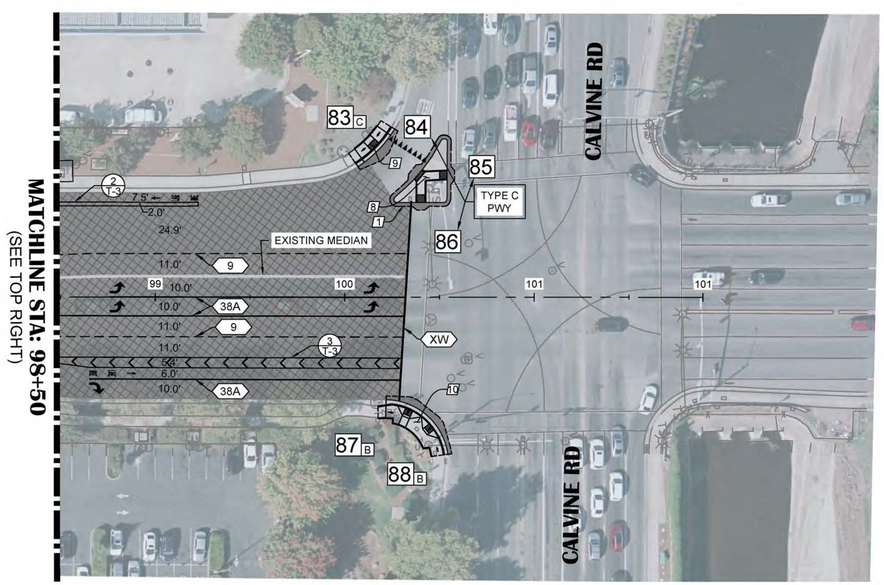


POWER INN ROAD



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IMPROVEMENT PLANS FOR:
POWER INN ROAD SAFETY & CONGESTION RELIEF PROJECT
STA 90+50 TO 100+32
CITY OF ELK GROVE CALIFORNIA

DRAWING INFO
DATE: 01/08/2026
DRAFTER: SM
DESIGNER: LG
REVIEWER: AH

PROJECT NO. WTR100 | DWG NO. L-6
SHEET NO. 11 OF 11

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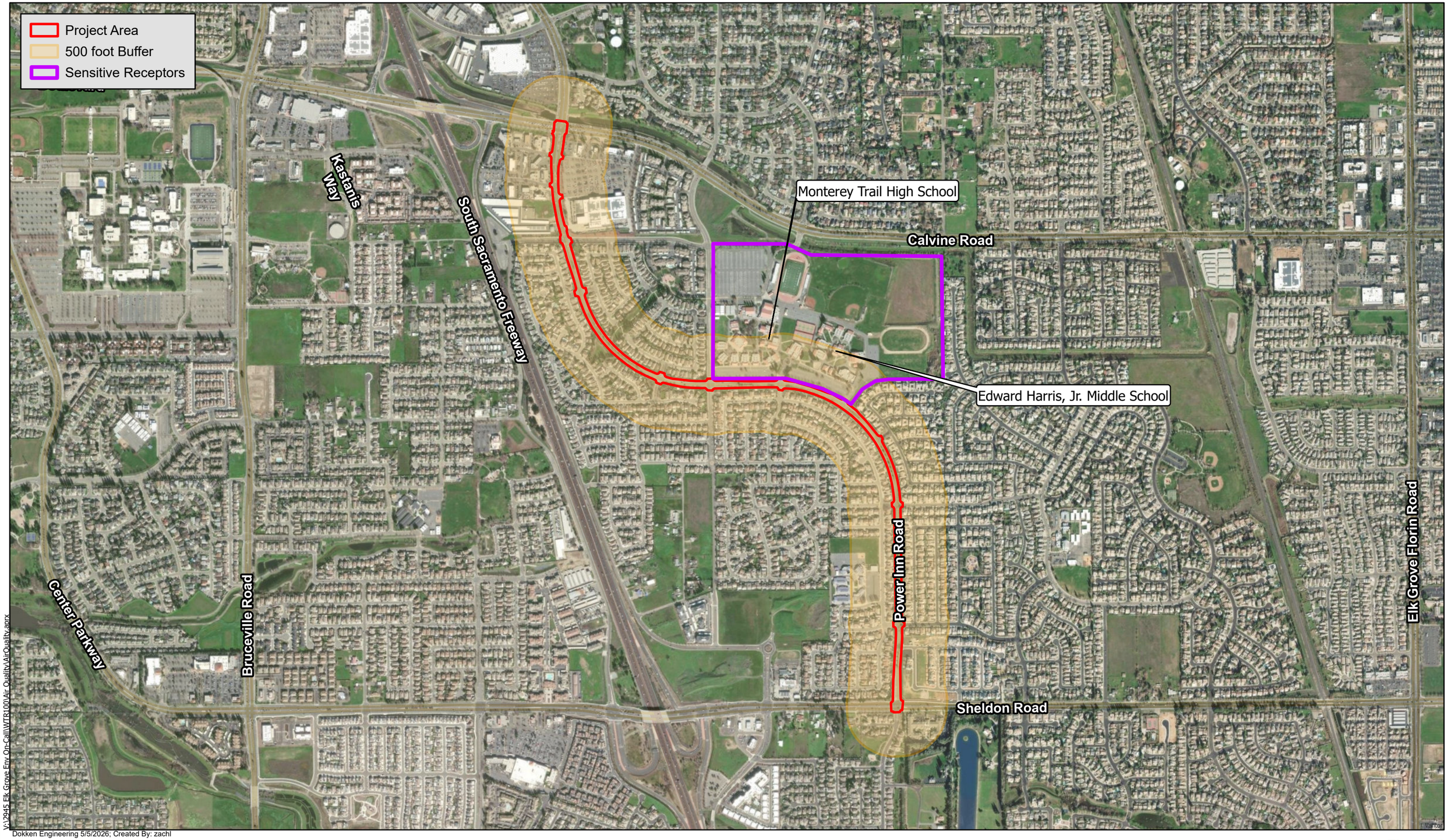

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Dokken Engineering 5/5/2026; Created By: zachl

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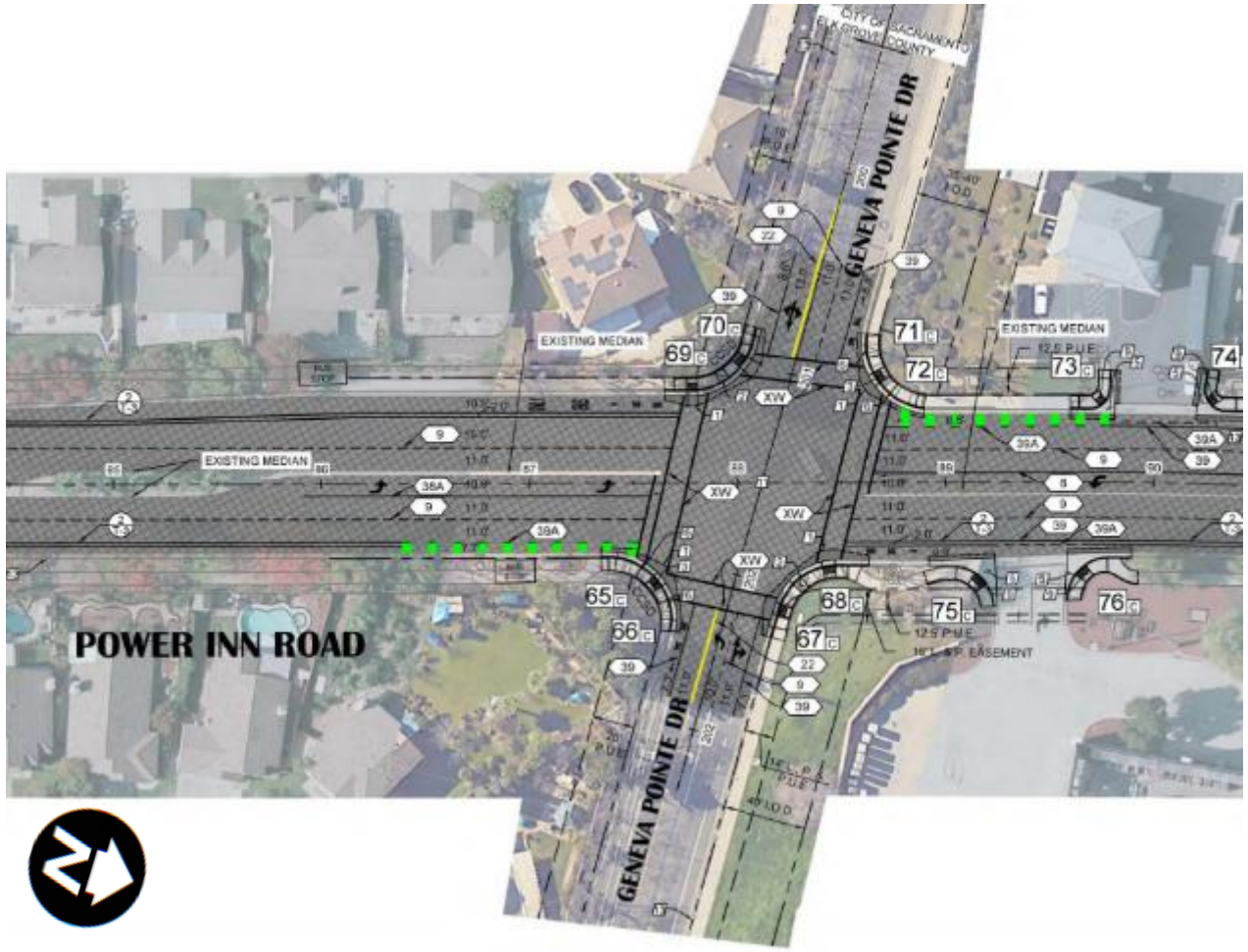
Figure 4
Sensitive Air Quality Receptors
WTR100
Power Inn Road Safety and Congestion Relief Project
City of Elk Grove, Sacramento County, California

Power Inn Road Safety and Congestion Relief Project



Interagency Consultation Request

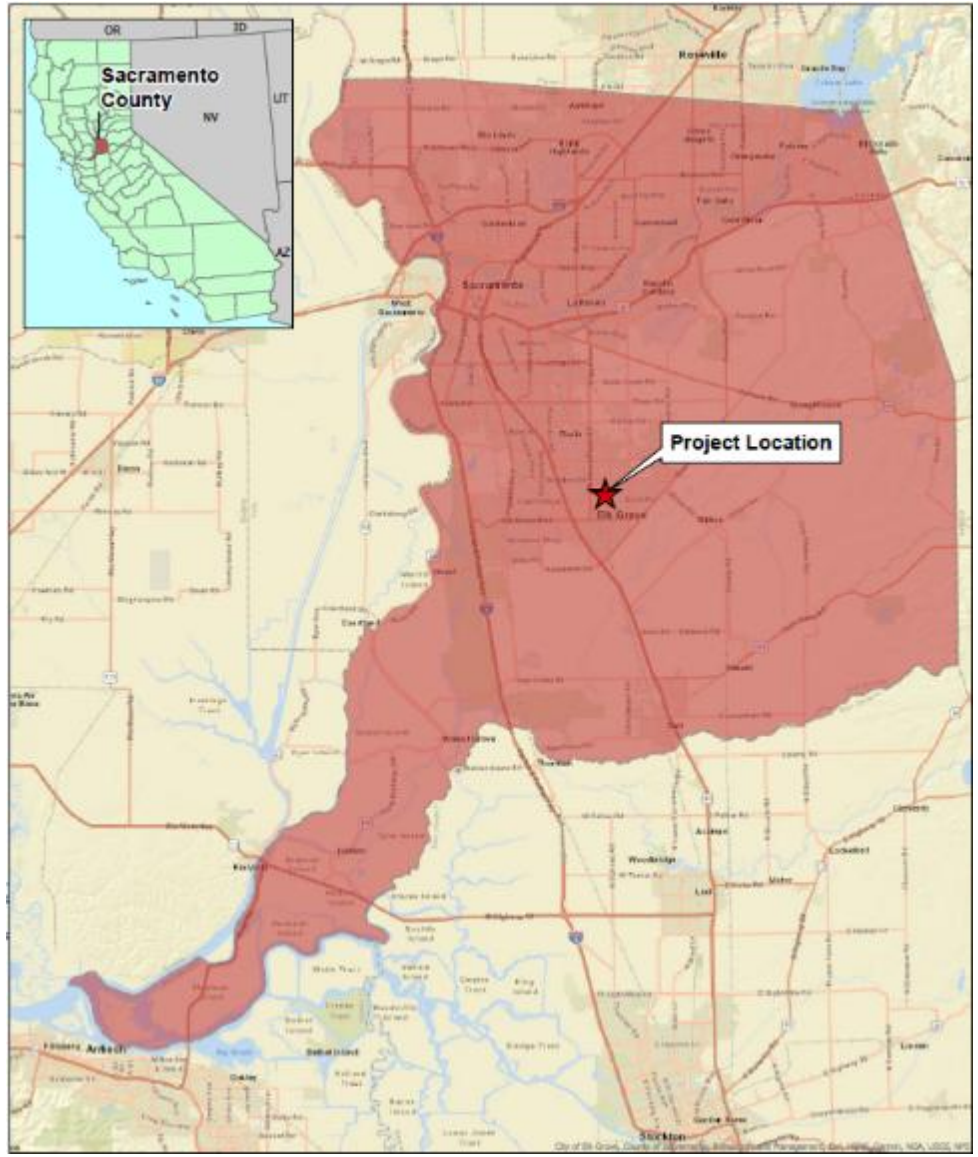
Sacramento Area Council of Governments

Project Level Conformity Group Presentation

July 15, 2026

SACOG

Project Location



Project Description

- The City of Elk Grove proposes to improve Power Inn Road, between Calvine Road and Sheldon Road, in the City of Elk Grove, Sacramento County.
  - Pavement resurfacing
  - Green bike lane markings and a new bike lane buffer,
  - Upgrades to ADA-compliant curb ramps,
  - **New traffic signal at the intersection of Power Inn Road and Geneva Pointe Drive.**
  - Signalized midblock pedestrian crossings may be included.
- Project consists of a No-Build and Build Scenario
- Project does not meet the criteria of an exempt project under 40 CFR 93.126 or 93.128.

- **A new traffic signal at the intersection of Power Inn Road and Geneva Pointe requires new POAQC determination.**

Project Purpose and Need

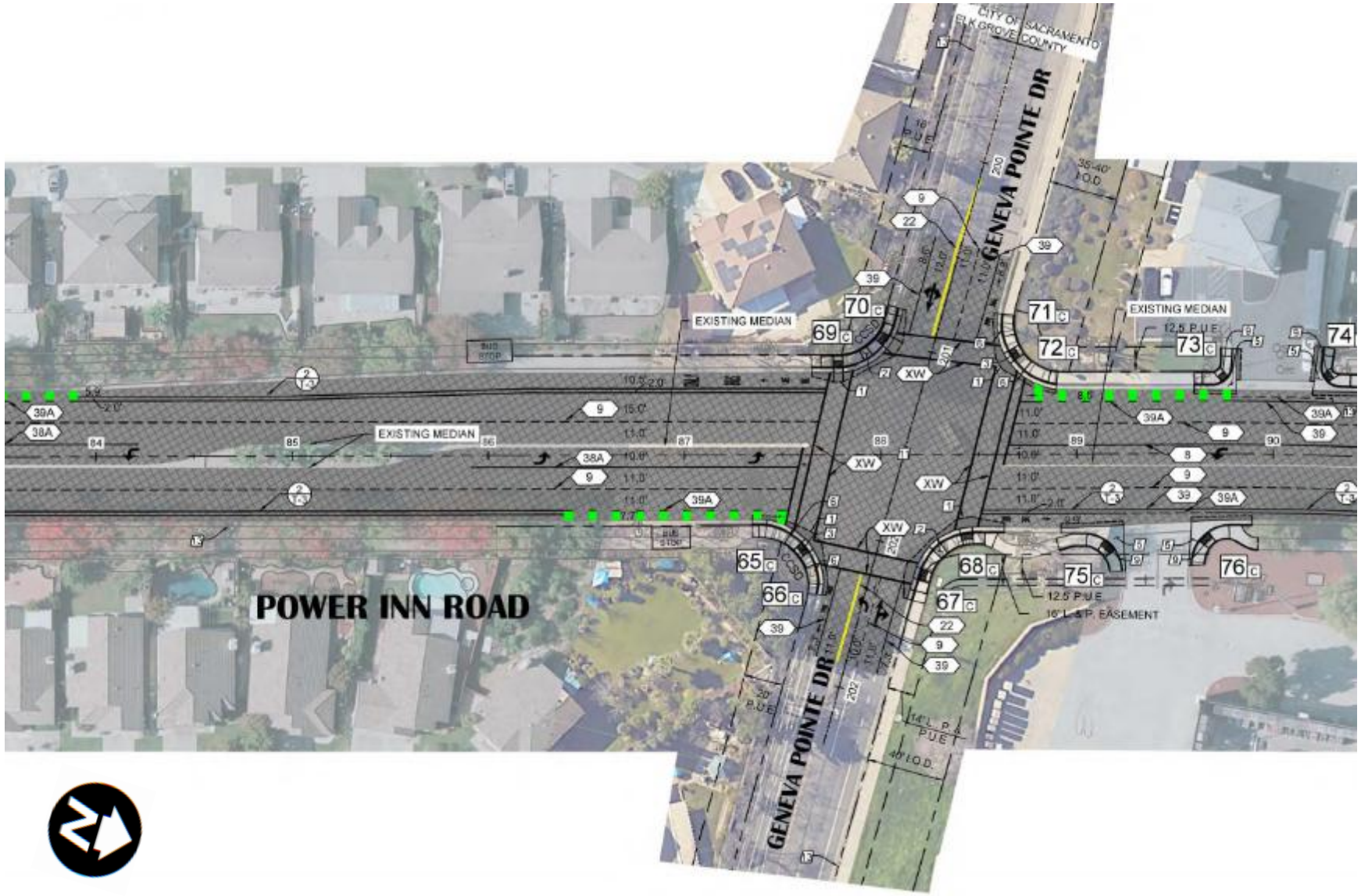
The purpose and need of the Project is to:

- The purpose of the Project is to improve Power Inn Road between Sheldon Road and Calvine Road in the City of Elk Grove, CA, by resurfacing pavement, installing upgrades to bike lanes and curb ramps, and signalization of the Power Inn Road and Geneva Pointe Drive intersection.

- The need for the Project is a combination of existing road safety issues, traffic congestion, and outdated existing infrastructure

Build Scenario Project Features at Power Inn/Geneva Pointe Intersection Signalization

This phase did not consider more than one build alternative



Project Listing in the MTIP

- The proposed project is listed in the SACOG 2025 MTIP

Sacramento Area Council of Governments
Metropolitan Transportation Improvement Program

SACOG ID **SAC25354** **SAC** Lead Agency **City of Elk Grove**

Project Title
Power Inn Road Safety and Congestion Relief

EA Number:n/a | Last Revised 25-17 ADMINISTRA | Completion Year **2027**

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2025	Local Agency Funds	$14,520			$14,520
2025	RIP - STIP AC	$112,000			$112,000
2026	Local Agency Funds	$29,480			$29,480
2026	RIP - STIP AC	$224,000			$224,000
2027	Local Agency Funds			$363,000	$363,000
2027	RIP - STIP AC			$2,804,000	$2,804,000
		$380,000	**$0**	**$3,167,000**	**$3,547,000**

Project Description
In the City of Elk Grove and Sacramento County, on Power Inn Road from Calvine Road to Sheldon Road: Pavement resurfacing, green bike lane markings, new bike lane buffer, ADA curb ramp upgrades, and traffic signal installation at Power Inn Road and Geneva Pointe Drive.

Federal Project Final Approval Date: 05/29/2026

Total Cost **$3,547,000**

Exempt Category: Intersection signalization projects at individual intersections (Table 3)

- The design concept and scope of the proposed project are consistent with the project description in the 2025 MTIP and the assumptions of the SACOG 2025 Air Quality Conformity Analysis. Construction funding is allocated and available for FY2027, consistent with the completion year in the MTIP.

Traffic Data Opening Year (2027)

Analysis: Traffic data consisting of Average Daily Traffic (ADT), trucks ADT, percent of truck traffic, and Delay/LOS for the opening year 2027 No-Build and Build Scenarios are shown below:

Table 1 –Opening Year (2027) AADT and Truck

Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Power Inn Road	13,997	286	2.8%	13,997	286	2.8%
Geneva Point Dr	3,087	80	2.9%	3,087	80	2.9%

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Table 2 –Opening Year (2027) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	AM Peak Delay	LOS	AM Peak Delay	LOS
Power Inn Road & Geneva Point Dr	112.2	F	23.6	C

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Traffic Data MTIP Horizon Year (2044)

Analysis: Traffic data consisting of Average Daily Traffic (ADT), trucks ADT, percent of truck traffic, and Delay/LOS for the MTIP horizon year 2044 No-Build and Build Scenarios are shown below:

Table 3 –MTP Horizon Year (2044) AADT and Truck

Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Power Inn Road	18,592	379	2.8%	18,592	379	2.8%
Geneva Point Dr	4,101	106	2.9%	4,101	106	2.9%

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Table 4 – MTP Horizon Year (2044) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	AM Peak Delay	LOS	AM Peak Delay	LOS
Power Inn Road & Geneva Point Dr	308.7	F	39.1	D

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Traffic Data Design Year (2046)

Analysis: Traffic data consisting of Average Daily Traffic (ADT), trucks ADT, percent of truck traffic, and Delay/LOS for the design year 2046 No-Build and Build Scenarios are shown below:

Table 5 – Design Year (2046) AADT and Truck

Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Power Inn Road	19,263	393	2.8%	19,263	393	2.8%
Geneva Point Dr	4,249	110	2.9%	4,249	110	2.9%

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Table 6 – Design Year (2046) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	AM Peak Delay	LOS	AM Peak Delay	LOS
Power Inn Road & Geneva Point Dr	334.3	F	45.4	D

Source: *City of Elk Grove Traffic Analysis for the Power Inn Road Safety and Congestion Relief Project* (2026) and City of Elk Grove General Plan (2018)

Summary of Traffic Data

- The project would not result in significantly increased daily truck trips for build conditions.
  - Truck percentages would remain under 3% of total ADTs under Build, and No-Build conditions
  - The highest ADT volume that would occur under design year conditions with the project is 19,200
  - The highest truck average daily trips that would occur under future conditions is 393

- Additionally, the project improves the level of service (LOS) at the signalized intersection
  - Intersection would operate at LOS F in No-Build conditions and LOS D in Build conditions
  - Diesel truck volumes and percentages remain unchanged

Project Schedule

Target Environmental Documents	Fall 2026
Target Project Design Completion	Winter 2026
Award Contract	Spring 2026
Construction Begins	Summer 2027
Construction Ends	Winter 2027

Project-level Conformity Conclusion

- **Project does not meet the criteria for a POAQC** as defined in the final rule by 40 CFR 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii) stated as:
  - **Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F.**

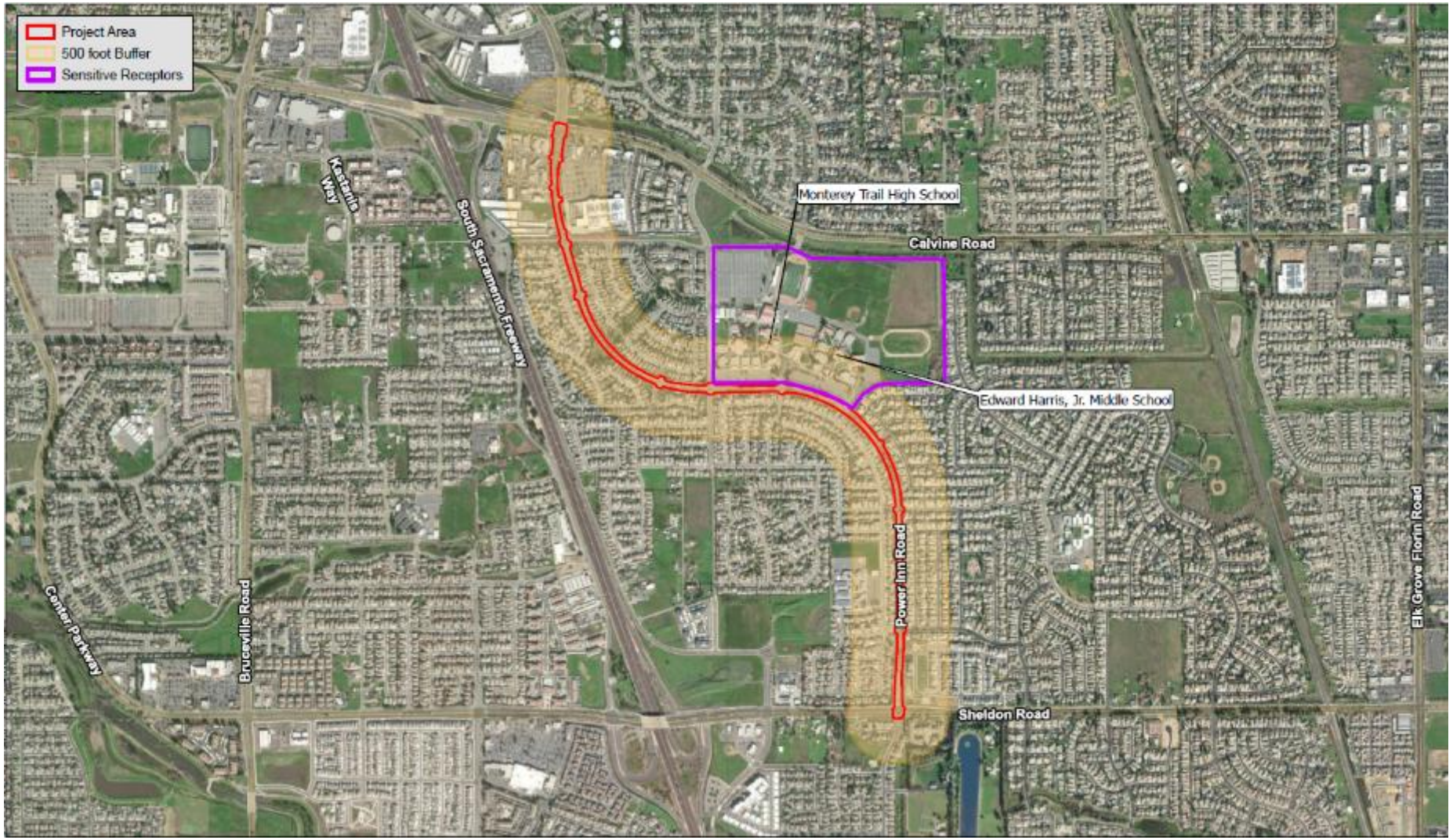
- Additional reasons why the project is not a POAQC are:
  - The project would not result in any increased daily truck trips for build conditions
  - The project is intended to improve safety and provide congestion relief on a local street
  - The project does not include the construction of a new bus or rail terminal that would have a significant number of diesel vehicles congregating at a single location
  - The project does not expand an existing bus or rail terminal
  - The project is not an area identified as a site of violation or possible violation

Questions?

<u>Contact Information</u>

Mohammad Sadiq, PE
Senior Civil Engineer / Capital Program
City of Elk Grove
(530) 621-5950
msadiq@elkgrove.gov

Sensitive Receptors



Review of Regional Conformity Exemption Status

#	County	MTIP ID	Sponsor	Project Name	Expanded Project Description	Project Type	Grouped Project Description	Group No.
1	VAR	YST10544	Yuba Sutter Transit	Fixed Route Fleet Replacement	Purchase 5 heavy-duty, low-floor, clean diesel, local fixed route buses (30' – 35') to replace 11 local fixed route buses. BP ID: YST10522	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Grouped Projects for for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Group35
2	YOL	YOL19579	City of West Sacramento	Sycamore Trail Phase 4	Sycamore Trail from existing northern extent at nearby Rice Avenue crossing the rail right of way (Union Pacific Railroad and Sierra Northern Railway) to Yolo Street and Yolo Street from this crossing to Sacramento Avenue. Create a new bike/pedestrian crossing across the rail embankment and close bike/pedestrian gaps on Yolo Street to connect to Sacramento Avenue. This is part of SACOG's Green Means Go: Green Zone Access and Equity Regional Planning Project (VAR56304).	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Grouped Projects for Bicycle and pedestrian facilities - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Group28
3	YOL	YOL19580	City of West Sacramento	Sycamore Trail Phase 5	Sycamore Trail from Phase III southern extent at Stone Blvd through and across the rail switching yard and Barge Canal waterway connecting and continuing on Arlington Road and terminate at the intersection of Lake Washington Blvd and Jefferson Blvd. Develop bicyclist/pedestrian improvements on Stone Blvd, create a bicyclist/pedestrian crossing across the rail switching yard and Barge Canal waterway, and develop bicyclist/pedestrian improvements on Arlington Road. This is part of SACOG's Green Means Go: Green Zone Access and Equity Regional Planning Project (VAR56304).	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Grouped Projects for Bicycle and pedestrian facilities - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Group28