



A G E N D A

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

**Wednesday, February 24, 2021
9:00 a.m.**

**Placer County Transportation Planning Agency
299 Nevada Street, Auburn CA 95603**

PUBLIC PARTICIPATION PROCEDURES

In order to protect public health and the safety of our Placer County citizens, Public Comment for this February 24, 2021 meeting will be offered through a remote call-in line or joining the web-based meeting. Public Comment will be opened for each agenda item in sequence. Be prepared to speak on the specific agenda item you wish to comment on when the Board Chair announces the item. Please see below for remote access to this meeting:

Remote access: <https://us02web.zoom.us/j/81367117237>

You can also dial in using your phone:

US: +1 669 900 9128

Webinar ID: 813 6711 7237

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

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: January 27, 2021**
- D. Agenda Review**
- E. Public Comment**

**Action
Pg. 1**

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
February 24, 2021
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|-----------|---|-------------------------|
| F. | Consent Calendar: Placer County Transportation Planning Agency
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | Action
Pg. 6 |
| | 1. FY 2021/22 Preliminary State Transit Assistance (STA) Fund Allocation Estimate | Pg. 8 |
| | 2. FY 2021/22 Preliminary State of Good Repair (SGR) Fund Allocation Estimate | Pg. 9 |
| G. | Consent Calendar: Airport Land Use Commission
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | Action
Pg. 10 |
| | 1. Airport Land Use Commission (ALUC) Consistency Determination: Placer County Public Review Draft Housing Element 2021-2029 | Pg. 11 |
| H. | FY 2021/22 Preliminary Findings of Apportionment for the Local Transportation Fund <i>Aaron Hoyt</i> | Action
Pg. 13 |
| | • Approve the FY 2021/22 Preliminary Findings of Apportionment for the Local Transportation Fund (LTF). | |
| I. | Preliminary Draft FY 2021/22 Overall Work Program (OWP) and Budget
<i>Mike Luken</i> | Action
Pg. 16 |
| | • Authorize the Executive Director to submit the attached preliminary draft FY 2021/22 Overall Work Program (OWP) and Budget to Caltrans. | |
| J. | Unmet Transit Needs Report and Findings for FY 2022
<i>Kathleen Hanley</i> | Action
Pg. 18 |
| | • Adopt Resolution making findings and recommendations regarding the annual unmet transit needs analysis and recommendations as required by the Transportation Development Act (TDA). | |
| K. | Western Placer Consolidated Transportation Services Agency (CTSA) Non-Emergency Medical Transportation Program Update and Agreement
<i>Kathleen Hanley</i> | Action
Pg. 88 |
| | • Authorize Executive Director to negotiate and sign attached Services Agreement with Independent Living Partnership. | |
| | • Direct staff to develop a plan for an alternative voucher-based non-emergency medical transportation program for future Board consideration. | |

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
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- L. Highway 49 Sidewalk Gap Closure Right-of-Way Phase – Contract Approval** **Action**
Aaron Hoyt **Pg. 93**
 - Approve a contract for right-of-way (ROW) acquisition services associated with the Highway 49 Sidewalk Gap Closure project and delegate authority to the Executive Director to execute a contract with the highest ranked firm for a not-to-exceed amount of \$650,000.

- M. Traffic Congestion Report Presentation** **Info**
Aaron Hoyt

- N. Executive Director’s Report**

- O. Board Direction to Staff**

- P. Informational Items** **Info**
 - 1. PCTPA TAC Minutes – February 9, 2021 **Pg. 94**
 - 2. Status Reports
 - a. PCTPA **Pg. 97**
 - b. AIM Consulting – Report for January 2021 **Pg. 111**
 - c. FSB – Report for January 2021 **Pg. 114**
 - d. Key Advocates – Report for January 2021 **Pg. 117**
 - 3. PCTPA Financials – September 30, 2020 *Separate Cover*
 - 3. PCTPA Receipts and Expenditures – December 2020 and January 2021 *Separate Cover*
 - 4. WPCTSA Financials – December 2020 *Separate Cover*

Following is a list of the 2021 Placer County Transportation Planning Agency (PCTPA) meetings.

Board meetings are typically held the **fourth Wednesday of the month** at 9:00 a.m. except for November and December meetings which are typically combined meetings. PCTPA meetings are typically held at the Placer County Board of Supervisors’ Chambers, 175 Fulweiler Avenue, Auburn, California, however this meeting is being closed to the public.

Next Meeting – March 24, 2021

PCTPA Board Meetings – 2021	
Wednesday, January 27	Wednesday, July 28
Wednesday February 24	Wednesday, August 25
Wednesday, March 24	Wednesday, September 22
Wednesday, April 28	Wednesday, October 27
Wednesday, May 26	Wednesday, December 1
Wednesday, June 23	



ACTION MINUTES

REGULAR MEETING OF THE

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

**January 27, 2021
9:00 a.m.
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, California
MEETING CONDUCTED REMOTELY UNDER
EXECUTIVE ORDER N-29-20**

ROLL CALL

Brian Baker
Ken Broadway
Trinity Burruss, Chair
Jim Holmes
Bruce Houdesheldt
Paul Joiner
Suzanne Jones
Matt Spokely

STAFF

Kathleen Hanley
Aaron Hoyt
Shirley LeBlanc
Mike Luken
Luke McNeel-Caird
David Melko
Solvi Sabol

Chair Joiner explained the meeting procedures to the Board and public as it relates to participating by means of a teleconference under Governor Newsom’s March 12, 2020 Executive Order N-25-20.

Chair Joiner welcomed new Board Members including Mayor Matt Spokely – City of Auburn, Councilmember Bruce Houdesheldt – City of Roseville, Suzanne Joines – Placer County Board of Supervisors. Chair Joiner thanked our outgoing Chair, Board Member Burruss.

AGENDA REVIEW

Board Member Spokely informed the Board that he will be recusing himself during Item M, Highway 49 Sidewalk Gap Closure Right-of-Way Phase, as his company is involved in this project. Mike Luken asked that the Board take Items A-H first, followed by Item J, then resume with Item I and the remainder of the items in order. The Board had no objection.

APPROVAL OF ACTION MINUTES – DECEMBER 2, 2020

Upon motion by Burruss and second by Holmes, the action minutes of December 2, 2020 were approved by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely
NOES/ABSTAIN: None

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. PCTPA Audited Financial Statements & TDA Compliance Report
2. FY 2020/21 City of Colfax Claim for Local Transportation Funds (LTF) - \$93,867
3. FY 2020/21 City of Colfax Claim for State Transit Assistance (STA) Funds - \$8,317

Upon motion by Holmes and second by Houdesheldt, the PCTPA consent items were approved by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely
NOES/ABSTAIN: None

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)

1. Audited Financial Statements & TDA Compliance Report Acceptance

Upon motion by Holmes and second by Burruss, the WPCTSA consent item was approved by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely
NOES/ABSTAIN: None

CONSENT CALENDAR: PLACER COUNTY AIRPORT LAND USE COMMISSION (PCALUC)

1. Audited Financial Statements & TDA Compliance Report Acceptance

Upon motion by Spokely and second by Burruss, the PCALUC consent item was approved by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely
NOES/ABSTAIN: None

HIGHWAY 49 PRESENTATION

Staff report presented by Mike Luken, Executive Director

Mike Luken introduced Caltrans District 3 Director, Amarjeet Benipal, and Sue Takhar, Caltrans Deputy Director for Planning and Local Assistance. Mr. Benipal and Ms. Takhar presented on the State Route 49 Comprehensive Multimodal Corridor Plan (CMCP) which includes 22 miles of the Caltrans state highway system as well as local roads and streets in Auburn and Grass Valley, and unincorporated parts of Placer and Nevada Counties. Further questions can be directed to Will Schilling, Corridor Planning Manager: (530) 821-8409, will.schilling@dot.ca.gov. This presentation is available at: pctpa.net/agendas2021/.

There was no public comment. Board Member Houdesheldt complimented Amarjeet and Sue on an excellent presentation. This was an informational item. No action was taken.

PUBLIC HEARING: CITY OF LINCOLN GENERAL PLAN DRAFT HEALTH AND SAFETY ELEMENT CONSISTENCY DETERMINATION

Staff report presented by Mike Luken, Senior Transportation Planner

The Board, acting as the Airport Land Use Commission (ALUC), conducted a public hearing to obtain input on the City of Lincoln General Plan Draft Safety Element and its consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).

Upon motion by Houdesheldt and second by Burruss, the ALUC found that the City of Lincoln General Plan Draft Health and Safety Element is conditionally consistent with the Placer County ALUCP subject to the condition that the Draft Health and Safety Element be updated to include the recommended goal and policies pertaining to airport safety hazards as was provided in Attachment 1 of the staff report, by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely
NOES/ABSTAIN: None

FEDERAL LEGISLATIVE PROGRAM FOR 2021

Staff report presented by Mike Luken, Executive Director

Mike introduced Sante Esposito, PCTPA Federal Legislative Lobbyist, who discussed funding mechanisms which would support Placer priorities such as the infrastructure bill and federal earmarks.

Upon motion by Holmes and second by Burruss, the Board adopted the Federal Legislative Program for 2021 as provided in the staff report and directed staff and federal advocates to represent these positions by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely
NOES/ABSTAIN: None

STATE LEGISLATIVE PROGRAM FOR 2021

Staff report presented by Mike Luken, Executive Director

Mike went over the State Legislative priorities for 2021. Mike asked that the last bullet point be amended to read, "Advocate for planning and funding for vulnerable and disadvantaged population."

Upon motion by Holmes and second by Houdesheldt, the Board adopted the State Legislative Program for 2021 as amended, and directed staff and the State Advocate to represent these positions with electeds and agencies in Sacramento by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely
NOES/ABSTAIN: None

HIGHWAY 49 RIGHT-OF-WAY PHASE

Staff report presented by Aaron Hoyt, Senior Planner

Aaron provided an overview and current status of the Highway 49 Sidewalk Gap Closure Project and the need to initiate the right-of-way phase. The PCTPA Technical Advisory Committee (TAC) concurred with the Board request as presented.

Upon motion by Houdesheldt and second by Holmes, the Board authorized the Executive Director to negotiate and sign a contract for the right-of-way (ROW) services associated with the Highway 49 Sidewalk Gap Closure project for a not-to-exceed amount of \$650,000 by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones
NOES/ABSTAIN: None
RECUSED: Spokely

APPOINTMENT OF CAPITOL CORRIDOR JOINT POWERS AUTHORITY (CCJPA) REPRESENTATIVE FROM THE PCTPA BOARD

Staff report presented by Mike Luken, Executive Director

Upon motion by Holmes and second by Burruss, the Board appointed Board Member Bruce Houdesheldt as the 2nd primary member to the CCJPA Board of Directors (Board Member Holmes remains as the other primary member) and Board Member Spokely as the Alternate Member by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely

NOES/ABSTAIN: None

RESOLUTION OF APPRECIATE FOR LUKE McNEEL-CAIRD

Resolution read by Mike Luken, Executive Director

Mike said Luke McNeel-Caird who has been with PCTPA since 2012 has accepted a position with Jacobs Engineering. Mike thanked Luke for his excellent performance, dedication, and leadership.

Board Member Holmes expressed his appreciation for Luke's dedication and service noting his wealth of information during public workshops. Board Member Houdesheldt echoed that tenacity was one of Luke's great attributes. Board Member Spokely wished Luke the best and looks forward to seeing him in the industry. Board Member Broadway stated that Luke has proven that projects can be done better, faster, and with fiscal prudence. He appreciates Luke's leadership and is confident in his future success. Chair Joiner stated that Luke has done a remarkable job and will be sorely missed.

Public comment was received from Celia McAdam, former PCTPA Executive Director. Ms. McAdam remarked that Luke has adopted the 'the on-time and on budget' mantra PCTPA values. She recognized his work on SPRTA, Placer Parkway, I-80, Highway 65 Widening, Colfax Roundabout, and the I-80 / SR 65 as being wonderful examples of his leadership, work ethic, and his tenacity. She noted his engagement with the CTC through his role as RTPA Moderator role and the success of the huge grant award for the Gateway Project are all a testament to his connections, expertise, and perseverance.

Upon motion by Holmes and second by Spokely, the Board recognized Luke McNeel-Caird for his outstanding dedication and service to the Placer County Transportation Planning Agency by the following roll call vote:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Spokely

NOES/ABSTAIN: None

EXECUTIVE DIRECTOR'S REPORT

Mike Luken reported on the following:

- 1) The Board will be presented with changes to various Western Placer Consolidated Transportation Services Agency (CTSA) programs including:
 - a) CTSA's non-emergency medical transportation program which encompasses Health Express and My Rides (will be brought to the Board in February 2021)
- 2) Tahoe Mobility Forum: A group of Executive Directors and elected officials will meet in February to discuss mobility and goods and services. This forum relates directly to the Northern California mega-region effort.
- 3) We are meeting with Washoe County to look at regional partnerships, federal funding opportunities, and economic development.

4. Aaron Hoyt provided a report on current traffic congestion in Placer County This report is available by viewing the video located at <http://pctpa.net/agendas2021/>.

ADJOURN

The meeting at approximately 10:50 a.m.

A video of this meeting is available online at <http://pctpa.net/agendas2021/>.

Mike Luken, Executive Director

Paul Joiner, Chair

Solvi Sabol, Clerk of the Board

ML:ss

TO: PCTPA Board of Directors

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: February 24, 2021

Below are the Consent Calendar items for the February 24, 2021 agenda for your review and action.

1. FY 2021/22 Preliminary State Transit Assistance (STA) Fund Allocation Estimate
State Transit Assistance (STA) is one of two fund sources made available through the Transportation Development Act and is derived from the statewide sales of diesel fuel. STA funds are dedicated to public transit operations and capital uses. The funds are distributed on a population basis (section 99313) to each jurisdiction and on a fare revenue basis (section 99314) to those jurisdictions operating a public transit service.

The State Controller's Office (SCO) released the preliminary estimate for FY 2021/22 on January 28, 2021. The preliminary fund estimate totals \$2,502,906 and the jurisdictional distributions should be used for budgeting purposes. This is a 32.8% increase in estimated revenue compared to the FY 20/21 final revenue estimate. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August.

Staff recommends that the Board approve the attached FY 2021/22 Preliminary STA Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 9, 2021 meeting.

2. FY 2021/22 Preliminary State of Good Repair (SGR) Fund Allocation Estimate
Senate Bill 1 (SB 1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB 1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$117 million has been made available for FY 2021/22 to eligible recipients according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office Allocation Estimate for FY 2021/22, the County's share of the statewide total is \$535,314. This is a 0.16% decrease in estimated revenue compared to the FY 20/21 final revenue estimate. The attached fund allocation identifies the formula allocation of funds for use in budgeting purposes. Since the inception of the program, the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for use preventive bus maintenance associated with contracted services. A revised estimate will be presented to

**Board of Directors
Consent Calendar
February 2021
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the Board of Directors after the close of the Fiscal Year in August and will fully identify the projects to be funded pending the release of Caltrans SGR Program Guidelines.

Staff recommends that the Board approve the attached FY 2021/22 Preliminary SGR Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 9, 2021 meeting.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2021/22 STATE TRANSIT ASSISTANCE (STA) FUND PRELIMINARY ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 February 2021**

PUC 99313 Allocation	\$2,184,299
PUC 99314 Allocation	\$318,607
Total STA Allocation ⁽¹⁾	\$2,502,906

4 Percent Allocation of PUC 99313 to WPCTSA ⁽²⁾	\$87,372
Total PUC 99313 Allocation Available to Jurisdictions	\$2,096,927

FY 2021/2022 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2020 Population ⁽³⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	103,794	26.46%	\$554,860
Auburn	14,594	3.72%	\$78,016
Colfax	2,152	0.55%	\$11,504
Lincoln	49,317	12.57%	\$263,638
Loomis	6,888	1.76%	\$36,822
Rocklin	70,350	17.93%	\$376,076
Roseville	145,163	37.01%	\$776,010
TOTAL	392,258	100.00%	\$2,096,927

Notes: (1) 2021/2022 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, January 28, 2021.
 (2) 4% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.
 (3) Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.
 PUC = Public Utilities Code

FY 2021/2022 Jurisdiction PUC 99314 STA Final Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$260,860	\$815,720
Auburn	\$21,830	0.3%	\$1,053	\$79,069
Colfax	\$0	0.0%	\$0	\$11,504
Lincoln	\$0	0.0%	\$0	\$263,638
Loomis	\$0	0.0%	\$0	\$36,822
Rocklin	\$0	0.0%	\$0	\$376,076
Roseville	\$1,175,827	17.8%	\$56,695	\$832,705
TOTAL	\$6,607,798	100.0%	\$318,607	\$2,415,534

Notes: (4) 2021/2022 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, January 28, 2021.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2021/2022 STATE OF GOOD REPAIR (SGR) PRELIMINARY ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 February 2021**

PUC 99313 Allocation	\$467,171
PUC 99314.8 Allocation	\$68,143
Total SGR Allocation⁽¹⁾	\$535,314

4 Percent Allocation of PUC 99313 to WPCTSA	\$0
Total PUC 99313 Allocation Available to Jurisdictions	\$467,171

FY 2021/2022 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2020 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	Reallocation to Transit Operator ⁽⁴⁾	PUC 99313 Total Allocation
Placer County	103,794	26.46%	\$123,616	\$153,287	\$276,904
Auburn	14,594	3.72%	\$17,381	\$0	\$17,381
Colfax	2,152	0.55%	\$2,563	(\$2,563)	\$0
Lincoln	49,317	12.57%	\$58,736	(\$58,736)	\$0
Loomis	6,888	1.76%	\$8,203	(\$8,203)	\$0
Rocklin	70,350	17.93%	\$83,785	(\$83,785)	\$0
Roseville	145,163	37.01%	\$172,886	\$0	\$172,886
TOTAL	392,258	100.00%	\$467,171	(\$0)	\$467,171

Notes: (1) 2020/2021 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, January 28, 2021.
 (2) Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.
 (3) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to preventive maintenance.

FY 2021/2022 Jurisdiction PUC Section 99314 SGR Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁵⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$55,792	\$332,696
Auburn	\$21,830	0.3%	\$225	\$17,606
Colfax	\$0	0.0%	\$0	\$0
Lincoln	\$0	0.0%	\$0	\$0
Loomis	\$0	0.0%	\$0	\$0
Rocklin	\$0	0.0%	\$0	\$0
Roseville	\$1,175,827	17.8%	\$12,126	\$185,012
TOTAL	\$6,607,798	100.0%	\$68,143	\$535,314

Notes: (5) 2021/2022 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, January 28, 2021.

FY 2021/2022 SGR Project Summary

Jurisdiction	Project Title	FY 2020/21 Allocation Amount
Placer County	Placer County Transit Bus Replacement	\$179,409
	Repair/Rehabilitation of Existing Fleet and Fueling Station Repairs and/or Modernization	\$153,287
Auburn	Electric Vehicle Transit Bus Replacement	\$17,606
Roseville	Roseville Transit Bus Depot Modernization and Charging Project	\$185,012
FY 2021/22 Total		\$535,314



MEMORANDUM

TO: Airport Land Use Commission

DATE: February 24, 2021

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the February 24, 2021 agenda for your review and action.

1. Airport Land Use Commission (ALUC) Consistency Determination: Placer County Public Review Draft Housing Element 2021-2029

On January 29, 2021, Placer County submitted a request to the Placer County Airport Land Use Commission (ALUC) to review the County's Public Review Draft Housing Element 2021-2029 for a determination of consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP). Before Placer County can take final action to approve the Draft Housing Element, the ALUC must determine whether the proposal is consistent with the ALUCP.

ALUC review of the Draft Housing Element is required because it involves amending the County's General Plan and includes changes to policies and programs that may affect lands subject to oversight by the ALUC. Proposed Housing Element changes primarily involve policy improvements, new programs and specific actions to support housing development, rehabilitation, preservation, and conservation. As the Draft Housing Element is a policy document it does not propose any development per se but provides policies and programs to accommodate the County's housing needs within the 2021-2029 planning period.

ALUC staff have reviewed and provided comments to Placer County regarding the Draft Housing Element's consistency with ALUCP policies. We appreciate County staff acknowledgement to add existing Housing Element Policy A-8 "New Residential Construction" back into the Draft Housing Element; and we applaud the County for including a new policy, HE-6 "Incentives for Infill Development," which will apply ALUCP infill policies and procedures as they relate to residential infill sites located in Compatibility Zones C1, C2, and D. The remaining set of policy changes, programs and specific actions do not result in changes that impact airport land use compatibility. Any future housing development resulting from implementation of the Draft Housing Element will be required to comply with the policies and criteria contained within the ALUCP. The Draft Housing Element also proposes for consideration of future amendments to the County's zoning ordinance. These amendments when proposed will require a separate consistency determination by the ALUC. County Planning staff concurred with the ALUC staff analysis.

Staff recommends that the ALUC find that the Placer County Public Review Draft Housing Element 2021-2029 consistent with the 2014 ALUCP and authorize the Executive Director to sign and submit the attached consistency determination letter to Placer County. The TAC concurred with the staff recommendation.



February 24, 2021

Steve Pedretti, Agency Director
Placer County Community Development Resource Agency
3091 County Center Drive
Auburn, CA 95603

**RE: Placer County Airport Land Use Commission Consistency Determination
Case No. 2020/21-05A: Placer County Public Review Draft Housing Element
2021-2029**

On January 29, 2021, Placer County submitted a request to the Placer County Airport Land Use Commission (ALUC) to review the Public Review Draft Housing Element 2021-2029 for a determination of consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP). Before Placer County can take final action to approve the Draft Housing Element, the ALUC must determine whether the proposal is consistent with the ALUCP.

ALUC review of the Draft Housing Element is required because it involves amending the County's General Plan and includes changes to policies and programs that may affect lands subject to oversight by the ALUC. Proposed changes primarily involve policy improvements, new programs and specific actions to support housing development, rehabilitation, preservation, and conservation. As the Draft Housing Element is a policy document it does not propose any development per se but provides policies and programs to address the County's housing needs within the 2021-2029 planning period.

We have reviewed and provided comments to your staff regarding the Draft Housing Element's consistency with ALUCP policies. We appreciate County staff acknowledgement to add existing Housing Element Policy A-8 "New Residential Construction" back into the Draft Housing Element; and we applaud the County for including a new policy, HE-6 "Incentives for Infill Development," which will apply ALUCP infill policies and procedures as they relate to residential infill sites located in Compatibility Zones C1, C2, and D. The remaining set of policy changes, programs and specific actions do not result in changes that impact airport land use compatibility. Any future housing development resulting from implementation of the Draft Housing Element will be required to comply with the policies and criteria contained within the ALUCP.

Government Code Section 65583(a)(3) requires local governments to prepare an inventory of land suitable for residential development, including vacant, underutilized, and planned/entitled sites that could be readily developed to meet the County's housing needs. Our analysis identified 17 vacant, multi-family residential sites identified in Appendix A, Table A-3 of the Draft Housing Element that fall within Compatibility Zones C1, C2, and D. We appreciate County staff willingness to incorporate our several technical corrections to this inventory as they relate to future

development and airport land use compatibility. As such, we find there are no lands proposed that are inconsistent with ALUCP criteria.

I do note that the Draft Housing Element proposes for consideration future amendments to the County's zoning ordinance. These amendments involve rezoning to meet RHNA requirements; establishing a minimum density standard for single family homes in the multi-family residential zoning district; establishing incentives for infill development; updating density bonus provisions; addressing zoning requirements missing for middle housing types; amending zoning requirements for emergency and supportive housing; and consideration of a reasonable accommodation ordinance. All these amendments when proposed will require a separate consistency determination by the ALUC.

Based on the foregoing, the ALUC determined on February 24, 2021 that the Placer County's Public Review Draft Housing Element 2021-2029 is consistent with the 2014 ALUCP. If you have any questions regarding the ALUC consistency determination, please contact David Melko of my staff at (530) 823-4090, or email at dmelko@pctp.net. Also, please thank Shawna Purvines effort to facilitate this ALUC review.

Sincerely,

Michael Luken
Executive Director

cc: Shawna Purvines, Placer County Community Development Resources Agency
E.J. Ivaldi, Placer County Planning Services Division
Alex Fisch, Placer County Planning Services Division
Bob Fiore, Caltrans Division of Aeronautics Office of Aviation Planning
Maranda Thompson, Mead and Hunt
David Melko, PCTPA

TO: PCTPA Board of Directors **DATE:** February 24, 2021

FROM: Aaron Hoyt, Senior Planner
Mike Luken, Executive Director

SUBJECT: FISCAL YEAR 2021/22 PRELIMINARY FINDINGS OF
APPORTIONMENT FOR THE LOCAL TRANSPORTATION FUND

ACTION REQUESTED

Approve the FY 2021/22 Preliminary Findings of Apportionment for the Local Transportation Fund (LTF).

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding through the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide and the State Transit Assistance (STA) fund derived from the statewide sales of diesel fuel. LTF funds make up a significant share of PCTPA's member agency revenues and are the primary funding source for PCTPA. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for alternative transportation modes, streets, and roads.

When the COVID-19 pandemic struck, staff began tracking the impact of the March 2020 shelter in place orders on LTF revenues. While FY 2019/20 LTF revenues were already trending downward by March 2020, the fiscal year ended 5.6% lower than anticipated due to the closure of certain business sectors. Through consultation with HDL Companies, staff brought the FY 2020/21 Final LTF apportionment to the Board of Directors that contained a 20% revenue reduction, which was a combination of a \$772,000 shortfall and a negative 17% reduction in revenue. These assumptions were partially based on data presented by HDL Companies, who also provides sales tax advisory services for the City of Rocklin, City of Lincoln, Placer County and for PCTPA for the Funding Strategy outreach programs, as well as a conservative take on further possible impacts to the economy.

The first five months of revenue for FY 20/21 saw much better sales tax revenue gains than expected. To-date, sales tax receipts increased 3.1% over FY 19/20, for the same time period. The better than expected sales tax receipts has replenished the prior year revenue shortfall and created a current year cash surplus of approximately \$1.4 million.

According to HDL Companies, 3rd Quarter 2020 fared much better than expected in autos/transportation, general consumer goods and restaurants sectors. The final payment of the 4th Qtr 2020 has not been received, but anecdotally the December shelter in place order is not expected to have as drastic an impact as those in March 2020. Additionally, holiday on-line sales and general consumer goods sales were strong.

DISCUSSION

Through continued consultation with HDL companies and out member agencies, PCTPA staff prepared the attached FY 21/22 Preliminary LTF Apportionment that projects a continued economic recovery. The preliminary apportionment of \$25.8 million, assumes the following:

- A fund balance of approximately \$2.7 million dollars
- A 3% growth rate over FY 20/21 revenues, which are expected to exceed original estimates

These assumptions are based on the continued recovery of the economy through the end of FY 20/21 and into FY 21/22. Early projections for the following sectors in FY 21/22 are summarized below:

- Autos/transportation, building/construction, business/industry and food/drugs sectors are anticipated to be flat year over year.
- Fuel/services stations, general consumer goods and restaurants sectors are expected to see growth due to recovery.
- State & county pools will see much smaller growth with people trending back to brick and mortar.

It is worth noting that HDL's projected growth rate was 6% over the current fiscal year. However, PCTPA staff felt it was prudent to scale back the original growth estimate to 3% to be conservative in the budgeting process. Scaling back the growth rate minimizes the potential to lower the revised LTF apportionment this September if the economy's recovering is slower than anticipated. As with the FY 2020/21 LTF apportionment, there are many unknowns about the economic rebound and the continued growth of sales tax receipts. PCTPA staff previously committed to a mid-year update and plans to present a more detailed analysis of the 3rd and 4th quarters of 2020 with the assistance of HDL. This presentation is scheduled for March 2021.

The Technical Advisory Committee concurred with the preliminary findings of apportionment at their February 9, 2021 meeting.

AH:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

PRELIMINARY FINDINGS OF APPORTIONMENT FOR FY 2021/2022

LOCAL TRANSPORTATION FUND (LTF)

February 2021

	FY 2020/2021 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2021/2022 Revenue Subtotal	FY 2021/2022 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE	\$2,781,865	\$23,022,551	\$25,804,416
TRPA Revenue Estimate ⁽²⁾		\$653,134	\$653,134
TRPA LTF Fund Balance	\$78,920		\$78,920
TRPA TOTAL		\$653,134	\$732,054
County Auditor Administrative Costs		\$264	\$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA			\$731,790
PCTPA Revenue Estimate		\$22,369,418	\$22,369,418
PCTPA LTF Fund Balance	\$2,702,945		\$2,702,945
PCTPA TOTAL		\$22,369,418	\$25,072,363
County Auditor Administrative Costs		\$8,736	\$8,736
PCTPA Administrative and Planning Costs ⁽³⁾		\$475,000	\$475,000
Pedestrian and Bicycle Allocation ⁽⁴⁾	\$54,059	\$437,713.64	\$491,773
Community Transit Service Article 4.5 Allocation ⁽⁵⁾	\$105,955	\$857,919	\$963,874
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA	\$2,542,931	\$20,590,050	\$23,132,980

Apportionment of FY 2021/2022 PCTPA LTF Revenue Estimate by Jurisdiction					
Jurisdiction	Population January 1, 2020	Percent (%)	FY 2021/22 Allocation Subtotal	FY 2020/21 Carryover Apportionment ⁽⁶⁾	Revenue Apportionment
PLACER COUNTY	103,794	26.46064580%	\$5,448,260	\$672,876	\$6,121,136
AUBURN	14,594	3.72051048%	\$766,055	\$94,610	\$860,665
COLFAX	2,152	0.54861851%	\$112,961	\$13,951	\$126,912
LINCOLN	49,317	12.57259253%	\$2,588,703	\$319,712	\$2,908,415
LOOMIS	6,888	1.75598713%	\$361,559	\$44,654	\$406,212
ROCKLIN	70,350	17.93462466%	\$3,692,748	\$456,065	\$4,148,813
ROSEVILLE	145,163	37.00702089%	\$7,619,764	\$941,063	\$8,560,827
TOTAL	392,258	100.00%	\$20,590,050	\$2,542,931	\$23,132,980

Apportionment of FY 2021/2022 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	Available to Claimant ⁽⁸⁾
PLACER COUNTY	\$6,121,136	(\$244,845)	\$5,876,291
AUBURN	\$860,665	(\$34,427)	\$826,238
COLFAX	\$126,912	(\$5,076)	\$121,835
LINCOLN	\$2,908,415	(\$116,337)	\$2,792,079
LOOMIS	\$406,212	(\$16,248)	\$389,964
ROCKLIN	\$4,148,813	(\$165,953)	\$3,982,861
ROSEVILLE	\$8,560,827	(\$342,433)	\$8,218,394
TOTAL	\$23,132,980	(\$925,319)	\$22,207,661

NOTES:

- 1) FY 2019/2020 LTF balance based on August 26, 2020 Final LTF Fund Estimate provided by the Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2021/2022 Preliminary Overall Work Program and Budget, February 24, 2021.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2021/2022 Article 4.5 allocation is set at 4%.
- 6) FY 2020/21 carryover apportionment (see next page) uses May 2019 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of FAST-Act planning requirements.
- 8) Assumes 3% growth in revenue over FY 20/21.

January 1, 2020 DOF Population Estimates ¹		
TRPA Population ²	11,453	2.8369%
PCTPA Population	392,258	97.1631%
TOTAL	403,711	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2020, DOF, May 15, 2020.

TO: PCTPA Board of Directors **DATE:** February 24, 2021

FROM: Mike Luken, Executive Director

SUBJECT: **PRELIMINARY DRAFT FY 2021/22 OVERALL WORK PROGRAM (OWP)
AND BUDGET**

ACTION REQUESTED

Authorize the Executive Director to submit the attached preliminary draft FY 2021/22 Overall Work Program (OWP) and Budget to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached draft OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. The draft will undergo continued refinement, as staff receives comments from the Board, Caltrans, and jurisdictions, and as information on grant awards and state budget allocations becomes available. A final FY 2021/22 OWP will be presented for Board approval at your May meeting.

DISCUSSION

Work Program

The FY 2021/22 work program reflects a continued focus on pre-construction project implementation activities in Work Elements (WE) 40 through 47, with the following six projects planned to start construction in the next three years if construction funding is secured through a local revenue source:

- The I-80 Auxiliary Lanes (WE 43) was awarded construction funding under Cycle 2 of the SB1 Competitive Grant Program and is currently completing 100 percent design; construction could begin in 2021 or 2022.
- Placer Parkway Phase 1 (WE 40) design is being completed by the County of Placer and construction could start in 2023.
- Riego Road/Baseline Road Widening (WE 47) from State Route 99 in Sutter County to Foothills Boulevard in Placer County (12 miles) has completed the Project Study Report. Sutter County has submitted a grant for preliminary engineering, environmental review, right-of-way and final design. The multi-county team is developing the framework for a regional fee program to provide local funds for construction.
- State Route 49 Sidewalk Gap Closure (WE 44) is currently completing 65% design. Construction is fully funded through a state grant, and construction is anticipated to start in 2022.
- Updating the Airport Land Use Plan for the Auburn and Lincoln Airports (WE27).

PCTPA Board of Directors
PRELIMINARY DRAFT FY 2021/22 OWP and BUDGET
February 2021
Page 2

The Regional Transportation Funding Strategy (WE 61) will include updating the expenditure plan this fiscal year with a series of virtual outreach events. This year's preliminary work will lead to full scale activities in FY 2021/22 including polling and an aggressive educational outreach from July through June 2022 when the Board will decide whether to place a transportation sales tax measure on the November 2022 ballot. Considerable resources are placed in this program to address the structural deficit in funding for transportation in Placer County.

The Placer-Sacramento Action Plan (WE 46) is in the process of narrowing down a list of multimodal projects of statewide significance among the 14 participating agencies for Cycle 3 of Senate Bill 1 competitive funding grants in 2022. Related to this is a tremendous effort working with the Capitol Corridor Joint Powers Authority (WE 35) on potentially using Senate Bill 1 and other state/federal funding to solve the gap in funding for the Third Track Project.

The SPRTA Transportation Demand Model and Fee Update Project started in January 2021. Over the next 18 months, the project will include updating the traffic model using Streetlight Mobile Phone data, preparation of updates to the Tier 1 and Tier 2 fee programs and a robust internal and external outreach program to inform stakeholders and the public on the update. The travel demand model will be used as an education tool for updating the expenditure plan for a potential future transportation sales tax measure.

Our Communications and Outreach program (WE 14) includes working with Caltrans District 3 and SACOG who will be initiating a project study report for Managed Lanes on Interstate 80. WE 14 will also include working with Washoe County, the Tahoe Basin and SACOG on Northern California Megaregion initiatives.

As always, the Work Program maintains our strong focus on core Agency activities, such as Transportation Development Act (TDA) administration, State and Federal transportation programming compliance, Freeway Service Patrol implementation, and management of various Joint Powers Authorities (JPAs) including the South Placer Regional Transportation Authority (SPRTA) and the Western Placer Consolidated Transportation Services Agency (CTSA).

Staffing

Staffing levels remain the same as in FY 2020/21 with 7.0 full time equivalent staff, including plans to refill the Deputy Director position vacated in January 2021.

Budget

Staff is pleased to again provide the Board with a balanced budget of \$4,984,181, which is a 0.2% decrease from FY 2020/21. The Agency's \$730,000 contingency fund was increased by \$100,000 to \$830,000 in accordance with previous board policy and is prudent in this fiscally unstable environment. As in previous years, the contingency fund is used for cash flow. Staff is still investigating a line of credit to better reserve the contingency fund balance for emergency purposes.

The FY 2021/22 budget includes approximately 47% (\$2,391,616) of reimbursed work and grants, such as SPRTA administration, travel demand model update, fee update, CTSA administration, I-80 Auxiliary Lanes, Highway 49 Sidewalks, Riego/Baseline Road Widening, building management, and Freeway Service Patrol.



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Preliminary Draft



OVERALL WORK PROGRAM AND BUDGET

FISCAL YEAR 2021/22

February 24, 2021

WORK ELEMENT	TITLE	PAGE NO.
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OVERALL WORK PROGRAM FOR 2021/22

OVERVIEW

The FY 2021/22 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

Twenty-four work elements are proposed that include specific objectives, budgets, and products. Several of these work elements are funded by a mixture of state, federal and local programs. The remaining are funded solely by TDA funds. This work program has a number of important characteristics:

1. The work program is action oriented. Its primary objective is to implement a programming and funding strategy that will address the mobility needs of Placer County residents, businesses, and visitors. Of key overall importance is the implementation of the Regional Transportation Plan, which serves as a guiding force for transportation improvements over the next 20 years, and its integration with SACOG's Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) and other activities that support regional planning as covered under Work Element 20. Also included here are strategies and studies to address major transportation issues or hot spots including: (1) Placer Parkway; (2) I-80/SR 65 Interchange Improvements; (3) Highway 65 Widening; (4) Bikeway Planning; (5) Airport Planning; (6) Rail Program; (7) Regional Transportation Funding Strategy; (8) I-80 Auxiliary Lanes; (9) SR 49 Sidewalk Gap Closure; (10) Mobility Action Plan; (11) Transit Planning; and (12) Riego Road/Baseline Road Widening.
2. The work program reflects a pro-active approach to identifying future transportation project needs (e.g., TDA Administration, Capitol Corridor Rail, implementation of the Regional Transportation Plan, Regional Transportation Funding Strategy, Mobility Action Plan, Bikeway Planning).
3. The work program provides a greater emphasis on implementation of previously identified needs, including administration of the South Placer Regional Transportation Authority, project management and delivery, and leading the preconstruction of the I-80 Auxiliary Lanes, SR 49 Sidewalk Gap Closure, and Highway 65 Widening.
4. The work program includes a comprehensive effort to assist member jurisdictions in maintaining the high level of compliance with "use it or lose it" timely use of funds requirements and significant increases in reporting and monitoring required in the use of SB 1 funding.

5. The work program reflects a multimodal approach. Effort has been divided between planning for transit, highways, rail, aviation, pedestrian facilities, and bikeways.
6. The work program reflects the strong commitment to partnerships with other regional agencies in approaching interregional transportation needs.
7. The work program reflects the more pronounced need to participate in regional, state, and federal discussions regarding planning and funding transportation projects.
8. The work program will assure that PCTPA meets all state and federal planning requirements.
9. The work program funding allocation system meets TDA requirements.

The 2021/22 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

The mission of Placer County Transportation Planning Agency (PCTPA) is derived from its numerous state and local designations. The agency has been designated in state law as the Regional Transportation Planning Agency (RTPA) for Placer County. PCTPA is also the county's Congestion Management Agency (CMA), a statutorily designated member of the Capitol Corridor Joint Powers Authority (CCJPA), the designated Local Transportation Authority for transportation sales tax purposes, and the airport land use planning body and hearing board for Lincoln, Auburn, and Blue Canyon Airports. As part of their Joint Powers Agreement, PCTPA is the designated administrator for the South Placer Regional Transportation Authority and the Western Placer Consolidated Transportation Services Agency. Under an agreement with the Sacramento Area Council of Governments (SACOG), PCTPA also represents Placer jurisdictions in federal planning and programming issues. Since PCTPA has a Local Agency-State Agreement for federal aid projects, it is also eligible to administer federal projects.

Regional Transportation Planning Agency: PCTPA was created by Title 7.91 of the government code commencing with Section 67910 as the transportation planning agency for Placer County excluding Lake Tahoe. PCTPA has also been designated as the Regional Transportation Planning Agency (RTPA) for Placer County excluding Lake Tahoe in Section 29532.1(c) of the Government Code. Previous to this designation, PCTPA operated under the name of the Placer County Transportation Commission (PCTC) and operated as a local county transportation commission as specified under Section 29532(c) of the Government Code.

PCTPA has executed a memorandum of understanding and Master Fund Transfer Agreement with the State Department of Transportation on January 26, 1996, and updated in 2012 and 2014 identifying the

responsibilities of PCTPA as the RTPA and providing the administrative structure to implement these responsibilities.

As an RTPA with an urbanized population of over 50,000, PCTPA is responsible for preparing a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) pursuant to Section 65080 of the Government Code.

Local Transportation Fund Administration: As the transportation planning agency, PCTPA allocates the Local Transportation Fund (LTF) to Placer County public transportation agencies pursuant to Section 29532 of the Government Code. The administration of these funds includes the establishment of a Social Services Transportation Advisory Council, the implementation of a citizen participation process appropriate for Placer County, annual recommendations for productivity improvements for transit operators, the performance of an annual fiscal audit of all LTF claimants, the implementation of a triennial performance audit of all LTF claimants, and the preparation of an annual unmet transit needs determination.

PCTPA receives an allocation of LTF funds for the administration of the LTF fund pursuant to Section 99233.1 of the Public Utilities Code and for transportation planning pursuant to Section 99233.2 of the Public Utilities Code and Section 6646 of the Government Code.

It is the responsibility of PCTPA to establish rules and regulations to provide for administration and allocation of the LTF and State Transit Assistance (STA) Funds in accordance with applicable sections of the Government Code, Public Utilities Code and Administrative Code included within the Transportation Development Act. It is also the responsibility of PCTPA to adhere to the applicable rules and regulations promulgated by the former Secretary of the Business, Transportation and Housing Agency (now the California State Transportation Agency) of the State of California as addressed in the Transportation Development Act, Title 3, Division 3, Chapter 2, Article II, Section 29535.

Under SB 45, signed by Governor Wilson in October 1997, Regional Transportation Planning Agencies (RTPAs) such as PCTPA are responsible for selection of projects, known as the Regional Transportation Improvement Program (RTIP), to be funded with the county's share of STIP funds. This power also comes with the responsibility of ensuring that the projects are on schedule and within budgetary constraints.

Federal Transportation Planning and Programming: PCTPA has executed memoranda of understanding (MOUs) with Caltrans and the Sacramento Council of Governments (SACOG) on April 11, 2001, with updates in 2005 and 2016, to govern federal transportation planning and programming in Placer County. This agreement integrates the PCTPA Regional Transportation Plan (RTP) and RTIP within the SACOG process.

Pursuant to these agreements, PCTPA receives a "fair share" allocation of both federal urbanized Surface Transportation Block Grant Program (STBGP) funds and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. PCTPA nominates projects for these funds, and SACOG has agreed to select these nominated projects unless they fail to meet a federal requirements. SACOG cannot add projects to the PCTPA nominations.

PCTPA submits the state mandated RTP, developed pursuant to Section 65080.5 of the Government Code, to SACOG for inclusion in the federal Metropolitan Transportation Plan. As part of this agreement, SACOG conducts a federal air quality conformity test on the Placer County transportation program and plan.

PCTPA receives an allocation of federal STBGP funds for Placer County. Pursuant to Section 182.6 of the Streets and Highways Code, PCTPA can exchange the non-urbanized funds for State gas tax funds.

PCTPA allocates these exchange funds to jurisdiction projects based upon an MOU signed by all Placer jurisdictions dated November 2, 1994. The STBGP funding exchange formula and allocation was updated to reflect TEA 21, approved by the PCTPA Board on January 27, 1999, and is updated annually as appropriate to reflect the current Federal transportation bill.

Administration of Federal Aid Projects: PCTPA executed a Local Agency - State Agreement for Federal Aid Projects (Agreement 03-6158) with the State of California on March 2, 1994 and reauthorized on October 10, 2016. The execution of this agreement qualifies PCTPA to administer federally funded projects.

Passenger Rail Administration: Pursuant to Section 14076.2(b) of the Government Code, PCTPA is statutorily designated as a member of the Capitol Corridor Joint Powers Authority (CCJPA). Through an interagency agreement with Caltrans, the CCJPA administers the intercity rail service on the San Jose-Auburn railroad corridor.

Airport Land Use Commission: PCTPA was designated the Airport Land Use Commission (ALUC) for Placer County by the Board of Supervisors (December 17, 1996) and the Placer County City Selection Committee (October 24, 1996) pursuant to Section 21670.1(a)(b) of the Public Utilities Code. PCTPA acts as the hearing body for land use planning for Placer County airports. PCTPA is also responsible for the development of airport land use plans for Placer County airports as specified in Section 21674.7 of the Public Utilities Code.

Placer County, Auburn, and Lincoln each collect a fee on development projects by local ordinance in the area governed by the airport land use plan. This fee is passed on to PCTPA to help defray the cost of project review.

South Placer Regional Transportation Authority (SPRTA) Administration: PCTPA was designated as the administrator of the SPRTA under the terms of the Authority's Joint Powers Agreement dated January 22, 2002. As such, PCTPA provides staffing and management of the Authority, and is reimbursed for these services under a staffing agreement.

Local Transportation Authority (PCLTA): PCTPA was designated as the transportation sales tax authority for Placer County by the Placer County Board of Supervisors on August 22, 2006. In the event that a transportation sales tax is adopted by Placer's voters, PCTPA, acting as the PCLTA, would administer the sales tax expenditure plan.

Western Placer Consolidated Transportation Services Agency (WP CTSA) Administration:

PCTPA was designated as the administrator of the WPCTSA under the terms of the Agency's Joint Powers Agreement dated October 13, 2008. As such, PCTPA provides staffing and management of the Agency, and is reimbursed for these services under a staffing agreement.

PCTPA ORGANIZATION

The nine-member PCTPA Board consists of three members appointed by the Placer County Board of Supervisors and one member each from the incorporated cities of Auburn, Colfax, Lincoln, Loomis, Rocklin and Roseville.

PCTPA has provided for seven full-time staff members to implement the FY 2021/22 OWP. The organization of PCTPA is summarized in Figure 1.

The PCTPA reorganized its staffing structure and became a separate and independent agency on May 1, 1992. Previous to this reorganization, PCTPA was staffed by the Placer County Public Works Department.

GEOGRAPHIC LOCATION

PCTPA's jurisdiction includes a portion of northern California between the Sacramento Metropolitan area and the Nevada State line, as shown in Figure 2. In total, Placer County contains 1,506 square miles ranging in elevation from 160 feet to nearly 9,500 feet.

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2021 populations: Auburn (14,594), Colfax (2,152), Lincoln (49,317), Loomis (6,888), Rocklin (70,350) and Roseville (145,163). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 103,603. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2020 DOF E-1 Report as updated in May 2020.

AGENCY COORDINATION

PCTPA coordinates regional transportation planning activities with other public agencies including Sacramento Area Council of Governments (SACOG), Tahoe Regional Planning Agency (TRPA), State Department of Transportation (Caltrans), California Transportation Commission (CTC), adjacent RTPAs (Nevada County Transportation Commission, El Dorado County Transportation Commission), United Auburn Indian Community (UAIC) of the Auburn Rancheria, and other interested groups.

United Auburn Indian Community: UAIC is a federally recognized tribe, as such PCTPA conducted government-to-government coordination and consultation include the following:

- In person meeting, including PCTPA, SACOG, and UAIC, occurred during the early development of both the MTP/SCS and RTP
- In person meetings and email correspondence, including PCTPA, Caltrans, and UAIC, occurred for cultural coordination as part of the I-80/SR 65 Interchange Phase 1 Improvements in Roseville and Rocklin
- In person meeting and email correspondence, including PCTPA, Caltrans, and UAIC, occurred for cultural coordination as part of the State Route 49 Sidewalk Gap Closure Project in Auburn

- In person meeting to develop partnership between PCTPA and UAIC for the regional transportation funding strategy

COMMUNITY PARTICIPATION

In an ongoing effort to encourage participation of all communities in the transportation planning process, and in compliance with Title VI, the PCTPA solicits input through various policy, technical, and public forums. Outreach to the United Auburn Indian Community is specifically included.

PCTPA conducts public hearings regarding the development and adoption of major planning documents such as the Regional Transportation Plan, the Regional Transportation Improvement Program, and the annual unmet needs hearing. Additional public hearings and workshops are held for individual work projects as indicated.

The community information and participation effort has been enhanced by expansion of the agency web page and social media on the Internet, to provide citizens with greater access to agency documents and activities, establishment of a speaker's bureau, and greater emphasis on working with local media outlets. See Work Element 14: Communications and Outreach and individual project work elements for further details.

FY 2021/22

PCTPA Organizational Chart

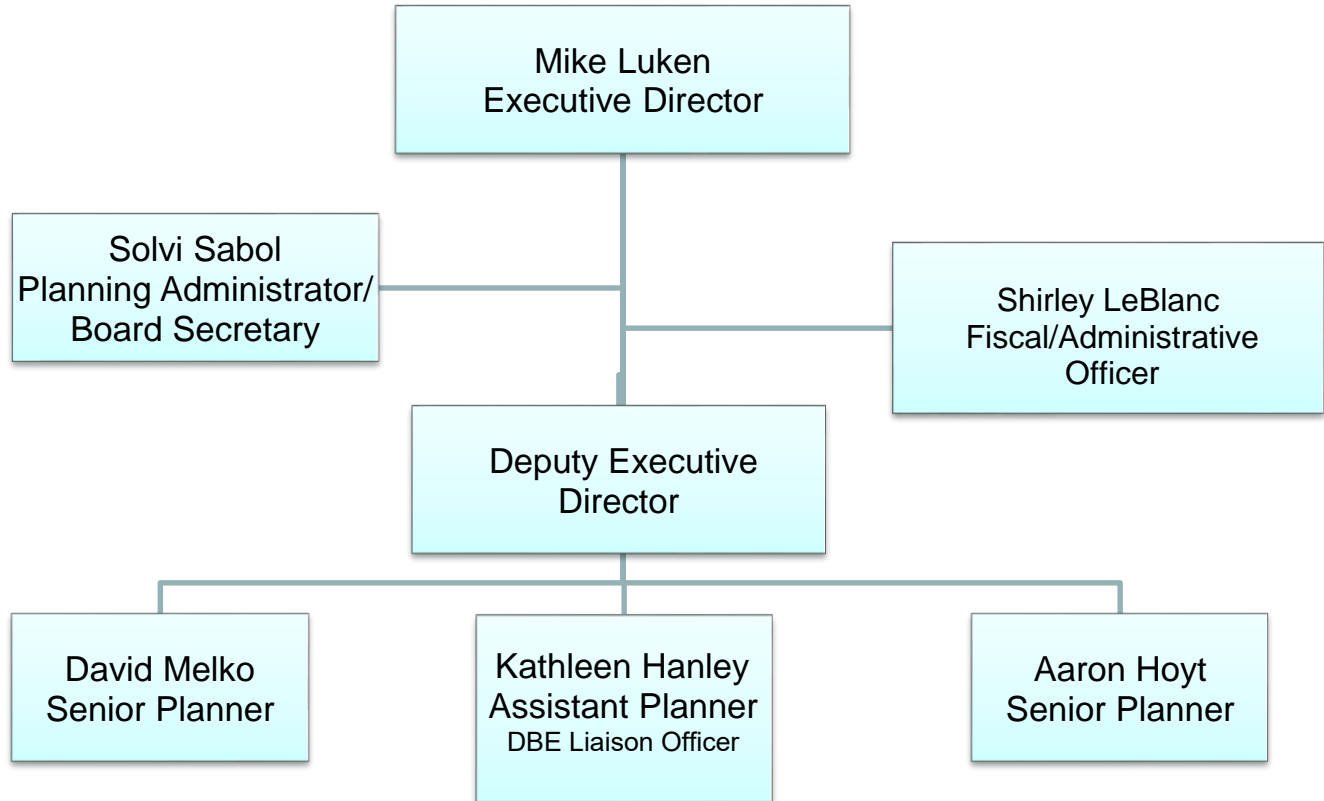
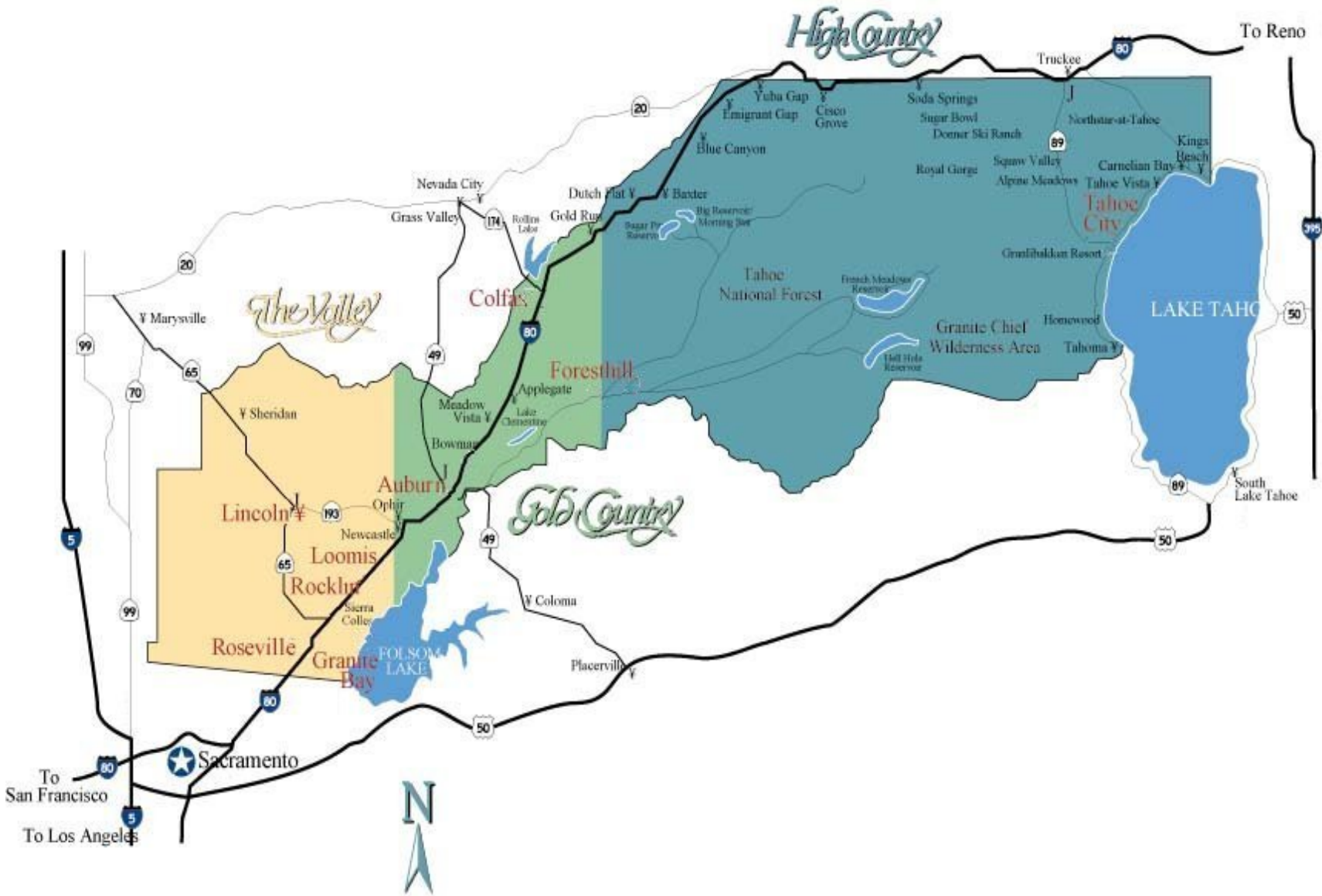


Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

Federal Planning Factors are issued by Congress to emphasize specific planning issues from a national perspective, and must be identified in local planning documents. The following summary outlines how and where these planning factors are addressed in the Agency's Overall Work Program:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

The economic vitality of Placer County depends on the ability of businesses, employees, and recreational travelers to get to and from their destinations quickly and easily through a variety of transportation modes. We plan and maintain our transportation systems with a goal of minimizing delays and maximizing choice and efficiency, thereby supporting the economic vitality of the area.

Increase the safety of the transportation system for motorized and non-motorized users

- Transportation Development Act Administration (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

Safety is an important consideration in project identification, selection, and implementation.

Increase the security of the transportation system for motorized and non-motorized users

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

Security of our transit and road systems are a key consideration in project identification, selection, and implementation.

Increase the accessibility and mobility of people and for freight

- TDA Implementation (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

Along with integration and connectivity, accessibility and mobility are the cornerstones of our transportation system maintenance and expansion decisions, and extends to all modes.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)

- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)

Environmental assessments, aggressive expansion of alternative transportation modes, and coordination with governmental entities with land use authority are the ways that PCTPA addresses environmental concerns and connections between transportation and land use.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Mobility Action Plan (WE 46)

Along with accessibility and mobility, integration and connectivity are the cornerstones of our transportation system maintenance and expansion decisions, and extends to all modes.

Promote efficient system management and operation

- TDA Implementation (WE 11)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

The ever increasing demand for transportation combined with a severe lack of adequate transportation funding has necessitated PCTPA's longstanding focus on increasing the efficiency of our existing transportation systems.

Emphasize the preservation of the existing transportation system

- TDA Implementation (WE 11)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Freeway Service Patrol (WE 80)

With transportation funding at a premium, high emphasis is placed on preserving what we've got.

Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service patrol (WE 80)

A truly multi-modal transportation system is able to endure unexpected events while maintaining the mobility of the region. This can only occur through cross-jurisdictional communication and implementation of best practices.

Enhance travel and tourism

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

Reliable transportation options are central to maintaining and attracting visitors to Placer County's vibrant agricultural and historical tourism of the foothills and the national/international draw of the Sierra Nevada's and Lake Tahoe regions.

CALTRANS REGIONAL PLANNING ACTIVITIES

As the State Department of Transportation, Caltrans has numerous roles and responsibilities for planning, programming, constructing, operating, and maintaining the state’s transportation system. Caltrans acts as a partner with PCTPA, jurisdictions, tribal governments, and other agencies to implement their various responsibilities. One arm of this effort is the Caltrans’ regional planning activities, which are described below:

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of system planning products used by Caltrans and its transportation partners consistent with the System Planning Work plan.	<ul style="list-style-type: none"> • Corridor Studies • Operational Studies • Preliminary Investigations
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects.	Project Initiation Documents (PIDs), as indicated in the current Two-Year PID Work Plan.
Regional Planning	Participate in and assist with various regional planning projects and studies.	Participation in the following projects and studies: <ul style="list-style-type: none"> ▪ Overall Work Programs (OWP) Development, Review, and Monitoring ▪ Regional Transportation Plan (RTP) Development, Review, and Monitoring ▪ Participation in Annual Coordination Meetings with Caltrans and Partners ▪ Coordination with Caltrans via Technical and Policy Advisory Committees, and ad hoc meetings to discuss projects, plans, issues, etc. ▪ Participation in Caltrans Headquarters Office of Regional Planning led meetings to discuss new and revised guidelines and updates to the Planning Program.
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System.	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State’s smart mobility goals.

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

PURPOSE: To provide management and administration to all work elements in the Overall Work Program and to conduct day to day operations of the agency.

BACKGROUND: PCTPA is a public agency responsible for the administration, planning and programming of a variety of transportation funds. These activities require ongoing organization, management, administration and budgeting. This work element is intended to cover all of the day to day administrative duties of the agency and governing Board.

To clarify for purposes of allowable charges for Caltrans Rural Planning Assistance (RPA) and to specify indirect cost activities for the purposes of Caltrans Indirect Cost Allocation Plan (ICAP), this work element is split into two parts. Work Element 05 includes the majority of the administrative activities of the Agency, including accounting, agenda preparation, Board meetings, personnel activities, front desk coverage, budgeting, general management, and similar tasks.

Work Element 10 separates out the activities related to the development, update, and reporting of the Overall Work Program and Budget.

PURPOSE: To specify those elements of the overall Agency Administration that are billable as indirect labor under an approved Indirect Cost Allocation Plan (ICAP).

WORK PROGRAM:

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2021/22 operating budget **Ongoing**
- Provide general front desk support, including greeting visitors, answering phones, opening and directing mail, and responding to inquiries **Ongoing**
- Participate in staff meetings to coordinate administrative and technical activities **Monthly**
- Prepare quarterly financial reports for auditors and PCTPA Board **Quarterly**
- Prepare timesheets to allocate staff time to appropriate work elements **Ongoing**
- Perform personnel duties, including employee performance reviews, recognitions, and/or disciplinary actions **Annually/as needed**
- Recruit and hire new employees **As needed**
- Administer PCTPA benefit programs **Ongoing**
- Update Administrative Operating Procedures and Personnel Policies to reflect changes in State and Federal law **As Needed**
- Prepare payroll and other agency checks **Bi-weekly**
- Prepare quarterly and annual tax reports **Quarterly**
- Maintain transportation planning files, correspondence and data **Ongoing**
- Maintain ongoing bookkeeping and accounting **Ongoing**

WORK ELEMENT 05 (continued)
AGENCY ADMINISTRATION: INDIRECT LABOR

- Maintain and update computer systems and equipment, including all information technology (IT) related tasks **Ongoing**
- Update PCTPA Bylaws to reflect changes in State and Federal law **As Needed**
- Attend governmental and professional conferences and training sessions, such as those offered by the American Planning Association (APA), Women’s Transportation Seminar (WTS), American Leadership Forum (ALF), and Institute of Transportation Engineers (ITE) **As justified**

PRODUCTS:

- PCTPA meeting agendas and staff reports, paper and online versions **Monthly**
- List of warrants **Monthly**
- Quarterly reports of PCTPA operating budget status **Quarterly**
- Updated Bylaws, Operating Procedures and Personnel Policies **As Needed**
- Employee performance reviews **Annually**
- Actuarial analysis of benefit programs **As needed**
- Employee timesheets **Bi-weekly**
- Reports and updates to Board and/or member agencies on Federal, State, and regional programs and policies **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Various – proportionately spread across all other work elements/fund types	\$302,713	PCTPA	\$302,713

**WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM**

PURPOSE: To specify those elements of the overall Agency Administration that are billable as direct costs to Rural Planning Assistance (RPA) funds.

PREVIOUS WORK:

- FY 2019/20 closeout with Caltrans staff **August 2020**
- FY 2020/21 Overall Work Program and Budget amendments **October 2020 and April 2021**
- Preliminary Draft FY 2021/22 Overall Work Program and Budget **February 2021**
- Final FY 2021/22 Overall Work Program and Budget **May 2021**

WORK PROGRAM:

- Prepare FY 2020/21 Overall Work Program and Budget close out documents **July 2021 – August 2021**
- Prepare amendments to FY 2021/22 Overall Work Program (OWP) and Budget **August 2021 - October 2021, January - April 2022, or as needed**
- Prepare FY 2022/23 Overall Work Program and Budget **January 2022 – May 2022**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

- Conduct FY 2020/21 closeout with Caltrans staff **August 2021**
- Quarterly progress reports on FY 2021/22 Overall Work Program **Quarterly**
- FY 2021/22 Overall Work Program and Budget amendments **October 2021, April 2022, or as needed**
- Preliminary Draft FY 2022/23 Overall Work Program and Budget **February 2022**
- Final FY 2022/23 Overall Work Program and Budget **May 2022**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$47,526	PCTPA	<u>\$72,526</u>
Rural Planning Assistance Funds	<u>25,000</u>		
TOTAL	\$72,526		\$72,526
Percent of budget: 1.46 %			

WORK ELEMENT 11

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

PURPOSE: To effectively administer all aspects of the Transportation Development Act (TDA) in the jurisdiction of the Placer County Transportation Planning Agency.

BACKGROUND: As the Regional Transportation Planning Agency, the most basic responsibility of PCTPA is to administer TDA funds and related programs. Currently, PCTPA administers TDA funds of approximately \$20 million annually. These funds operate public transit, maintain and construct local roads, and construct bicycle and pedestrian paths. Under the TDA, PCTPA is also responsible for carrying out the annual unmet transit needs process, fiscal audits, performance audits, transit planning, and transit coordination.

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2021 – October 2021**
- Review and summarize all comments received regarding unmet transit needs **December 2021**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2021 – January 2022**
- Prepare a report recommending a finding on unmet transit needs **January 2022 - February 2022**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2021/22 **September 2021**
- Prepare a mid-year status update on FY 21/22 LTF and STA actual revenues to estimates **February 2022**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2022/23 **February 2022**
- Assist claimants with the preparation of project lists, annual claims, and local program administration **Ongoing**
- Provide for the review, approval, and processing of all LTF and other TDA claims and financial transactions **Ongoing**
- Update policies governing review, approval, and processing of all LTF and other TDA claims to ensure timely compliance with TDA law **As needed**
- Maintain a financial status report of TDA and STA claims **Ongoing**
- Provide for an annual financial and compliance audit of PCTPA and each claimant by an independent auditing firm **September 2021 – March 2022**
- Update and administer five year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Annually**
- Facilitate and monitor activities of the Transit Operators Working Group (TOWG) **Bi-Monthly**
- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**
- Coordinate with Sierra College on potential college student transit pass **Ongoing**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

- Provide for a triennial performance audit of all operators by an independent consulting firm
November 2021 – June 2022

PRODUCTS:

- Final Findings of Apportionment for FY 2021/22 **September 2021**
- Triennial Performance Audit of PCTPA and operators **November 2021 – June 2022**
- Preliminary Annual Findings of Apportionment for FY 2022/23 **February 2022**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2022**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2022**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- TOWG meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$189,827</u>	PCTPA	\$106,942
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Triennial Performance Auditor	40,000
		Fiscal Audit Consultant	<u>41,385</u>
TOTAL	\$189,827		\$189,827
Percent of budget:	3.81 %		

WORK ELEMENT 12 INTERGOVERNMENTAL COORDINATION

PURPOSE: To share information and coordinate with outside agencies and jurisdictions on matters pertinent to the development of effective transportation plans and projects.

BACKGROUND:

PCTPA works very closely and continuously with numerous outside agencies as a way of coordinating our planning efforts. In particular, we work with the Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for our area, to implement Federal and State transportation programs. While many of our interactions are specified under our Memorandum of Understanding, regional interests and overlapping jurisdictions provide additional need for close coordination. On a larger regional basis, PCTPA works closely with the Tahoe Regional Planning Agency (TRPA) and Nevada County Transportation Commission (NCTC) on connections both to and within the Truckee/North Tahoe area. On a statewide basis, we work closely to coordinate and share information with the California Transportation Commission (CTC), as well as other regional agencies through groups such as the Regional Transportation Planning Agency (RTPA) Group, Rural Counties Task Force (RCTF), and California Association of Councils of Government (CALCOG). In addition, PCTPA works in close coordination with the Placer County Air Pollution Control District (APCD) in regards to transportation/air quality issues.

Given PCTPA's somewhat unique mix of rural and urban perspective, expertise in transportation planning and funding, and proximity to Sacramento, PCTPA staff is often asked to advise or participate on advisory committees and ad-hoc efforts on a variety of transportation planning issues. As many of these efforts spring up in response to current situations, it's impossible to anticipate every instance that might occur throughout a given year. These can range from providing input on multi-jurisdiction corridor plans to strategic planning on improving mobility in a particular geographic area to participating on a task force to develop guidelines to implement the Governor and/or State Legislature's latest transportation initiative.

WORK PROGRAM:

- Participate in ad hoc and standing Caltrans policy and technical advisory committees, such as the Regional-Caltrans Coordinating Group **Bi-monthly/as scheduled**
- Participate in ad hoc and standing SACOG policy and technical advisory committees, such as Regional Planning Partnership and Transportation Committee **Monthly/as scheduled**
- Participate at California Transportation Commission meetings and workshops **Monthly/as scheduled**
- Participate in Statewide Regional Transportation Planning Agency Group meetings and subcommittees **Monthly/as scheduled**
- Participate in Statewide Rural Counties Task Force meetings **Bi-monthly/as scheduled**
- Participate in information sharing activities at California Council of Governments (CALCOG) meetings and conferences **Bi-monthly/as scheduled**
- Participate in Tahoe-focused planning efforts **As scheduled**

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

- Coordinate with the Placer County Air Pollution Control District, Sacramento Metropolitan Air Quality Management District, SACOG, and the California Air Resources Board to develop strategies to reduce air pollution **Ongoing**
- Attend city council and Board of Supervisors meetings **As needed**
- Coordinate and consult with the United Auburn Indian Community of the Auburn Rancheria, including attending tribal meetings **As needed**
- Coordinate with and inform jurisdictions on potential changes in State or Federal planning policies **As needed**
- Hold technical workshops for Placer County jurisdictions **As needed**

PRODUCTS:

- Staff reports to Board and jurisdictions on pertinent topics **As needed/in accordance with above schedules**
- Commentary on white papers, draft plans and policies, and similar correspondence and communications to other governmental agencies **As needed/in accordance with above schedules**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$81,531	PCTPA	\$91,531
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
TOTAL	\$101,531		\$101,531
Percent of budget: 2.04 %			

WORK ELEMENT 13 INTERGOVERNMENTAL ADVOCACY

PURPOSE: To represent Agency needs and priorities with outside agencies and jurisdictions on matters pertinent to transportation planning, programming, and funding.

BACKGROUND: The actions of State and Federal legislative bodies and regulatory agencies have a huge impact on the effectiveness of PCTPA's efforts to plan, program, fund, and implement transportation improvements. Legislative bodies and regulatory administrators often propose policies to improve one issue while creating major challenges elsewhere. It is therefore critical to represent the Agency's positions with these entities, make sure they understand the impacts, and do our best to ensure that their actions and activities reflect PCTPA's needs. Staff efforts are augmented by our Federal and State advocates, who advise and advocate on our behalf, as well as teaming with other entities with like interests, all with an eye to maximize the effectiveness of our efforts.

In FY 2016/17, the Board directed staff to explore the introduction of legislation to allow Placer to subdivide the county into transportation sales tax districts. Assembly Bill 1413 to allow sales tax districts in Placer, San Diego, and Solano Counties was signed by the Governor in October 2019.

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual Cap-to-Cap and State legislative advocacy effort **July 2021 – September 2021, January 2022 – June 2022**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Develop annual Federal legislative and advocacy platform **November 2021 – February 2022**
- Develop annual State legislative and advocacy platform **November 2021 – February 2022**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **Ongoing/as needed**
- Membership in local chambers of commerce including Auburn, Lincoln, Loomis, Rocklin, Roseville, and Sacramento **Ongoing**

PRODUCTS:

- Attend Self-Help Counties Focus on the Future Conference **November 2021**
- 2021 Federal Legislative Platform **February 2022**
- 2021 State Legislative Platform **February 2022**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2022**
- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$115,727	PCTPA	\$32,727
Interest	<u>2,000</u>	Travel and Conference Expenses	10,000
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	2,300
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	<u>36,500</u>
TOTAL	\$117,727		\$117,727
Percent of budget:			
2.36%			

WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH

PURPOSE: To inform the public of the Agency's activities and issues of interest, and to gather effective public input

BACKGROUND: As the transportation system in California and in Placer County faces more and greater challenges, it is even more critical that the public be aware and informed about transportation issues, the role of PCTPA, and the activities we are doing now and planning for the future. This awareness translates to a higher level of public discussion and informed approaches to dealing with transportation issues.

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA serves as a clearinghouse of information about transportation issues as they may affect citizens, businesses, and travelers. Many of those issues are in regards to future plans, while others may concern existing conditions. This work element is intended to cover all of the day to day communications activities of the Agency and governing Board.

This work element covers the more general outreach and input that is important to dealing with transportation issues. Specific outreach for specific efforts, including transit and rail, I-80/SR 65 Interchange, SR 65 Widening, I-80 Auxiliary Lanes, SR 49 Sidewalks Gap Closure, and the Regional Transportation Funding Strategy are covered under those work elements. Advocacy and lobbying, including policy advocacy outreach or requests for project funding, are covered under Work Element 13: Intergovernmental Advocacy.

WORK PROGRAM:

- Develop and distribute informational pieces to the public, such as brochures, about Agency activities and responsibilities **Ongoing**
- Provide outreach and presentations to interested groups, such as Municipal Advisory Committees, Chambers of Commerce, neighborhood associations, and business groups, on Agency activities and responsibilities **Ongoing/as requested**
- Provide information about transportation options for the general public, including distribution of schedules and informational pieces about transit trip planning, at the Agency offices **Ongoing**
- Solicit and facilitate input of public on transportation issues by specifically including Agency website address, e-mail address, phone number, fax number, and physical address in all outreach materials. **Ongoing**
- Seek opportunities for partnerships with jurisdictions, tribal governments, community groups, and others to provide greater breadth of outreach **Ongoing**
- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Board members, jurisdictions, the public, and other appropriate parties **Ongoing**
- Provide prompt responses to public inquiries and concerns, including raising them to Advisory Committee or Board attention as appropriate **Ongoing**
- Design, update, and keep current agency website - www.pctpa.net **Ongoing**
- Post agenda and minutes on agency web site **Monthly**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

- Provide recordings of Agency Board meetings to local media for broadcast on community television **Monthly**
- Provide outreach and respond to inquiries by the media to provide information and analysis of transportation issues that face Placer County and highlight agency activities and input opportunities, including television, radio, newspapers, and other media **Ongoing**
- Implement and update social media policy to guide staff and consultants in the parameters for social media postings on behalf of the Agency **Ongoing/As needed**
- Develop and implement social media program to highlight transportation programs, projects, issues, and other information pertinent to the traveling public **Ongoing**
- Develop and distribute “e-newsletter” with updates on transportation projects and programs, spotlighting current and upcoming transportation issues **Bi-monthly**
- Hold meetings, workshops, and/or events to capture public attention, disseminate information, and/or solicit input about transportation issues **Ongoing**
- Bring attention to milestones on transportation projects and programs through signage, events, social media, websites, and other appropriate methods **Ongoing/As needed**
- Develop marketing and outreach materials for programs that provide transportation options in Placer County **Ongoing**
- Create, maintain and update agency websites that provide education and information regarding transportation options in Placer County **Ongoing**
- Provide support for alternatively fueled vehicles, including EV charging station **Ongoing**
- Actively participate as a member of the TNT/TMA and support public education and outreach activities applicable to the Truckee-North Tahoe area **Ongoing**

PRODUCTS:

- Information pieces, such as Power Point presentations and brochures, about Agency activities and responsibilities **Ongoing**
- PCTPA “e-newsletter” **Quarterly**
- Social media postings **Ongoing**
- Posting of video recordings of Board meetings **Monthly**
- Agency web site updates **Ongoing**
- Board agenda postings on website **Monthly**
- Project and event signage **As needed**
- Meeting notifications and advertising **As needed**
- Project and event website construction and maintenance **As needed**
- Fact sheets, program and project summaries, and other printed materials **As needed**
- Nevada Station Electric Vehicle Station operation reports **Ongoing**
- TNT/TMA progress reports and invoices **Quarterly**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$104,147	PCTPA	\$78,747
CMAQ	<u>40,500</u>	Communications Consultant	47,500
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support	<u>2,000</u>
TOTAL	\$144,647		\$144,647
Percent of budget: 2.90%			

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

PURPOSE: To provide management and administration of the Agency's office property.

BACKGROUND: The Nevada Station building, located adjacent to the Auburn Multimodal Station, was purchased to serve as the Agency’s permanent office space. The office property totals 16,810 square feet, and includes several rental spaces in addition to the Agency's area. Management and operation of the facility is part of that ownership responsibility.

WORK PROGRAM:

- Maintain accounting for revenue and expenses for the office property **Ongoing**
- Collect rents as scheduled, implementing collection procedures as necessary **Monthly**
- Work with property manager to ensure all maintenance and repair issues are identified and resolved quickly and completely **Ongoing**
- Contract with qualified individuals and firms to provide maintenance and repairs on a timely and cost-effective basis **As needed**
- Work with leasing agent to secure tenants and negotiate leases **As needed**

PRODUCTS:

- Accounts receivable, accounts payable, balance sheets, and other accounting records **Ongoing**
- Tenant leases **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	<u>\$19,185</u>	PCTPA	<u>\$19,185</u>
TOTAL	\$19,185		\$19,185
Percent of budget:	0.38%		

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION

PURPOSE: To update the Placer County Regional Transportation Plan and coordinate with SACOG on the development of the Metropolitan Transportation Program (MTP) and Sustainable Communities Strategies (SCS).

BACKGROUND: Regional Transportation Planning Agencies (RTPAs) are required to update their RTPs every five years. The current Placer County Regional Transportation Plan (RTP) 2040 was adopted by the Board in December 2019. The RTP provides the long-range, comprehensive direction for transportation improvements within Placer County. The RTP includes regional transportation goals, objectives, and policies that guide the development of a balanced, multi-modal transportation system. The RTP also includes a financial analysis that forecasts transportation funding available over the twenty year horizon of the plan.

PCTPA actively participated with SACOG and our other regional partners in the update of the six-county Metropolitan Transportation Plan (MTP), which was adopted in February 2021. Technical reasons for this joint effort include reference to the PCTPA/SACOG Memorandum of Understanding (MOU) dated April 11, 2001, which states SACOG provides air quality conformity and other federal requirements for the RTP.

The SACOG MTP also meets all the latest requirements of SB375 and AB32, which includes the consideration of the integration of land use, transportation, and air quality. Moreover, the plan also includes the required Sustainable Communities Strategies to implement these plans. The collaborative approach provided by the coalition of transportation partners throughout the six-county region means improved interregional coordination, as well as ensuring that Placer projects and priorities are integrated into a cohesive regional plan as provided in the MOU.

Staff will kick off the development of the 2045 RTP in FY 2021/22. The 2045 RTP will incorporate the most recent planning requirements identified in the RTP Guidelines for RTPAs, the latest project information, and revenue assumptions for the region. The 2045 RTP will incorporate the work of and coordination with SACOG's MTP/SCS update to ensure consistency between the planning efforts due to the complexity and dynamic planning environment in the Sacramento Region. The parallel schedules of the two efforts creates an opportunity to maximize efficiencies and effectiveness in addressing Placer's needs and goals. The technical coordination with SACOG will consist of the following activities:

- MTP/SCS Update (SACOG Project #NEW PROJECT2)
 - SACOG is required to update the long-range, six county Metropolitan Transportation Plan/Sustainable Communities Strategy at least every four years. The next update of the plan is scheduled to be completed by early 2024.
- Model Development and Support – PCTPA (SACOG Project #SAC108)
 - This project includes SACOG staff time for Placer County-related travel demand and transportation modeling, data assembly, analysis, and monitoring work.

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive and complete datasets quantifying and describing land use, transportation, and demographic characteristics for Placer County.

PREVIOUS WORK:

PCTPA

- Participated in SACOG’s Next Generation Transit Study **July 2020 – March 2021**
- Participated in 2021 SACOG Congestion Management Plan Update **February 2021**
- Developed schedule for 2045 RTP **January 2021 – June 2021**

SACOG

- SACOG Project #100-002-01P
 - Adoption of the 2020 MTP/SCS **November 2019**
- SACOG Project #100-02-10P
 - Regional Progress Report Partnership coordination and analysis **July – December 2020**
- SACOG Project #100-005-02P
 - Collecting and updating Land Use inventories used in 2020 Base Year **July 2020 – June 2021**
- SACOG Project #100-006-11P
 - Track planning and programming of projects that support statewide performance goals **July 2020 – June 2021**
 - Update project performance assessment tool for regional ATP funding **July 2020 – April 2021**

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2040 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Begin 2045 RTP update process, including review of goals, policies, and objectives **July 2021 – July 2022**

SACOG

- SACOG Project #NEW PROJECT2
 - Update regional growth projections for the six county **July – December 2021**
 - Coordinate with state, federal, regional, and local stakeholders on issue identification and process for the 2024 MTP/SCS update **July 2021 – June 2022**
 - Begin transportation and land use analysis that will support policy discussions throughout the MTP/SCS update cycle **July 2021 – June 2022**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- SACOG Project #SAC108
 - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2021 – June 2022**
- SACOG Project #SAC119
 - Collecting and updating Land Use inventories used in 2020 Base Year **July 2021 – January 2022**

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **Bi-Monthly**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- Develop 2025 RTP Public Outreach Plan **June 2022**

SACOG

- SACOG Project #NEW PROJECT2
 - Regional Growth Projections **December 2021**
 - 2024 MTP/SCS Process Map and Outreach Schedule **June 2022**
- SACOG Project #SAC108
 - Support provided and outcomes memo **September 2021, December 2021, March 2022, June 2022**
- SACOG Project #SAC119
 - Complete 2020 Base Year Housing and Employment Inventory for Placer County for the 2024 MTP/SCS **December 2021**
 - New Bikeways and Trails Inventory **June 2022**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$31,433	SACOG	\$391,808
Rural Planning Assistance	397,000	PCTPA	93,625
Planning, Programming, and Monitoring (PPM)	<u>60,000</u>	Legal	1,000
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$488,433		\$488,433
Percent of budget:	9.80 %		

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

PURPOSE: To provide staffing and administrative support for the Western Placer Consolidated Transportation Services Agency (CTSA) Joint Powers Authority (JPA).

BACKGROUND: The Consolidated Transportation Service Agency (CTSA) designation was created by California law as a means of strengthening and coordinating the social service transportation programs of nonprofit organizations and, where appropriate, to serve as the focus for consolidation of functional elements of these programs, including the provision of transportation services. For Placer County, the CTSA designation was held by Pride Industries from 1997 until they resigned effective December 31, 2007.

When no other suitable candidate was found to undertake the role, the seven jurisdictions of Placer County formed a Joint Powers Authority to take on the role of the CTSA. The result was the Western Placer CTSA JPA, which was created on October 13, 2008 by Placer County and the cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, and the Town of Loomis to provide CTSA services. Under the terms of the JPA, PCTPA provides administrative services for the JPA.

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the CTSA JPA **Ongoing**
- Oversee the implementation of CTSA as delineated in the Joint Powers Agreement, including Health Express, My Rides, Transit Ambassador Program, and the South Placer Transportation Call Center per Memoranda of Understanding **Ongoing**
- Implement bus pass subsidy program **Ongoing**
- Develop and print coordinated transit schedules **Ongoing**
- Develop and keep updated www.sptransitinfo.org **Ongoing**
- Implement WPCTSA SRTP recommendations as needed **Ongoing**
- Develop agenda items for CTSA Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested groups, and citizens **Ongoing**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2021/22 Budget updates **As needed**
- CTSA FY 2022/23 Budget **June 2022**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Reports, audits, and other documentation required of CTSA's **July 2021 – June 2022/as needed**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	<u>\$83,092</u>	PCTPA	<u>\$83,092</u>
TOTAL	\$83,092		\$83,092
Percent of budget: 1.67%			

**WORK ELEMENT 24
TRANSIT PLANNING**

PURPOSE: To implement enhanced transit service for south Placer County.

BACKGROUND:

In a partnership between transit operators and the major South Placer medical centers, this pilot transit improvement would connect South Placer County to the high-frequency Sacramento Light Rail transit system. This project would provide Lincoln residents an efficient alternative to driving and increased congestion and the continued need for enhanced transit services in the Highway 65 Corridor . The new route would begin and end with a stop in the City of Lincoln, continue along the Highway 65 corridor with stops at Sutter Roseville Medical Center and Kaiser Permanente Roseville, and terminate at the Watt/I-80 light rail station in Sacramento County. Sacramento Regional Transit’s light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County.

WORK PROGRAM:

- Work with Roseville Transit, Placer County Transit, Auburn Transit and WPCTSA to reinvent transit service to address impacts of COVID-19 and the ongoing decline in ridership for non-commuter service prior to COVID-19 **Ongoing**
- Work closely with consultant team, City of Roseville, and other pertinent parties to implement the South Placer Transit Project **Ongoing**
- Provide support for state grant application for transit capital funding **Ongoing**
- Work with SACOG, Caltrans, and the City of Roseville to ensure inclusion of the South Placer Transit Project in their planning and funding efforts **Ongoing**

PRODUCTS:

- South Placer Transit Project Implementation Plan **Ongoing**
- Consultant contract amendments **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$54,875</u>	PCTPA	\$39,375
		Transit Consultant	15,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$54,875		\$54,875
Percent of budget:1.10%			

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

PURPOSE: To administer the Placer County Airport Land Use Commission (ALUC), Airport Land Use Comprehensive Plan (ALUCP), and related aviation activities.

BACKGROUND: PCTPA's aviation planning activities include administration of the Airport Land Use Commission (ALUC), and providing technical assistance. Placer County has three public-use airports at Auburn, Lincoln, and Blue Canyon (an emergency airstrip).

PCTPA coordinates with the California Department of Transportation, Division of Aeronautics for ALUC planning activities and funding. As the designated Airport Land Use Commission (ALUC) for Placer County, PCTPA is responsible for defining planning boundaries and setting standards for compatible land uses surrounding airports. ALUCs have two primary functions under State law. The first is the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise. The second is to prevent the encroachment of incompatible land uses around public-use airports. This involves review of land use proposals near airports as delineated in the Airport Land Use Compatibility Plan. This analysis, particularly for more complex reviews, may require the use of consultant services.

While the Truckee- Tahoe Airport is predominantly in Nevada County, part of the runways and overflight zones are in Placer County. Under agreement reached in 2010, the ALUC designation for the Truckee-Tahoe Airport lies with the Nevada County Transportation Commission (NCTC), augmented by a representative appointed by the Placer County Board of Supervisors so that Placer interests are represented appropriately.

A key task for the ALUC is the implementation of the Airport Lane Use Compatibility Plan (ALUCP). This adds a review of local land use proposals in the areas surrounding the airports to determine whether they are consistent with the current ALUCP adopted in early 2014.

WORK PROGRAM:

- Participate in interagency aviation meetings **As Needed**
- Review development projects for consistency with ALUCP **Ongoing**
- Provide staff support for aviation agencies, local jurisdictions and ALUC **Ongoing**
- Administer funds and programs for local jurisdictions **Ongoing/as needed**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **As needed**
- Update the ALUCP to reflect the Auburn and Lincoln Airport Layout Plan and Narrative Report Updates **July 2021 – November 2021**

WORK ELEMENT 27 (continued)
AIRPORT LAND USE COMMISSION/AVIATION PLANNING

PRODUCTS:

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule**
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC meeting agendas **As needed**
- Final ALUCP **November 2021**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$142,855	PCTPA	\$77,355
ALUC Fees	5,000	Legal	1,000
		Airport Conformity Consultant	7,500
		Meetings, Travel, and Notifications	2,000
		ALUCP Consultant	60,000
TOTAL	\$147,855		\$147,855
Percent of budget: 2.97%			

WORK ELEMENT 33 BIKEWAY PLANNING

PURPOSE: To provide ongoing bicycle planning, safety education and coordination services.

BACKGROUND: In FY 2010/11, PCTPA completed the North Tahoe-Truckee Resort Triangle Bicycle and Trail Plan with the Tahoe Regional Planning Agency (TRPA), Nevada County Transportation Commission (NCTC), and the North Lake Tahoe Resort Association (NLTRA) in support of the NLTRA's goal to become designated as a Bicycle Friendly Community, which has now been achieved. In FY 2016/17 and 2017/18, staff led an update to the 2002 Regional Bikeway Plan for the unincorporated communities in western Placer County, which was adopted in June 2019. The Regional Bikeway Plan provided a new vision for bikeways within the rural communities, between incorporated cities, and the touring routes enjoyed by enthusiasts with an eye toward identifying projects to compete in the statewide Active Transportation Program.

PCTPA will update, print, and distribute the Countywide Bikeway Map as it has annually since 2010. Staff will also continue to monitor bicycle planning and implementation needs, and coordinate with SACOG, Caltrans, and jurisdictions on bicycle issues.

PCTPA will also partner with SACOG on a Caltrans Sustainable Communities funded six-county Regional Parks and Trails Strategic Development Plan. This study is a joint effort between SACOG, EDCTC, PCTPA, and Valley Vision to develop a community and business-supported vision and strategic implementation approach for a connected regional trail system using public outreach, data analysis, and project prioritization. The ultimate system will create low-stress access for disadvantaged populations to parks and other community destinations to add to the region's sustainability and quality of life through increased active transportation opportunities that can improve public health.

WORK PROGRAM:

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on bicycle funding opportunities and grant programs and enhance coordination efforts with Caltrans to identify and program complete streets enhancements to the state highway system in Placer County **Ongoing**
- Coordinate with local jurisdictions, including the City of Folsom, on securing grant funding to complete the Dry Creek Greenway Trail, including connections to the City of Lincoln and City of Auburn, as identified in the Placer-Sacramento Gateway Plan **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2022 – May 2022**
- Using enhanced computer software capabilities, update countywide bikeway maps in-house **Ongoing**
- Print and distribute updated countywide bicycle maps **Ongoing**
- Coordinate efforts with Caltrans District 3 on their district-wide bicycle facilities mapping effort **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

- Participate in SACOG Regional Parks and Trails Strategic Development Plan **As needed**
- Participate in development in Caltrans District 3 Active Transportation Plan **July 2021 – June 2022**

PRODUCTS:

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **As needed**
- Regional Bicycle Steering Committee agendas **As needed**
- Grant applications for projects every two years through the SHOPP completed streets funding **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$13,639	PCTPA	\$15,139
CMAQ	<u>2,000</u>	Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$15,639		<u>\$15,639</u>
Percent of budget:0.31%			

WORK ELEMENT 35

RAIL PROGRAM

PURPOSE: To support and enhance the success of Capitol Corridor rail service in Placer County, to administer the agency's passenger rail, freight rail and rail grade crossing programs, and to maximize the rail funding available to local jurisdictions.

BACKGROUND: PCTPA's rail program includes rail system planning, rail program administration and financing, and technical assistance. PCTPA's top rail priority is intercity rail and therefore is an active member of the Capitol Corridor Joint Powers Authority (CCJPA) and its subcommittees. Intercity rail requires extensive work and coordination with Amtrak, Union Pacific, Caltrans and the CCJPA. PCTPA also provides a critical network of support for the service, working with jurisdictions and CCJPA staff to provide stations, platforms, connector buses, and other amenities required for the ongoing success of the service. The State provides operating funds to CCJPA under the provisions of interagency and fund transfer agreements.

The long-standing focus of Placer's rail program is to enhance rail service to Placer County. One manifestation of that priority has been work to extend passenger service to Reno. A Reno Rail Conceptual Plan was completed in FY 2004/05, but further efforts have been on hold pending ongoing discussions and negotiations with Union Pacific Railroad about the capacity improvements that would be needed to make partially or completely implement these plans. An underlying recognition with these enhancements to passenger rail is that it would also support and enhance goods movement, and may be moved forward through use of State grants for Cap and Trade.

More recently, the rail passenger capacity improvement discussion has focused on improvements to the UP rail "bottleneck" between Sacramento and Roseville. In November 2015, the CCJPA adopted the environmental document for the Third Track capacity improvements, with the focus of providing the Capitol Corridor 10 round trips daily to Roseville. The next steps in this effort, to design and construct the Third Track facilities, entails extensive coordination to build agreements with key parties, including CCJPA, PCTPA, UP, and the City of Roseville.

While the footprint of the High Speed Rail line in California is not planned to extend to Placer County, the CCJPA will be acting as a key feeder line. For that reason, PCTPA staff is also working closely with CCJPA to ensure that Placer interests are best served as the High Speed Rail line moves forward.

Finally, PCTPA staff represents Placer County's jurisdictions before state, federal and regional rail agencies, as well as the CTC. PCTPA also assists jurisdictions coordination with Caltrans, Union Pacific and the PUC to improve at-grade crossings.

WORK PROGRAM:

- Participate in CCJPA and other interagency rail committees and meetings **Monthly**
- Coordinate with state and federal agencies and legislators to ensure and enhance the long term viability of rail service in Placer County **Ongoing**

WORK ELEMENT 35 (continued)
RAIL PROGRAM

- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**
- Monitor and expedite improvements to rail facilities and services in Placer County, including Third Track project **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Placer stations, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Participate with Caltrans the update of the Statewide Rail Plan **Ongoing according to Caltrans' schedule (Completed in 2018 – update every 5 years)**
- Work with CCJPA on annual marketing program for Placer County **July 2021 – June 2022**

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**
- Memorandum of Agreement with Union Pacific Railroad, CCJPA, Roseville, and/or other appropriate parties on terms for provision of additional passenger rail service to Placer jurisdictions **As needed**
- CCJPA marketing materials focused on Placer County **July 2021 – June 2022**

REVENUES		EXPENDITURES	
LTF	\$31,001	PCTPA	\$37,501
CMAQ	7,500	Legal	500
CCJPA	7,500	Marketing Consultant	7,500
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$46,001		\$46,001
Percent of budget: 0.92 %			

**WORK ELEMENT 40
PLACER PARKWAY**

PURPOSE: To support the completion of the federal and state environmental document that will provide construction level clearance for a future Placer Parkway – a new roadway linking State Route (SR) 70/99 in Sutter County and SR 65 in Placer County.

BACKGROUND: The Placer Parkway is cited in the Placer County General Plan, PCTPA’s Regional Transportation Plan, and the SACOG Metropolitan Transportation Plan. The Placer Parkway would offer an alternative travel corridor for the fast growing areas in western Placer County and southern Sutter County.

The Tier 1 environmental document, which identified a 500’ to 1000’ wide corridor for acquisition, was adopted by the South Placer Regional Transportation Authority (SPRTA) in December 2009. The subsequent Tier 2 environmental document effort is being led by Placer County and will analyze design and construction impacts of roadway alignments within the selected corridor.

PCTPA, both as a planning agency and as staff for SPRTA, has led the development of this project since the Placer Parkway Conceptual Plan was started in 1998. As the project moves through the construction level environmental process, the institutional knowledge and background acquired in efforts to date will be needed to assist County staff in moving the project forward. Staff will also be participating as development efforts begin to take shape in the Western Placer area to ensure that the ongoing viability of the Placer Parkway project and that adopted actions and agreements are incorporated into the planning process.

WORK PROGRAM:

- Assist Placer County and other partners in developing and obtaining a construction level environmental clearances **Ongoing**
- Participate with Placer County on Project Development Team (PDT) for Placer Parkway Phase 1 **Per County schedule**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Placer Parkway in their planning efforts **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	<u>\$41,850</u>	PCTPA	\$41,350
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$41,850		\$41,850
Percent of budget:0.84 %			

WORK ELEMENT 41

I-80/SR 65 INTERCHANGE IMPROVEMENTS (*Multi-year project*)

PURPOSE: To develop a shelf-ready phased improvement program for the I-80/SR 65 Interchange, including environmental clearances, design, and right-of-way. Caltrans pays for and provides staff support through Expenditure Authorization 03-0H26U.

BACKGROUND: The I-80/SR 65 Interchange was constructed in the mid-1980's as part of the Roseville Bypass project on SR 65 in the Roseville/Rocklin area of South Placer County. The facility is now experiencing operational problems caused by high peak traffic volumes and less efficient geometry of the loop ramp, which cause downstream backups on I-80 and SR 65.

A project initiation document (PID) for the I-80/SR 65 Interchange Improvements was completed in 2009 by Caltrans District 3. This document provided planning level alignment alternatives, as well as scope, schedule, and cost estimates. Because the two projects are so closely related, PCTPA has reprogrammed a portion of the savings from a Federal earmark for the I-80 Bottleneck for preconstruction of the I-80/SR 65 Interchange. After an extensive consultant selection process, the contract was signed with the Jacobs team in February 2011. The interchange improvements received both federal and state environmental clearance in September 2016.

Phase 1 of the I-80/SR 65 interchange completed construction in September 2019, including a third lane on northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard. The work for FY 2022/22 is expected to focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, including project website updates. Augmenting construction of Phase 1 is ongoing public and stakeholder outreach and member jurisdiction coordination.

WORK PROGRAM:

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to close out construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2021 – June 2022**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **July 2021 – June 2022/as needed**
- Maintain and update the project website, www.8065interchange.org **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**

PRODUCTS:

- Phase 1 construction website updates and outreach materials **Ongoing**
- Coordination with Caltrans and regulatory agencies to close out permitting and environmental monitoring for Phase 1 construction **Ongoing**

WORK ELEMENT 41 (continued)
I-80/SR 65 INTERCHANGE IMPROVEMENTS (Multi-year project)

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$0	PCTPA	\$19,550
SPRTA Mitigation Fees	<u>22,050</u>	Legal	2,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$22,050		\$22,050
Percent of budget:0.44 %			

WORK ELEMENT 42
HIGHWAY 65 WIDENING *(Multi-year project)*

PURPOSE: To develop a shelf-ready improvement program for Highway 65 between I-80 and Lincoln Boulevard, including environmental clearance, design, and right-of-way. Caltrans pays for and provides staff support through Expenditure Authorization 03-1FI71.

BACKGROUND: Highway 65 between Roseville and Marysville was designated as part of the state’s highway system in the 1960’s. The Highway 65 Roseville Bypass, constructed in the late 1980’s, realigned the highway through downtown Roseville from Washington Boulevard to I-80. The facility is now experiencing operational problems caused by high peak traffic volumes, which cause backups on both northbound and southbound Highway 65 in South Placer County.

A project initiation document (PID) for the Highway 65 Widening was completed by Caltrans District 3 in January 2013. This document provides planning level alternatives, as well as scope, schedule, and cost estimates. The PCTPA board approved funding to complete Project Approval and Environmental Document (PA&ED) phase, which was completed in FY 2017/18.

The next phase of the project is the design of Phase 1 improvements from Blue Oaks Boulevard to Galleria Blvd/Stanford Ranch Rd, which is being led by PCTPA. The work for FY 2020/21 continued the Phase 1 work to 95 percent design in September 2021. However, with the transportation funding strategy being delayed to 2022, the design will go on hold for the remainder of FY 2021/22 until local match construction funding can be identified.

WORK PROGRAM:

- Provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **July 2021 – June 2022/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**

PRODUCTS:

- Consultant contract amendments **As needed** Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$0	PCTPA	\$19,550
		Legal	1,000
SPRTA	<u>\$21,550</u>	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	\$21,550		\$21,550
Percent of budget: .43 %			

WORK ELEMENT 43

I-80 AUXILIARY LANES *(Multi-year project)*

PURPOSE: To develop a shelf-ready improvement program for the I-80 Auxiliary Lanes, including environmental clearances, design, and right of way. Caltrans pays for and provides staff support through Expenditure Authorization 03-3F230.

BACKGROUND: The PCTPA Board in August 2013 re-allocated federal earmark savings from the I-80 Bottleneck project for environmental approval of the following improvements:

- I-80 Eastbound Auxiliary Lane between SR 65 and Rocklin Road
- I-80 Westbound 5th Lane between Douglas Blvd and Riverside Ave

Construction of the I-80 Auxiliary Lanes project will relieve existing traffic congestion and support future economic development in southern Placer County. The two locations are being combined as one project to be the most cost effective in completing the environmental documents and project designs.

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA completed the Project Approval and Environmental Documents (PA&ED) phase in May 2014, and both state and federal environmental approval for the project was obtained in October 2016. Final design and right of way acquisition phases were initiated in February 2018. Construction funding was awarded by the CTC in December 2020.

The work for FY 2021/22 is expected to include completing design and right of way acquisition for both locations to create a shelf ready project for construction.

WORK PROGRAM:

- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the I-80 Auxiliary Lanes in their planning efforts **Ongoing**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to complete final design and acquire right of way per consultant contract **July 2021 – October 2021**
- With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, business groups, citizen groups, and other interested parties **July 2021 – June 2022/as needed**

PRODUCTS:

- I-80 Auxiliary Lanes consultant work products **In accordance with work program**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

WORK ELEMENT 43 (continued)
I-80 AUXILIARY LANES (Multi-year project)

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$12,140	PCTPA	\$122,345
Federal HPP & HIP	321,205	Design and Right of Way Consultant	\$80,000
SPRTA	<u>50,000</u>	Meetings, Travel, and Notifications	\$1,000
		Caltrans Advertise Administration and Award (AAA Process)	175,000
		Legal	5,000
TOTAL	\$383,345		\$383,345
Percent of budget: 7.69 %			

WORK ELEMENT 44

SR 49 SIDEWALK GAP CLOSURE (*Multi-year project*)

PURPOSE: To implement the Active Transportation Program Cycle 4 (2018) funded Highway 49 Sidewalk Gap Closure project. The project will construct 2.8 miles of sidewalks between gap on State Route 49 (SR 49) from I-80 to Dry Creek Road, including environmental clearances, design, and right of way support. Caltrans pays for and provides staff support through Expenditure Authorization 03-3H830.

BACKGROUND: The PCTPA Board in March 2017 allocated federal Congestion Mitigation and Air Quality funding to work cooperatively with the City of Auburn, County of Placer, and Caltrans to develop a standalone project to close gaps in the sidewalk network along SR 49 from I-80 to Dry Creek Road. Caltrans developed the SR 49 Roadway Rehabilitation project that proposes to repave the entire corridor, add Class II bicycle lanes, and sidewalks along certain segments of the corridor. A Project Report for the Roadway Rehabilitation project was approved March 2017. Unfortunately, sufficient funding was unavailable to provide continuous sidewalks along the corridor and Caltrans Roadway Rehabilitation project was too far along in the process to add the sidewalk gap closure components without significantly slowing their process.

The standalone Highway 49 Sidewalk Gap Closures project will complete the necessary environmental clearance, design, and right of way to support construction using the \$14.4 million Active Transportation Program (ATP) state grant.

During FY 2021/22, PCTPA and the consultant team will finalize the Plans Specifications & Estimates (PS&E), and complete the right-of-way engineering phases in preparation for Caltrans to release a bid package for construction.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to design (PS&E) improvements per consultant contract **July 2021 – February 2022**
- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties on the right of way phase per consultant contract **July 2021 – FY 2022/23**
- With the consultant team, provide information and make presentations on the Highway 49 Sidewalk Gap Closures effort to elected officials, business groups, citizen groups, and other interested parties **July 2021 – June 2022/as needed**

PRODUCTS:

- Final Design Plans **July 2021**
- Right of Way Acquisition **FY 2021/22**
- Right of Way Certification **August 2021**
- Ready to List **September 2021**
- Consultant assistance with construction bid package **December 2021**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

WORK ELEMENT 44 (continued)
SR 49 SIDEWALK GAP CLOSURE (Multi-year project)

FY 21/22

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$9,204	PCTPA	\$92,751
CMAQ	\$315,547	Design & ROW consultant	\$530,000
ATP Federal Grant Funds	<u>\$300,000</u>	Meetings, Travel, and Notifications	\$1,000
		Legal	<u>\$1,000</u>
TOTAL	\$624,751		\$624,751
Percent of budget: 12.53%			

WORK ELEMENT 46

MOBILITY ACTION PLAN *(Multi-year project)*

PURPOSE: To identify projects for potential state and federal funding anticipated in 2022.

BACKGROUND: PCTPA was awarded a Sustainable Communities grant from Caltrans in May 2021. The Placer Sacramento Mobility Action Plan (Action Plan) will build on the completion of the Placer Sacramento Gateway Plan, which includes collaboration between PCTPA, Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), and Caltrans District 3. The Action Plan will identify a list of regional projects to pursue in a coordinated transportation funding effort, including outlining clear actions, assigning implementation roles, and establishing performance metrics. The Action Plan will include an approximately 45-mile corridor that starts on US 50 at Interstate 5 and extends along Business 80, Interstate 80 to Highway 49, and Highway 65 to Nelson Lane.

The Action Plan will utilize innovative community engagement, extensive multimodal simulation modeling, and continuous stakeholder coordination. The Action Plan will be used to compete for state and federal grant funding anticipated in 2022.

PREVIOUS WORK:

- Release request for proposals and award consultant contract **April 2020**
- Worked closely with project partners to reduce number of potential projects from around 140 down to 12 potential priority projects **December 2020**

WORK PROGRAM:

- Administer Caltrans grant **July 2021 – February 2022**
- Work closely with project partners to determine set of priority projects along the corridor that would compete best in state and federal grant programs **July 2021 – February 2022**
- With the consultant team, provide information and make presentations on the PSMAP effort to elected officials, business groups, citizen groups, and other interested parties **As needed**
- Develop virtual reality simulation of key transportation projects **July 2021 – February 2022**

PRODUCTS:

- Virtual Reality Demonstration **Ongoing**
- Draft Placer-Sacramento Action Plan (PSAP) **December 2021**
- Final Placer-Sacramento Action Plan (PSAP) **February 2022**
- Consultant contract amendments **As needed**

WORK ELEMENT 46 (continued)
MOBILITY ACTION PLAN (Multi-year project)

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$26,419	PCTPA	\$76,115
Caltrans Sustainable Communities Grant	203,915	Consultant	\$152,219
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$230,334		\$230,334
Percent of budget: 4.62%			

WORK ELEMENT 47

RIEGO ROAD/BASELINE ROAD WIDENING PROJECT *(Multi-year project)*

PURPOSE: To develop a shelf-ready improvement program for Riego Road/Baseline Road from State Route 99/70 in Sutter County to Foothills Boulevard in Placer County/City of Roseville, including planning, environmental clearance, design, and right-of-way.

BACKGROUND: PCTPA, the County of Sutter, the County of Placer, and the City of Roseville lead the Project Initiation Document Equivalent (PIDE) effort to widen Riego Road/Baseline Road. PCTPA took the administrative lead to manage a qualified consultant to complete the project study report (PSR) in December 2020. The project includes widening Riego Road/Baseline Road to four-lanes from State Route 99/70 to Foothills Boulevard (12 miles), and includes vehicular, transit, bike, and pedestrian infrastructure, and the addition of landscaping.

The most critical analysis in this segment is a grade separation of the railroad tracks/levee, which include full grade separation over the railroad tracks/levee or at-grade widening with the closure of one or more at-grade railroad crossings north of the proposed project.

Because the total project improvements are estimated to cost about \$136 million, far more than the local agencies have reasonably available in the short term, the PSR will be used to pursue local, state, and federal funding.

WORK PROGRAM:

- Pursue funding with City of Roseville, Placer County, and Sutter County to begin the environmental phase **July – December 2021**
- Initiate consultant selection process for the environmental phase **To Be Determined**
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties **July 2021 – June 2022/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening in their planning efforts **Ongoing**

PRODUCTS:

- Funding agreement with jurisdictions for environmental phase **To Be Determined**
- Riego Road/Baseline Road Widening consultant work products **In accordance with work program**
- Environmental consultant contract **To Be determined**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	67,093	PCTPA	\$67,093
TOTAL	\$67,093		\$67,093
Percent of budget: 1.35 %			

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

PURPOSE: To maximize the funding available to priority transportation projects and programs through accurate and efficient programming of Federal and State transportation dollars, ensure timely delivery, and report the success of those efforts.

BACKGROUND: PCTPA develops and programs transportation projects that are funded with State and Federal funds. PCTPA staff coordinates with Caltrans, SACOG, and other agencies, as indicated, regarding the various funding programs. Staff also coordinates with local jurisdictions to develop needed projects to meet specific program guidelines.

The passage of SB 1 in the Spring of 2017 brought significant new revenues into play, with critical administrative roles for Regional Transportation Planning Agencies (RTPAs). The package of ten different funding programs includes a few that are distributed by formula, with most distributed on a competitive basis. PCTPA works with member jurisdictions and other regional agencies to ensure timely use of formula SB1 funds, and to identify projects and develop applications for competitive SB1 funds. These programs include regular reporting to Caltrans and the California Transportation Commission (CTC) that PCTPA and its member jurisdictions must comply with.

Another major transportation funding program that PCTPA programs, under the requirements of our designation as Placer's Regional Transportation Planning Agency (RTPA), is the Regional Transportation Improvement Program (RTIP). PCTPA determines how to program the RTIP funds allocated to the county, known as Regional Choice funds. PCTPA also advocates for the allocation of Caltrans' ITIP funds for shared priorities on state highways, including SR 65, SR 49, and I-80. While in recent years, with the advance of Placer's share of RTIP funds for the SR 65 Lincoln Bypass, as well as the fluctuations that result in a diminishing effectiveness of the gas tax revenues that fund the STIP, this is becoming a much smaller portion of PCTPA's funding efforts. However, with the passage of SB 1, it appears the RTIP debt may be paid off in one or two more cycles, thus bringing this funding source back into play.

Federal funding is equally volatile. Over the past decade, the shrinking cost effectiveness of the Federal gas tax has required more state and local funding to make ends meet. After many years of short term Federal bills, the Fixing America's Surface Transportation (FAST) Act was passed in late 2015 to provide a five year package with a modest 3% increase in funding levels. However, the FAST Act relies on six years of revenues to fund the five year bill, which leaves open the question of what will happen when the FAST Act expires.

Whatever the financial climate, timelines, or requirements involved, PCTPA's primary focus is to obtain and maintain the maximum amount of transportation funding for our local and regional transportation priorities, including transit improvements, Highway 65 widening, the I-80/SR 65 Interchange, SR 49 Sidewalk Gap Closures, Placer Parkway, rail capacity improvements, and

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

various I-80 improvements. Not only do these projects enhance mobility for residents, they also enhance and expand efficient local, regional, and – in the case of I-80 and rail, national goods movement.

PCTPA also programs projects for Federal programs such as the Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Block Grant Program (RSTBGP), the Federal Transit Administration (FTA) Section 5310 and 5311, as well as coordinating applications for State and regional programs like the Active Transportation Program (ATP).

All regionally significant transportation projects, as well as any which receive federal funding, must be included in the Metropolitan Transportation Improvement Program (MTIP) to allow projects to move forward. PCTPA works closely with SACOG and our jurisdictions to ensure data included in the MTIP is current and accurate. In addition, SACOG provides air quality conformity determinations on the MTIP to comply with Federal clean air requirements.

Under AB 1012, agencies are also held responsible for ensuring State and Federal funding is spent promptly and projects delivered within specified time limits. This requirement is backed up by “use it or lose it” timely use of funds deadlines. Some of the major projects subject to these provisions are the Regional Surface Transportation Block Grant Program (RSTBGP) and Congestion Mitigation and Air Quality (CMAQ) programs.

Over and above these requirements, PCTPA has a long standing commitment to ensuring that every transportation dollar is used as quickly, efficiently, and effectively as is possible. PCTPA staff will continuously monitor the progress of projects funded through State and Federal sources and ensure that they meet scope, schedule, and budget.

WORK PROGRAM:

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare grant and funding applications, such as for Federal INFRA and BUILD grants **Per Federal/State schedules**
- Serve as information clearinghouse for various grant programs **Ongoing**
- Provide staff support and advice for local jurisdictions in developing grant applications **Ongoing**
- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- Analyze CMAQ applications and recommend programming to SACOG per Memorandum of Understanding **As needed**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **Ongoing**
- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, RSTBGP, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Carbon Transit Operations Program applications **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly/as needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC schedules**
- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop application for SB 1 grant programs, including Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**
- Participate in Highway 49 Safety Audit Review and Implementation with Caltrans **July 2021 – June 2022**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Amendments and applications to Low Carbon Transit Operations Program **As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- FTA Section 5310 Priority List **January 2022, per Caltrans schedule**
- FTA Section 5311 Program of Projects and Application **August 2021**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2022**
- FHWA Strategic Partnership Grant application **March 2022**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**
- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) **Per Caltrans/CTC schedules**
- SB 1 program reports **Per Caltrans/CTC schedules**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$53,776	PCTPA	\$116,776
STIP Programming (PPM)	64,000	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	\$117,776		\$117,776
Percent of budget:	2.36%		

WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM

PURPOSE: To educate the public on the need for critical regional transportation projects in Placer County.

BACKGROUND: For a number of years, the needs for large scale regional transportation projects far outstrip the county's available transportation funding. Concern has centered on not only the shortfalls, but the timing to fund major projects identified in the Regional Transportation Plan (RTP) such as the Placer Parkway, Highway 65 Widening, the I-80/SR 65 Interchange, intercity rail, transit services, road rehabilitation and maintenance, and pedestrian and bicycle facilities.

While the regional traffic impact fee has now been adopted, increasing travel demand juxtaposed with the state and federal government contributing less towards major freeway and highway projects have continued the gap between transportation needs and funding availability. Unfortunately, the disparity between critical transportation needs and funding opportunities, and the integral ties to the economic vitality of Placer County has not changed. Meanwhile, the very legitimate public concerns about traffic congestion and pavement conditions are getting even worse.

Our charge is to regroup and redouble our efforts to provide the public with more information about the planning and funding challenges involved in addressing our critical transportation needs. Enhanced and creative efforts to provide that kind of outreach and information is a key to the success of our Regional Transportation Funding Program efforts moving forward.

WORK PROGRAM:

- Continue to monitor traffic volumes, monitor economic conditions, and update/refine the Regional Transportation Funding Outreach Program, including opportunities, needs, and constraints for post-COVID-19 return of traffic congestion estimated approximately January 2022 **July 2021 – June 2022**
- Develop and provide informational materials and fact sheets on transportation needs and funding to interested parties, including community and business groups, and the general public. **December 2021 – June 2022**
- Continue to identify opportunities to leverage state and federal dollars to enhance local transportation funding efforts **Ongoing**
- Investigate opportunities for innovative funding, such as bonding and public-private partnership for specialized transit services, Placer Parkway, I-80 improvements, and other potential candidate projects **Ongoing**

PRODUCTS:

- Informational materials, including fact sheets, maps, charts, website graphics, videos, social media, streaming media, traffic cameras and PowerPoint presentations, on transportation needs and funding **December 2021 – June 2022**

WORK ELEMENT 61 (continued)
REGIONAL TRANSPORTATION FUNDING PROGRAM

- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Updated Sales Tax Revenue Projections **September 2021**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$322,386	PCTPA	\$355,847
LTF Contribution from South County Agencies	<u>707,536</u>	Legal	10,000
		Consultant/Direct Costs	610,975
		Events	48,000
		Meetings, Travel, and Notifications, Misc Costs	5,100
TOTAL	\$1,029,922		\$1,029,922
Percent of budget: 20.66%			

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

PURPOSE: To facilitate implementation of a Freeway Service Patrol (FSP) on I-80 and SR 65 in South Placer County.

BACKGROUND: The purpose of the program is to keep traffic moving by removing traffic impediments, such as cars with mechanical problems or that have been involved in accidents, as well as assisting the motoring public. The program provides a tow truck with a qualified technician patrolling the target area. The service began in 2003 through a Placer County Air Pollution Control District (APCD)'s AB 2766 funds to implement a Freeway Service Patrol in the congested areas of I-80 in the South Placer County area. In 2005 PCTPA became eligible to receive funding under the State's FSP program. Since then, the program has been expanded with increased service hours to cover I-80 from Roseville to Auburn and SR 65 from I-80 to Twelve Bridges Dr.

Juxtaposed with this need is funding availability. FSP is subject to annual State budget allocations and formulas, as well as annual grants, and the available funding varies. Staff works closely with the CHP and the contractor to tweak the program, including service hours, days, and costs, to balance with available funding.

WORK PROGRAM:

- Coordinating with California Highway Patrol, administer and monitor FSP program **Ongoing**
- Publicize FSP program and benefits **Ongoing**
- Participate in regional and statewide FSP oversight committees **As needed**
- Participate in annual "ride-alongs" with California Highway Patrol and contractor **Annually**
- Participate in FSP Technical Advisory Committee meetings **Ongoing**
- Contract and coordinate with the Sacramento Transportation Authority in monitoring FSP operator activities and performance **Ongoing**

PRODUCTS:

- Progress reports **Quarterly**
- FSP brochures **Ongoing**
- FSP signage and material updates **As needed**
- FSP contract change orders **As Needed**

WORK ELEMENT 80 (continued)
FREEWAY SERVICE PATROL

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$5,948	PCTPA	\$59,860
FSP State Allocation	440,352	FSP contractor	488,228
CMAQ Grant	<u>110,088</u>	Sacramento Transportation Authority Support	5,800
		Legal	500
		FSP Brochures	1,500
		Meetings, travel, and notifications	<u>500</u>
TOTAL	\$556,388		\$556,388
Percent of budget: 11.16%			

WORK ELEMENT 100

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)

ADMINISTRATION

PURPOSE: To provide staffing and administrative support for the South Placer Regional Transportation Authority.

BACKGROUND: PCTPA adopted a Regional Transportation Funding Strategy in August 2000 which included the development of a regional transportation impact fee program. PCTPA staff worked with the jurisdictions of South Placer County, as well as the development community, environmentalists, and community groups to develop a program and mechanism to implement this impact fee. The SPRTA, formed in January 2002, is the result of those efforts.

Under the Joint Powers Agreement that formed SPRTA, PCTPA is designated as the entity to provide administrative, accounting, and staffing support for the Authority. PCTPA is to be reimbursed for those staffing costs, as well as repaid for previous expenditures used to form the JPA and develop the fee program.

During FY 20/21, PCTPA staff and the SPRTA members launched an update to the SPRTA Regional Travel Demand Forecasting (TDF) Model and Tier I and Tier II Regional Impact Fees. The TDF Model and Impact Fee is routinely updated approximately every five years. However, this update will be more robust than prior updates to incorporate the approvals of the Amoruso Ranch and Placer Ranch & Sunset Area Plans which will require an in-depth assessment of the regional impact fees. The TDF model geography will also be expanded to State Route 20, including the Town of Loomis, and Cities of Auburn and Colfax. The new model will also serve as a tool to assess future land use and transportation projects under SB 743.

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA's traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Work with member jurisdictions to update the JPA agreement **As needed**
- Finalize the base year and future year Travel Demand Model **July 2021**
- Finalize Model User Guide **October 2021**
- Finalize nexus study and Tier I and II regional impact fee programs **March 2022**
- Implement stakeholder engagement plan to share information on how regional impact fees are generated and the projects that they support **July 2021 – June 2022**
- Prepare Impact Fee Schedule **April 2022**

WORK ELEMENT 100 (continued)
SPRTA ADMINISTRATION

PRODUCTS:

- SPRTA Implementation Plan updates **As needed**
- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2021/22 Budget updates **As needed**
- SPRTA FY 2022/23 Budget **June 2022**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**
- SPRTA TDF Model and Impact Fee Program Stakeholder Outreach **July 2021 - March 2022**
- Base and Horizon Year SPRTA TDF Model **July 2021**
- SPRTA Tier I and II Regional Fee Program Updates **March 2022**

FY 21/22

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$407,781	PCTPA	\$117,781
		Model and Fee Update Consultant	\$290,000
TOTAL	\$407,781		\$407,781
Percent of budget: 8.18%			

COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
ATP	Active Transportation Program
BUILD	Better Utilizing Investments to Leverage Development Grant
Caltrans	California Department of Transportation
CALCOG	California Association of Councils of Governments
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
INFRA	Infrastructure For Rebuilding America Grant
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Documentation
PCLTA	Placer County Local Transportation Authority
PPM	Planning, Programming and Monitoring
PS&E	Plans, Specifications, and Estimates (Design)
RFP	Request for Proposal
ROW	Right of Way
RPA	Rural Planning Assistance Funds
RSTBGP	Regional Surface Transportation Block Grant Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SB 1	Senate Bill 1 (April 2017 Road Repair and Accountability Act)
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SPRTA	South Placer Regional Transportation Authority
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TDA	Transportation Development Act
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency

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Table 1

Budget Summary			
FY 2021/22			
Expenditures	FY 2021/22 Feb Draft	FY 2020/21 Oct Am 1	Difference
Salary	\$870,388	\$819,383	\$51,005
Benefits	\$510,063	\$454,543	\$55,520
Direct (Table 2)	\$3,147,415	\$3,291,826	(\$144,410)
Indirect (Table 3)	\$456,314	\$505,773	(\$49,459)
Total	\$4,984,181	\$5,071,524	(\$87,343)
Revenues	FY 2021/22 Feb Draft	FY 2020/21 Oct Am 1	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$925,319	\$712,379	\$212,940
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUCP Contribution - City of Auburn	\$0	\$16,000	(\$16,000)
ALUCP Contribution - City of Lincoln	\$0	\$8,000	(\$8,000)
ALUC Fees	\$5,000	\$6,500	(\$1,500)
STIP Planning Funds	\$144,000	\$145,000	(\$1,000)
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$266,785	\$266,785	\$0
SB 1 FSP Grants	\$173,567	\$128,017	\$45,550
CMAQ Grants - FSP	\$110,088	\$100,584	\$9,504
Building Administration	\$19,185	\$15,317	\$3,869
Capitol Corridor Marketing Match	\$7,500	\$7,500	\$0
Interest	\$2,000	\$6,000	(\$4,000)
SPRTA Administration	\$407,781	\$117,162	\$290,620
SPRTA - I80/SR 65 IC	\$22,050	\$37,736	(\$15,686)
SPRTA - Placer Parkway	\$41,850	\$15,378	\$26,472
SPRTA - SR 65 Widening	\$21,550	\$220,040	(\$198,490)
Local Agency Funds - Riego/Baseline	\$0	\$67,126	(\$67,126)
SPRTA - I80 Aux Lanes	\$50,000	\$400,000	(\$350,000)
HPP Section 1702 - I-80 Auxiliary Lanes	\$221,205	\$264,005	(\$42,800)
HIP Grant - I-80 Auxiliary Lanes	\$100,000	\$0	\$100,000
CMAQ Grant - SR 49 Sidewalks	\$315,547	\$384,692	(\$69,145)
ATP Federal Funding - SR 49 Sidewalks	\$300,000	\$300,000	\$0
Caltrans Sustainable Communities Grant	\$203,915	\$490,000	(\$286,085)
Western Placer CTSA JPA Administration	\$83,092	\$85,553	(\$2,461)
CTSA - South Placer Transit Project	\$0	\$61,405	(\$61,405)
United Auburn Indian Community(UAIC)	\$0	\$24,191	(\$24,191)
SACOG Regional Local Program	\$0	\$32,108	(\$32,108)
LTF Additional Contribution from Jurisdictions	\$707,536	\$92,464	\$615,072
LTF Carryover	\$9,210	\$120,583	(\$111,373)
Total	\$5,084,181	\$5,071,524	\$12,656
Contingency Fund Balance	FY 2021/22 Feb Draft	FY 2020/21 Oct Am 1	Difference
PCTPA	\$780,000	\$680,000	\$100,000
Nevada Station	\$50,000	\$50,000	\$0
Total	\$830,000	\$730,000	\$100,000
Revenue to Expenditure Comparison	FY 2021/22 Feb Draft	FY 2020/21 Oct Am 1	Difference
Surplus/(Deficit)	(\$0)	(\$0)	

Table 2

Direct Costs	FY 2021/22	FY 2020/21			
			Feb Draft	Oct Am 1	
			Difference	Source	
TDA Fiscal Audits (WE 11)		\$41,385	\$40,575	\$810	LTF
Triennial Transit Performance Audits (WE 11)		\$40,000	\$0	\$40,000	LTF
Federal Advocacy Services (WE 13)		\$36,500	\$36,500	\$0	LTF
State Advocacy Services (WE 13)		\$30,000	\$5,000	\$25,000	LTF
CalCOG Membership (WE 13)		\$2,300	\$2,300	\$0	LTF
Chamber of Commerce Memberships (WE 13)		\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)		\$10,000	\$10,000	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)		\$2,000	\$2,000	\$0	CMAQ, LTF
TNT/TMA Membership (WE 14)		\$6,400	\$6,400	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)		\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)		\$47,500	\$35,000	\$12,500	LTF
SACOG Payment (WE 20)		\$391,808	\$356,190	\$35,619	LTF, RPA
Transit Consultant (WE 24)		\$15,000	\$20,000	(\$5,000)	CTSA
ALUCP Update Consultant (WE 27)		\$60,000	\$120,000	(\$60,000)	LTF
ALUC Consulting Services (WE 27)		\$7,500	\$7,500	\$0	ALUC fees, LTF
Bicycle Map Printing (WE 33)		\$0	\$0	\$0	LTF
Capitol Corridor Marketing (WE 35)		\$7,500	\$7,500	\$0	CCJPA
SR 65 Widening Consultant - Design/ROW (WE 42)		\$0	\$120,000	(\$120,000)	SPRTA
I-80 Auxiliary Lanes Consultant - Design (WE 43)		\$50,000	\$223,303	(\$173,303)	SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)		\$30,000	\$327,186	(\$297,186)	HPP, RPS9, HIP
I-80 Auxiliary Lanes - Caltrans Advertise/Award (WE 43)		\$175,000	\$0	\$175,000	HPP, RPS9, HIP
SR 49 Sidewalk Consultant - Design (WE 44)		\$40,000	\$612,878	(\$572,878)	CMAQ
SR 49 Sidewalk Consultant - ROW (WE 44)		\$490,000	\$0	\$490,000	CMAQ
PSCMP Consultant (WE 45)		\$0	\$5,000	(\$5,000)	LTF
PSMAP Consultant (WE 46)		\$152,219	\$467,000	(\$314,781)	Caltrans Grant
Riego/Baseline Widening (WE 47)		\$0	\$32,518	(\$32,518)	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50,61 80)		\$29,100	\$32,800	(\$3,700)	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)		\$22,500	\$15,000	\$7,500	LTF, RPA, CMAQ, HPP, SPRTA
Sales Tax Consultant (WE 61)		\$0	\$12,500	(\$12,500)	LTF
Outreach Consultant (WE 61)		\$90,000	\$52,500	\$37,500	LTF
Paid Digital Ads/Streaming (WE 61)		\$49,000	\$37,500	\$11,500	LTF
Video Production (WE 61)		\$48,000	\$30,000	\$18,000	LTF
Direct Mail (WE 61)		\$46,000	\$12,500	\$33,500	LTF
Mall Kiosk Rent/Design (WE 61)		\$24,000	\$36,191	(\$12,191)	LTF
Billboards-Static/Electronic (WE 61)		\$61,000	\$37,000	\$24,000	LTF
Website (WE 61)		\$6,000	\$4,000	\$2,000	LTF
SR 65 Traffic Camera (WE 61)		\$67,200	\$33,600	\$33,600	LTF
Events (WE 61)		\$48,000	\$7,500	\$40,500	LTF
Economic Impact Analysis (WE 61)		\$45,000	\$50,000	(\$5,000)	LTF
Polling Consultant (WE 61)		\$81,000	\$37,500	\$43,500	LTF
Sales Tax Update (WE 61)		\$12,775	\$0	\$12,775	LTF
Funding Program Bonding Consultant (WE 61)		\$60,000	\$0	\$60,000	LTF
Printing (WE 61)		\$21,000	\$4,000	\$17,000	LTF
FSP Brochure (WE 80)		\$1,500	\$2,000	(\$500)	LTF
Freeway Service Patrol Contractor (WE 80)		\$488,228	\$428,385	\$59,843	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)		\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee Update Consultant (WE 100)		\$290,000	\$0	\$290,000	SPRTA
TOTAL		\$3,147,415	\$3,291,826	(\$144,410)	

LTF = Local Transportation Fund

CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds

STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

Table 3

**Indirect Cost Budget
FY 2021/22**

CALTRANS ICAP INDIRECT	FY 2021/22	FY 2020/21	Variance	Variance %
	Feb Draft	Oct Am 1		
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$10,000	\$10,000	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$10,000	\$31,350	(\$21,350)	-68.10%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$10,000	\$10,000	\$0	0.00%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$2,500	\$2,500	\$0	0.00%
MEMBERSHIP/TRAINING	\$7,000	\$7,000	\$0	0.00%
OFFICE SUPPLIES	\$3,000	\$3,000	\$0	0.00%
POSTAGE & DELIVERY	\$2,500	\$2,500	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$15,000	\$15,000	\$0	0.00%
ACTUARIAL	\$5,000	\$5,000	\$0	100.00%
FISCAL AUDIT	\$18,130	\$17,775	\$355	100.00%
INDIRECT LABOR - Note 1	\$302,713	\$314,783	(\$12,070)	-3.83%
Subtotal	\$415,843	\$448,908	(\$33,065)	-7.37%
INDIRECT COST ADJUSTMENT FROM FY 19/20	(\$141,775)	(\$120,895)	(\$20,880)	0.00%
ICAP ALLOWABLE TOTAL	\$274,068	\$328,013	(\$53,945)	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
OFFICE SPACE	\$165,246	\$160,760	\$4,486	2.79%
SUBTOTAL	\$182,246	\$177,760	\$4,486	2.52%
INDIRECT COST BUDGET TOTAL	\$456,314	\$505,773	(\$49,459)	-9.78%

Note 1 - Indirect Labor recalculated based on Caltrans Indirect Cost Plan directives

Table 4

Revenue - 2021/22 OWP												
	Work Element	Current Year LTF 2021/22	Rural Plan Assist	STIP	Caltrans Sustainable Communities Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other		TOTAL
5	Agency Admin - Indirect	\$0								\$ 302,713	(1)	\$302,713
10	Agency Admin - OWP	\$47,526	\$25,000									\$72,526
11	TDA Implementation	\$189,827										\$189,827
12	Intergovernmental Coordination	\$81,531		\$20,000								\$101,531
13	Intergovernmental Advocacy	\$115,727								\$2,000	(2)	\$117,727
14	Communications/Outreach	\$104,147					\$40,500					\$144,647
15	Building Administration	\$0								\$19,185	(4)	\$19,185
20	SACOG/MPO Planning Integration	\$31,433	\$397,000	\$60,000								\$488,433
23	CTSA Administration	(\$0)							\$83,092			\$83,092
24	Transit Planning	\$54,875										\$54,875
27	Airport Land Use Commission	\$142,855								\$5,000	(6) (8)	\$147,855
33	Bikeway Planning	\$13,639					\$2,000					\$15,639
35	Capitol Corridor/Rail	\$31,001					\$7,500			\$7,500	(3)	\$46,001
40	Placer Parkway	(\$0)				\$41,850						\$41,850
41	I-80/SR 65 Interchange	\$0				\$22,050						\$22,050
42	SR 65 Widening	\$0				\$21,550						\$21,550
43	I-80 Auxiliary Lanes	\$12,140				\$50,000				\$321,205	(9),(10)	\$383,345
44	SR 49 Sidewalks	\$9,204					\$315,547			\$300,000	(13)	\$624,751
46	Mobility Action Plan	\$26,419			\$203,915							\$230,334
47	Riego/Baseline Widening	\$67,093								\$0	(11)	\$67,093
50	Project Programming and Reporting	\$53,776		\$64,000								\$117,776
61	Transportation Funding Program	\$322,386								\$707,536	(14)(15)	\$1,029,922
80	Freeway Service Patrol	\$5,948					\$110,088	\$440,352				\$556,388
100	SPRTA Administration	\$0				\$407,781						\$407,781
	Unallocated Revenue/Reserve	(\$0)										(\$0)
	Total	\$1,309,529	\$422,000	\$144,000	\$203,915	\$543,231	\$475,635	\$440,352	\$83,092	\$1,362,426		\$4,984,180

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor Marketing Match; (4) Building Admin Reimburse; (5) CCJPA Funding Contribution; (6) ALUC fees; (7) FTA Section 5304 including Local Match; (8) Cities of Auburn and Lincoln; (9) Federal Earmark; (10) Federal HIP Funding; (11) Counties of Placer and Sutter, City of Roseville; (12) Local Agency Funding; (13) ATP Federal Funding (14) Adtl LTF-Rsvl, Rock, Linc, Cnty for WE61 (15) United Auburn Indian Community

Table 5

Expenditures - 2021/22 OWP		Caltrans ICAP rate		Total Rate (see Table 3)	SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget	
		PY	Staff	Indirect								Indirect
5	Agency Admin - Indirect	1.33	\$302,713						(1)	\$302,713	see Table 3	
10	Overall Work Program	0.21	\$54,508	\$10,822	\$7,196					\$72,526	1.46%	
11	TDA Implementation	0.40	\$80,374	\$15,957	\$10,611	\$81,385		\$500	\$1,000 (6)	\$189,827	3.81%	
12	Intergovernmental Coordination	0.25	\$68,792	\$13,658	\$9,082				\$10,000 (6)	\$101,531	2.04%	
13	Intergovernmental Advocacy	0.08	\$24,597	\$4,883	\$3,247	\$66,500			\$18,500 (3),(8),(10)	\$117,727	2.36%	
14	Communications/Outreach	0.26	\$59,184	\$11,750	\$7,813	\$47,500			\$18,400 (2),(7),(9)	\$144,647	2.90%	
15	Building Administration	0.05	\$14,419	\$2,863	\$1,904				(6)	\$19,185	0.38%	
20	SACOG/MPO Planning Integration	0.29	\$70,365	\$13,970	\$9,290	\$391,808		\$1,000	\$2,000 (6)	\$488,433	9.80%	
23	CTSA Administration	0.30	\$62,449	\$12,398	\$8,244					\$83,092	1.67%	
24	Transit Planning	0.12	\$29,593	\$5,875	\$3,907	\$15,000			\$500 (6)	\$54,875	1.10%	
27	ALUC/Aviation Planning	0.24	\$58,138	\$11,542	\$7,675	\$67,500		\$1,000	\$2,000 (6)	\$147,855	2.97%	
33	Bikeway Planning	0.05	\$11,378	\$2,259	\$1,502				\$500 (6)	\$15,639	0.31%	
35	Capitol Corridor Rail	0.11	\$28,184	\$5,596	\$3,721	\$7,500		\$500	\$500 (6)	\$46,001	0.92%	
40	Placer Parkway	0.11	\$31,077	\$6,170	\$4,103				\$500 (6)	\$41,850	0.84%	
41	I-80/SR 65 Interchange	0.05	\$14,693	\$2,917	\$1,940			\$2,000	\$500 (6)	\$22,050	0.44%	
42	SR 65 Widening	0.05	\$14,693	\$2,917	\$1,940	\$0		\$1,000	\$1,000 (6)	\$21,550	0.43%	
43	I-80 Auxiliary Lanes	0.37	\$91,950	\$18,255	\$12,139	\$255,000		\$5,000	\$1,000 (6)	\$383,345	7.69%	
44	SR 49 Sidewalks	0.31	\$69,708	\$13,840	\$9,203	\$530,000		\$1,000	\$1,000 (6)	\$624,751	12.53%	
46	Mobility Action Plan	0.30	\$57,206	\$11,357	\$7,552	\$152,219			\$2,000 (6)	\$230,334	4.62%	
47	Riego/Baseline Widening	0.19	\$50,425	\$10,011	\$6,657	\$0			(6)	\$67,093	1.35%	
50	Project Programming and Reporting	0.41	\$87,765	\$17,424	\$11,587				\$1,000 (6)	\$117,776	2.36%	
61	Transportation Funding Program	0.97	\$267,443	\$53,097	\$35,308	\$610,975	\$48,000	\$10,000	\$5,100 (6)	\$1,029,922	20.66%	
80	Freeway Service Patrol	0.18	\$44,988	\$8,932	\$5,939	\$488,228		\$500	\$7,800 (4),(6),(11)	\$556,388	11.16%	
100	SPRTA Administration	0.38	\$88,521	\$17,574	\$11,686	\$290,000				\$407,781	8.18%	
Total		7.00	\$1,380,451	\$274,068	\$182,246	\$391,808	\$2,611,807	\$48,000	\$22,500	\$73,300	\$4,984,181	100.00%

* Items billed through Caltrans exclude "unallowable" indirect costs, which is primarily agency rent. See Table 3.

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,400 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses (4) FSP brochure; (5) transportation event sponsorship; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage; (10) CalCOG membership; (11) STA Payment

Table 6

Summary of Staff Hours and Costs FY 2021/22

		Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
5	Agency Administration: Indirect	2775	19.06%	1.33		\$302,713	17.98%
10	Agency Admin - OWP	430	2.95%	0.21		\$54,508	3.24%
11	TDA Implementation	830	5.70%	0.40		\$80,374	4.78%
12	Intergovernmental Coordination	530	3.64%	0.25		\$68,792	4.09%
13	Intergovernmental Advocacy	170	1.17%	0.08		\$24,597	1.46%
14	Comm/Outreach	540	3.71%	0.26		\$59,184	3.52%
15	Building Administration	110	0.76%	0.05		\$14,419	0.86%
20	SACOG/MPO Plan Integration and Support	600	4.12%	0.29		\$70,365	4.18%
23	CTSA Administration	630	4.33%	0.30		\$62,449	3.71%
24	South Placer Transit Project	255	1.75%	0.12		\$29,593	1.76%
27	ALUC/Aviation Planning	490	3.37%	0.24		\$58,138	3.45%
33	Bikeway Planning	105	0.72%	0.05		\$11,378	0.68%
35	Capitol Corridor Rail	225	1.55%	0.11		\$28,184	1.67%
40	Placer Parkway EIR	220	1.51%	0.11		\$31,077	1.85%
41	I-80/SR 65 Interchange	100	0.69%	0.05		\$14,693	0.87%
42	SR 65 Widening	100	0.69%	0.05		\$14,693	0.87%
43	I-80 Auxiliary Lanes	760	5.22%	0.37		\$91,950	5.46%
44	SR 49 Sidewalks	640	4.40%	0.31		\$69,708	4.14%
46	Mobility Action Plan	620	4.26%	0.30		\$57,206	3.40%
47	Riego/Baseline Widening	400	2.75%	0.19		\$50,425	3.00%
50	Project Programming and Reporting	850	5.84%	0.41		\$87,765	5.21%
61	Regional Funding Program	2010	13.80%	0.97		\$267,443	15.89%
80	Freeway Service Patrol	380	2.61%	0.18		\$44,988	2.67%
100	SPRTA Administration	790	5.43%	0.38		\$88,521	5.26%
	Total	14560	100.0%	7.00		\$1,683,164	100.0%

Table 7
**Agency Salary and Pay Range
 FY 2021/22**

			FY 2021/22 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	15041	20156
Deputy Executive Director	Deputy Director	1	11984	15775
Senior Transportation Planner	Senior Planner	2	8927	11393
Associate Planner	Associate Planner	0	7038	8982
Assistant Planner	Assistant Planner	1	5395	6885
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	9004	11491
Planning Administrator/Board Secretary	Executive Assistant	1	6585	8404
			FY 2021/22 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	40.61	51.82
Planning Intern	Planning Intern	0	23.35	29.78



TO: PCTPA Board of Directors **DATE:** February 24, 2021

FROM: Kathleen Hanley, Associate Planner

SUBJECT: UNMET TRANSIT NEEDS REPORT AND FINDINGS FOR FY 2022

ACTION REQUESTED

Adopt Resolution No. 21-04 making the following findings and recommendations regarding the annual unmet transit needs analysis and recommendations as required by the Transportation Development Act (TDA):

1. There are no new unmet transit needs in FY 2021 that are reasonable to meet for implementation in FY 2022.
2. The Annual Unmet Transit Needs Report for Fiscal Year 2022 is accepted as complete.
3. PCTPA staff, in partnership with the Transit Operators Working Group (TOWG) and Social Services Technical Advisory Committee (SSTAC) should evaluate the adopted Unmet Transit Needs definition to determine if any changes or additions are appropriate.

BACKGROUND

As the Regional Transportation Planning Agency for Placer County, PCTPA is responsible for the administration of TDA funds. This responsibility includes the annual unmet transit needs process, which has four key components:

- Soliciting testimony on unmet transit needs that may exist in Placer County;
- Analyzing transit needs in accordance with adopted definitions of “unmet transit needs” and “reasonable to meet;” (Attachment 1, Appendix B)
- Consultation with the SSTAC; and
- Adoption of a finding regarding unmet transit needs that may exist for implementation in the next fiscal year.

If, based on the adopted definition and criteria, any unmet transit needs are determined to be reasonable to meet by the PCTPA Board; they must be funded in the next fiscal year prior to any TDA funds being allocated for non-transit purposes.

DISCUSSION

This year Placer County Transportation Planning Agency (PCTPA) received 267 Unmet Transit Needs comments through extensive online engagement and a public hearing. Shelter-In-Place restrictions related to the COVID-19 pandemic limited outreach to online, phone, and email engagement. There were three dominant trends in comments:

1. As in previous years, there were many comments requesting a service that already exists, reflecting a need for more public education around transit.

PCTPA Board of Directors
UNMET TRANSIT NEEDS REPORT AND FINDINGS FOR FY 2021
February 24, 2021
Page 2

2. There were far more requests for inter-city and inter-county transit service than in previous years.
3. There were far more requests for non-work transit service than in previous years, including requests for service to Placer's recreational assets including Lake Tahoe and the Auburn State Recreation Area, service from south Placer to the airport, and evening service to downtown Sacramento.

PCTPA staff analyzed all public comments according to adopted PCTPA definitions and Short Range Transit Plan (SRTP) recommendations. This analysis is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2022* (Attachment 1). As a result of this analysis, staff found that there were no new unmet transit needs that are reasonable to meet.

PCTPA staff presented recommended findings for this year and the results of last year's recommendation to the SSTAC on January 4, 2021. The SSTAC concurred with staff recommendation and added a recommendation that PCTPA staff work with the SSTAC and TOWG to evaluate the adopted Unmet Transit Needs Definition and determine if any changes or clarifications need to be made. The definition was last updated in 2014.

PCTPA staff presented the SSTAC's recommended finding at the February 9th PCTPA Technical Advisory Committee (TAC). The PCTPA TAC concurred with the recommended finding.

KH:ML:ss



DRAFT



Annual Unmet Transit Needs and Ridership Report

For Fiscal Year 2022



EXECUTIVE SUMMARY

This year Placer County Transportation Planning Agency (PCTPA) received a record 347 Unmet Transit Needs comments through a virtual workshops, a public hearing, and online engagement. This year's process was significantly affected by the ongoing COVID-19 pandemic and subsequent stay-at-home orders.

There were two dominant trends in comments. First, as in previous years, there were many comments requesting a service that already exists, reflecting a need for more public education around transit. Second, there were many request for non-work transit service, including service from South Placer to the Tahoe Basin for recreation, service to the airport, and service to downtown Sacramento for evening and weekend events.

This year's report also includes an annual ridership report for Fiscal Year 2020. Ridership has continued to decline since its peak during the Great Recession, with steeper declines in the last quarter of FY 2020 when the COVID-19 pandemic began.

PCTPA staff analyzed these comments according to adopted Unmet Transit Needs definitions, and will present recommended findings to the Social Services Transportation Advisory Council (SSTAC), the Technical Advisory Committee (TAC), and the PCTPA Board of Directors.

The SSTAC's recommended finding is that there are no new unmet transit needs that are reasonable to meet, but that the adopted unmet transit needs definition should be evaluated over the coming year to determine if any changes or additions need to be made.



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ABOUT UNMET TRANSIT NEEDS

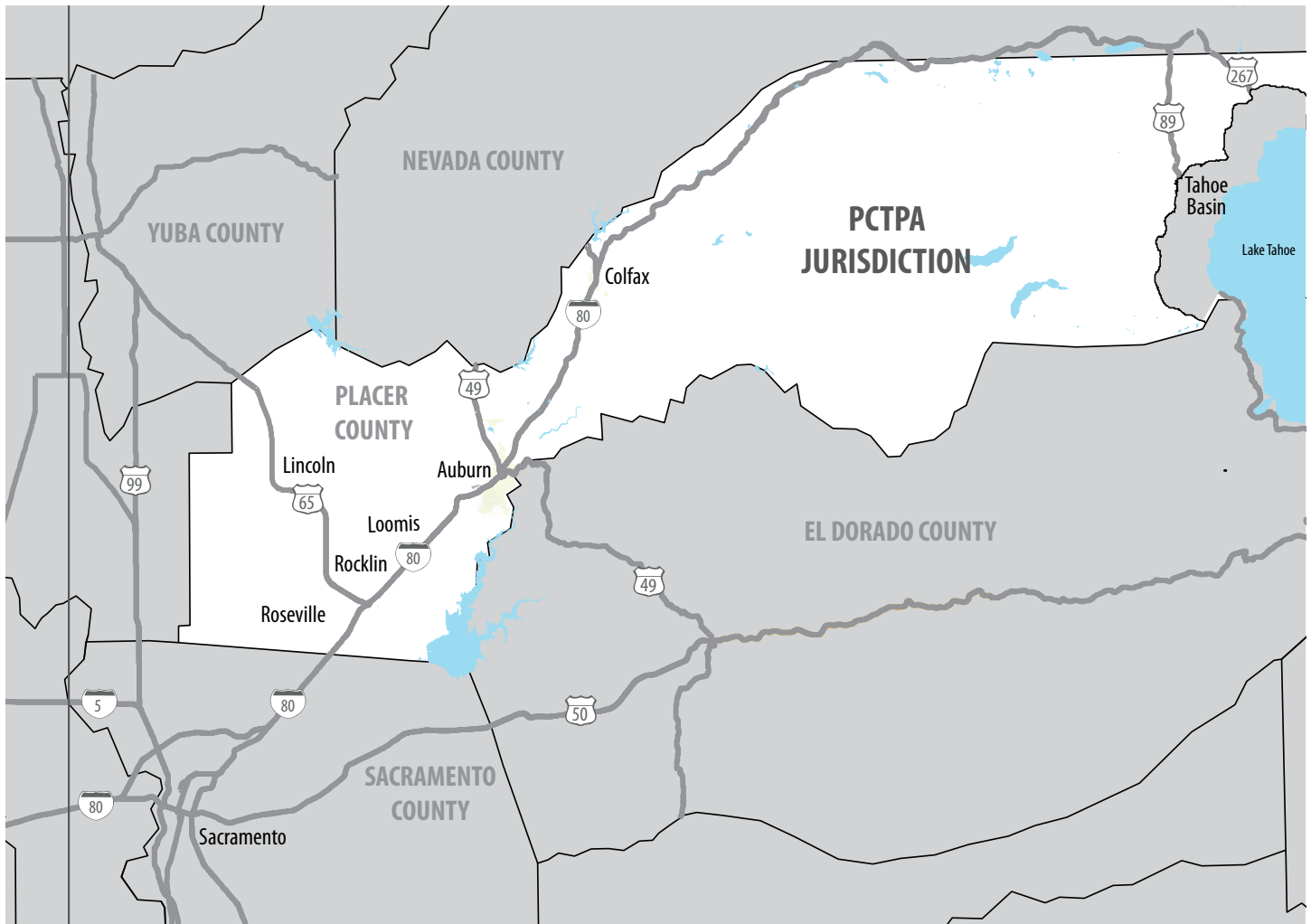
About PCTPA

Placer County Transportation Planning Agency (PCTPA) is the state designated Regional Transportation Planning Agency (RTPA) for the western slope of Placer County. PCTPA's jurisdiction includes five cities—Roseville, Rocklin, Lincoln, Auburn, and Colfax,—the town of Loomis, and unincorporated areas of Placer County. PCTPA's jurisdiction does not include the Tahoe Basin, where the Tahoe Regional Planning Agency (TRPA) is the RTPA. References to Placer County within this report refer only to the portion of Placer County that is within PCTPA's jurisdiction unless otherwise noted.

One of PCTPA's duties is to administer Transportation Development Act (TDA) funds, which includes the Local Transportation Fund (LTF). While public transit is the first priority for LTF funds, jurisdictions can spend it for other transportation purposes so long as there are no “unmet transit needs”. To determine whether Placer County has any unmet transit needs—and therefore whether LTF can be spent on non-transit improvements—every year PCTPA collects and analyzes comments from the public on unmet transit needs.



PCTPA Jurisdiction Map



PCTPA UTN Definition

“Unmet transit needs may include establishing, contracting for, or expanding public transportation, in addition to services or measures required to comply with the Americans with Disabilities Act. If, based on the adopted definition and criteria, any unmet transit needs are determined to be reasonable to meet by the PCTPA Board of Directors; they must be funded in the next fiscal year prior to any TDA funds being allocated for non-transit purposes.”

Amended in 2014

TDA and ADA Requirements

PCTPA defines an unmet transit need as “an expressed or identified need, which is not currently being met through the existing system of public transportation services, including needs required to comply with the requirements of the Americans with Disabilities Act.” This definition outlines the first requirement a request must meet: whether the transit service requested already exists.

In addition to describing an unmet need, a request must be “reasonable to meet”. In 2014, PCTPA adopted five criteria for determining what is “reasonable to meet”. First, the requested service must not cost more to implement than the amount of transit funding an operator has to spend. Second, the requested service must be able to meet the minimum required farebox recovery ratio, or the ratio of fare revenues to operating costs. These first two criteria ensure the requested service could be implemented cost-effectively. Third, there must be community support for the requested service, including support from community groups and leaders, and evidence of that support. Fourth, the requested service must be consistent with the goals of the Regional Transportation Plan. Fifth, the request service must be consistent with goals and intent of the applicable Short Range Transit Plan(s). These final three criteria ensure there is general support for the requested service.

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities and that transit authorities provide origin-to-destination paratransit services to individuals with disabilities within a three-quarter mile boundary around all fixed-route transit services. According to the PCTPA unmet transit needs definition, improvements that are necessary to meet ADA requirements are considered unmet transit needs that are reasonable to meet.

Using these definitions and criteria, PCTPA staff evaluate each public comment to determine whether the requested service is a) an unmet transit need and b) reasonable to meet. If it is determined that there is an unmet transit need that is reasonable to meet, state law dictates that LTF money must be used to meet that need before it can be used for non-transit services.

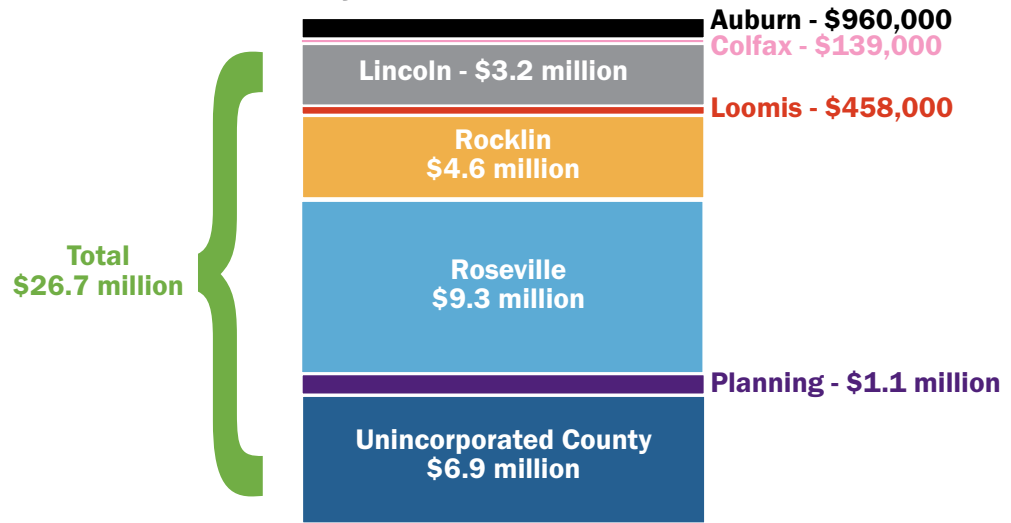


ABOUT UNMET TRANSIT NEEDS

Transit Funding

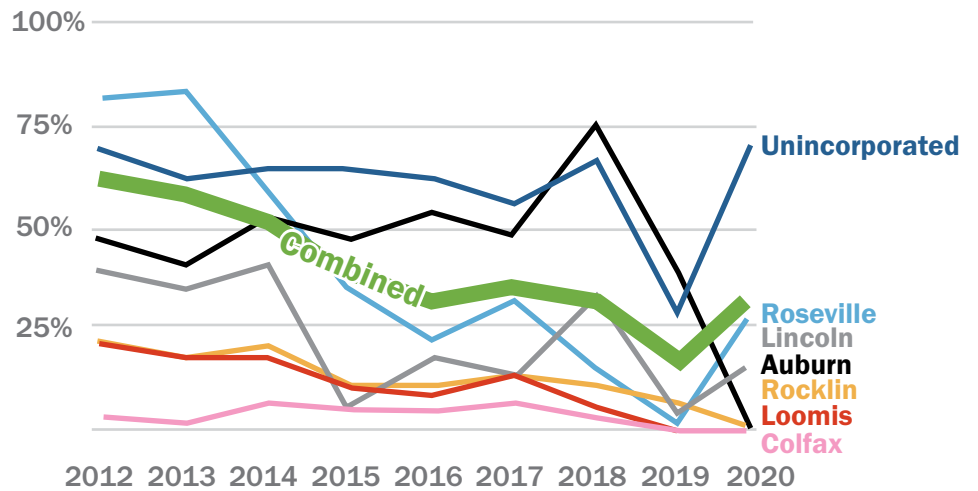
While the primary source of funds for public transit is the Transportation Development Act (TDA), transit operators in Placer County use a variety of federal, state and local funding sources. The TDA provides funding under two separate statewide programs: sales-tax-funded Local Transportation Fund (LTF) and the diesel-tax-funded State Transit Assistance (STA) fund. Because the Unmet Transit Needs process deals only with the use of LTF funds, an analysis of STA funds is not included in this report.

FY 2020 LTF Allocation by Jurisdiction

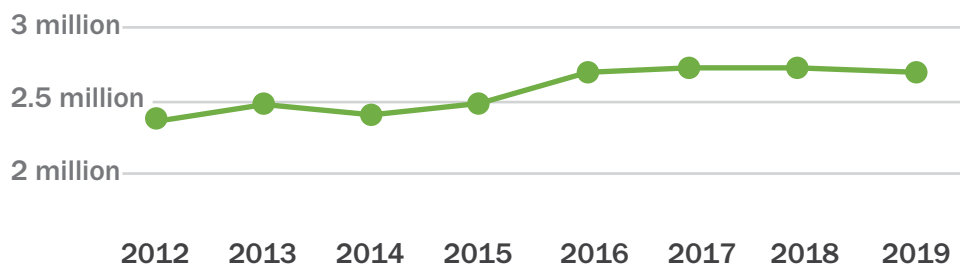


As shown in the stacked bar chart on the top left, Placer County received \$26.7 million dollars in LTF in fiscal year 2020. PCTPA uses a portion of the LTF to fund planning efforts, and the remainder is split among the jurisdictions according to population. Each jurisdiction may then choose to spend a portion of their LTF on non-transit projects, so long as there are no unmet transit needs that are reasonable to meet. Exactly how much is spent on streets and roads rather than transit is up to the jurisdictions, and the proportions vary year-to-year depending on estimated costs, availability of other funding sources, and local spending priorities. As shown in the line graph on the middle right, half of Placer's jurisdictions increased LTF spending on transit this year while the remaining jurisdictions continued the general trend of spending less LTF for transit purposes. Countywide, just 33% of LTF funds were spent on transit in fiscal year 2020. Federal COVID-19 pandemic stimulus funding may have offset the need for LTF. Despite changing amounts of LTF spent on transit, the amount of service miles has remained relatively steady over the past several years, as seen in the line graph on the bottom right.

% of LTF Spent on Transit Annually



Annual Miles of Transit Service in Placer County



Measured in vehicle revenue miles and includes TART service, some of which is outside PCTPA's jurisdiction. Source: State Controller's Office Transit Operator Data

Outreach Process

Following the success of online surveys in last few years and the social distancing guidelines for the COVID-19 pandemic, all Unmet Transit Needs comments were collected online this year. Working with Nevada County Transportation Commission and Tahoe Regional Planning Agency, PCTPA held two virtual workshops to address transit needs in the Truckee/Tahoe region. A public hearing was also held at the virtual PCTPA Board meeting in October 2020. However, the majority of comments were received through the online survey. As a result of this outreach, PCTPA received 267 comments. Of those, 86 comments did not include any kind of transit request and 17 comments involved transit service outside of PCTPA's jurisdiction.

These comments were analyzed by PCTPA staff and reviewed by the Social Services Transportation Advisory Council (SSTAC), as required by the TDA. At their January 6th meeting, the SSTAC found that INCLUDE FINDING

Status of Previous Years' Recommendations

2019's Unmet Transit Needs finding determined that providing Dial-A-Ride service between Lincoln and Rocklin for those who cannot ride fixed-route service was an unmet transit need that was reasonable to meet. The Cities of Lincoln and Rocklin and Placer County Transit implemented this service change in February 2020. ADA-eligible riders are now able to take Dial-A-Ride trips between the two cities. Last year's recommendation on microtransit service continues in the Reinventing Transit planning process, discussed in further detail



Unmet Transit Needs Survey

Required Question(s) Progress:

Please provide your contact information so we can respond to your comments

First Name:

Last Name:

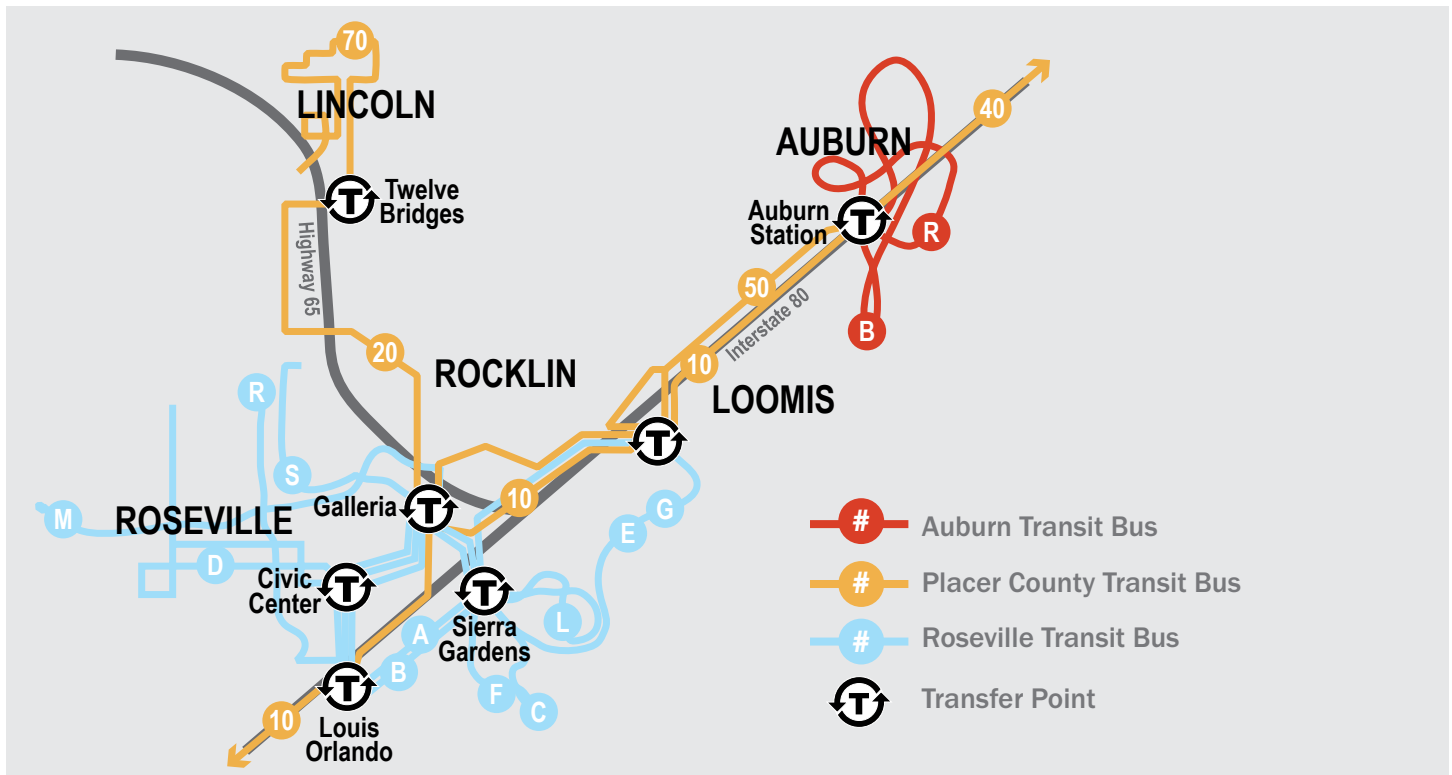
Email Address:

emailaddress@xyz.com



EXISTING TRANSIT SERVICE

Fixed Route Service in South Placer County



Operator Websites

- Placer County Transit
placer.ca.gov/pct
- Auburn Transit
auburn.ca.gov/192
- Roseville Transit
roseville.ca.us/transit
- Tahoe Truckee Area Transit
tahoetruckeetransit.com
- Western Placer CTSA
pctpa.net/transit/244
- Capitol Corridor
capitolcorridor.org

Transit Operators

Placer County is served by 6 transit operators: Roseville Transit, Placer County Transit (PCT), Auburn Transit, Tahoe Truckee Area Regional Transit (TART), Western Placer Consolidated Transportation Services Agency (WPCTSA), and Capitol Corridor. While this section aims to summarize the types of transit services offered in Placer County and the ridership on those services, more detailed route and service information can be found on the operators websites which are listed to the left.

Transit Planning

Improvements to transit service in Placer County are governed by three transportation planning documents: the Regional Transportation Plan (RTP), the Long Range Transit Master Plan (LRTMP), and the Short Range Transit Plans (SRTPs). Because the RTP, LRTMP, and SRTPs outline transit service goals and improvement project priorities for Placer County, they are referenced frequently in the responses to unmet transit needs comments.

The SRTPs were updated in 2018 and are in the process of being adopted by Placer County’s jurisdictions. These documents are the best source for comprehensive transit analysis and they are available for download at pctpa.net. There are also two transit studies referenced in the responses to comments: the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015). These documents are also available for download at pctpa.net.

Interregional, Intercity, and Commuter Service

Roseville Transit, PCT, and Capitol Corridor all offer transit service between cities and regions. Roseville Transit offers Commuter Bus service between various pickup locations in Roseville and Downtown Sacramento as well as a Gameday Express service to Sacramento Kings games. PCT's Auburn/Light Rail Bus (10), Alta/Colfax Bus (40), Taylor Road Shuttle (50), and Sierra College/Lincoln Bus (20) routes all provide connections between different cities and towns in Placer County while PCT's Placer Commuter Express provides commuter service between pickup locations along Interstate 80 and Downtown Sacramento. Capitol Corridor provides train and thruway bus service from the Auburn, Rocklin, and Roseville Stations to Sacramento and the Bay Area. The many comments regarding commute service in Appendix A reflect the growing popularity of transit commute options.



Local Service

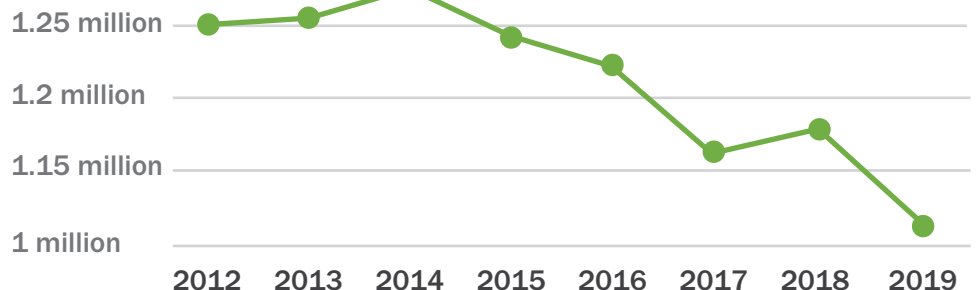
Local bus service is available within Roseville, Lincoln, Auburn, and in the Tahoe Truckee area. Roseville Transit provides 11 different bus routes across the city. PCT's Lincoln Circulator (70) provides local service to Lincoln while the Highway 49 Bus (30) provides service to Auburn. Auburn Transit also has two deviated-fixed bus routes across Auburn, the Red and the Blue. TART operates three fixed routes: the Hwy 267 Bus provides service between Truckee and Kings Beach, the Hwy 89 Bus provides service between Truckee and Tahoe City, and the Mainline Bus runs along the lake from Incline Village to Sugar Pine. Following national trends, ridership continues to fall from its peak in the recession. The affordability of car ownership, as well as increasing availability of transportation network companies like Uber and Lyft have exacerbated this trend.

Demand-Response and Paratransit Service

Each transit operator provides some form of demand-response bus service where riders can preschedule pickups and drop-offs from locations other than the fixed route bus stops. While some operators offer this service to the general public, riders with disabilities who require paratransit service are given priority in these services. PCT offers general public Dial-A-Ride and paratransit service in Lincoln, Rocklin, Granite Bay, Loomis, and anywhere within a three-quarter mile of Taylor Road or Highway 49. Roseville Transit offers general public Dial-A-Ride and paratransit service across the city. Auburn Transit provides deviated-fixed service—meaning buses will deviate from their fixed routes upon appointment—for general public and paratransit riders anywhere within a three-quarter mile of their fixed routes. TART provides paratransit service within a three-quarter mile of their fixed routes.

WPCTSA offers two social service transit services: Health Express and My Rides. Health Express provides service for seniors and people with disabilities to non-emergency medical appointments. Health Express is available in most of southern Placer County. Countywide, My Rides provides service to non-emergency medical appointments for seniors, people with disabilities, and families with children under 5, but is a volunteer service and therefore is dependent on volunteer availability. Both My Rides and Health Express require that passengers be approved before scheduling their first ride.

Annual Transit Ridership in Placer County



Note: Includes all TART service, some of which is outside PCTPA's jurisdiction.

Note: Does not include Capitol Corridor ridership

Source: State Controller's Office Transit Operator Data

ANNUAL RIDERSHIP REPORT - FY 2020

Placer County Transit

Placer County Transit operates five fixed route buses connecting south Placer's cities, four general public Dial-A-Ride areas, and four Placer Commuter Express weekday peak buses to downtown Sacramento.

Operating Subsidy per Trip

Operating Cost: \$8,004,203
 Fare Revenue: \$510,094
 Operating Subsidy: \$7,494,109
 Total Trips: 303,275
 Subsidy per Trip: \$24.71

Annual Trips per Hour

Total Trips: 303,275
 Vehicle Revenue Hours: 52,302
 Trips per VH: 5.79

Roseville Transit

Roseville Transit operates 11 fixed route buses within the city limits, provides general public Dial-A-Ride within the city limits, and runs 10 weekday peak commuter buses to downtown Sacramento.

Operating Subsidy per Trip

Operating Cost: \$6,147,220
 Fare Revenue: \$750,072
 Operating Subsidy: \$5,397,148
 Total Trips: 259,766
 Subsidy per Trip: \$20.78

Annual Trips per Hour

Total Trips: 259,766
 Vehicle Revenue Hours: 49,165
 Trips per VRH: 5.28

Auburn Transit

Auburn Transit operates two fixed routes, both of which deviate up to 0.75 of a mile to accommodate passengers. On Saturdays, Auburn Transit operates one route, a hybrid of the two weekday routes.

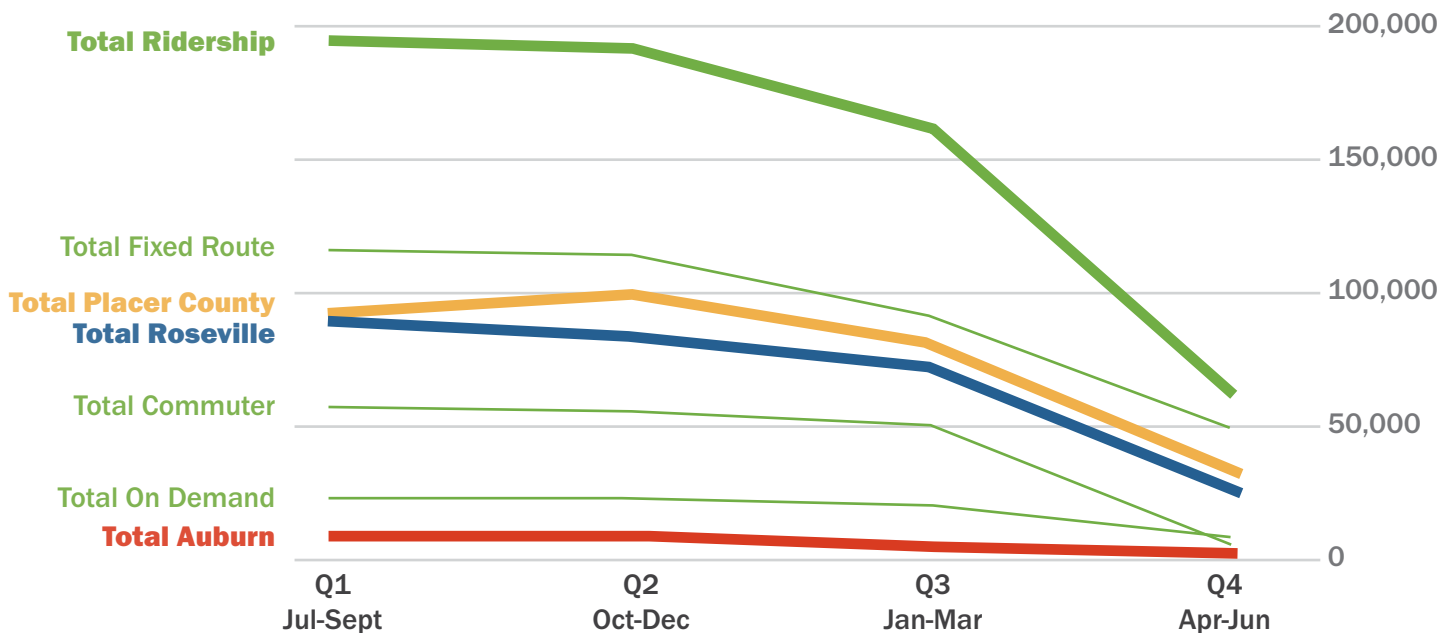
Operating Subsidy per Trip

Operating Cost: \$653,321
 Fare Revenue: \$18,835
 Operating Subsidy: \$634,486
 Total Trips: 26,688
 Subsidy per Trip: \$23.77

Annual Trips per Hour

Total Trips: 26,688
 Vehicle Revenue Hours: 4,439
 Trips per VH: 6.01

Fiscal Year 2020 Ridership

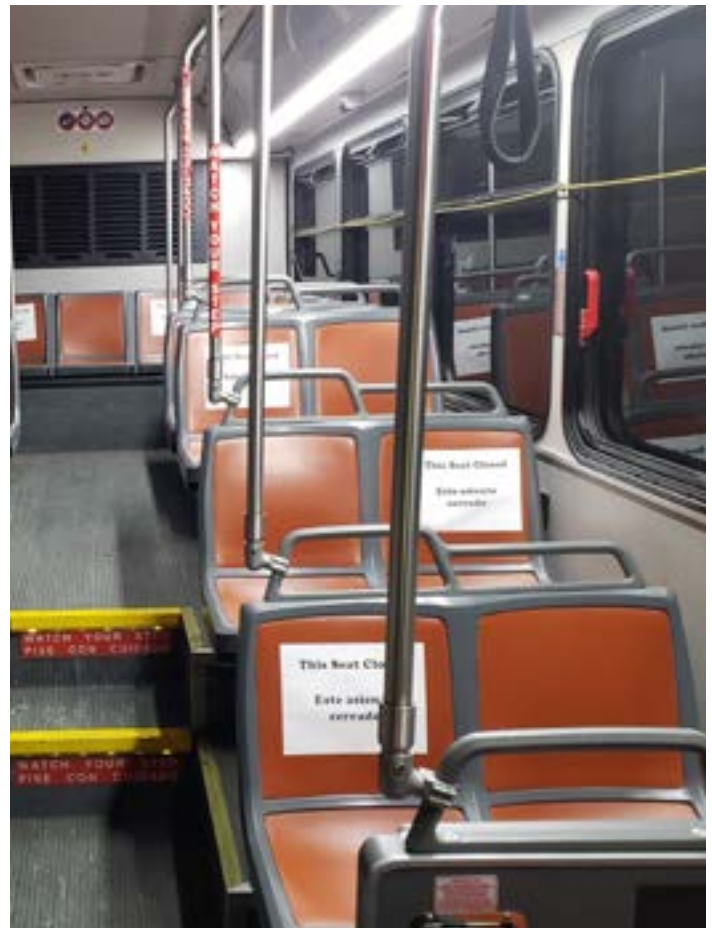


COVID-19 Pandemic

Like most counties across the country, Placer County's ridership in the fourth quarter of fiscal year 2020 was significantly impacted by the COVID-19 pandemic. Shelter-in-place restrictions and the subsequent increase in work-from-home and telecommuting resulted in a sharp decrease in transit ridership, as seen in the chart at the bottom of the previous page. At the time this report was released, ridership had recovered slightly but remains well below pre-COVID levels.

Placer County Transit and Roseville Transit both implemented free fares for all of the fourth quarter of FY 2020 and continued until October. Free fares allowed for rear door boarding, limiting the interaction between passengers and drivers. Free fares continued until plexiglass barriers were installed around the driver's seat. While this was south Placer transit agencies' first pilot of free fares, the shelter-in-place orders prevented the free fares from driving any noticeable changes in ridership. All three transit agencies implemented a mask mandate, which continues as of the release of this report.

There continues to be a great deal of speculation on what lasting impacts the COVID-19 pandemic will have on ridership. This is one of the main considerations for SACOG's Next Generation Transit Study (see page 13) and staff will continue to monitor national trends in service changes.



ANALYSIS AND RECOMMENDATIONS

Staff Recommendation Finding

PCTPA staff analyzed comments and developed the following recommended findings according to PCTPA’s adopted unmet transit needs definitions:

1. There are no new unmet transit needs in FY 2021 that are reasonable to meet for implementation in FY 2022
2. The Annual Unmet Transit Needs Report for Fiscal Year 2022 is accepted as complete.
3. PCTPA staff, in partnership with the TOWG and SSTAC should evaluate the adopted Unmet Transit Needs definition to determine if any changes or additions are appropriate.

The SSTAC concurred with the staff recommended finding at their meeting on January 4, 2021. The PCTPA TAC and Board will consider these findings at their February 9th and 24th meetings, respectively.

Analysis of Comments

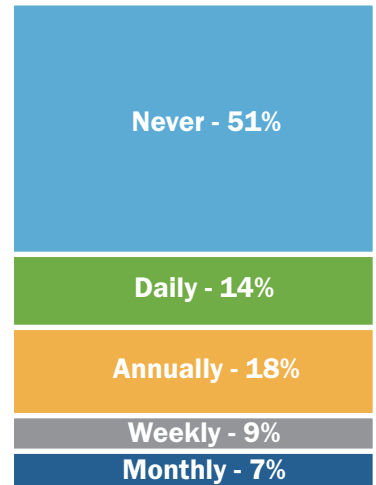
In addition to asking about unmet transit needs, the survey gathers basic ridership information. The stacked bar chart to the right shows how often commenters ride transit. Compared to previous years, there were more infrequent and non-transit riders who responded to the survey. Of those that did ride transit, the most common reasons for riding were to avoid parking and traffic. Additionally, most survey responders got transit information from operator websites, continuing a trend over the past several years.

Compared to previous years, this year’s Unmet Transit Needs Outreach included more requests for intercity and intercounty service, 24% and 30% respectively. Many of these comments were for recreational and leisure trips, including evening trips to downtown Sacramento, shuttles to Auburn State Recreation Area and Hidden Falls Regional Park, and seasonal service between south Placer and the Tahoe Basin. Requests for non-work trips like these have increased over the past few years and will be an important consideration as increased working from home may make work trips over transit less common.

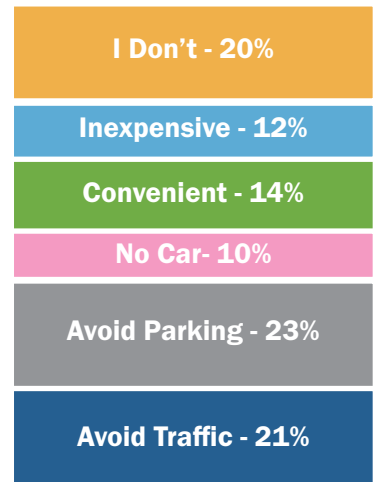
Similar to last year, there were multiple requests for service to the newly developed and growing areas of Placer County, including north Rocklin, West Roseville/Westpark, and Lincoln. All of these areas are served by citywide Dial-A-Ride and local staff continue to monitor the need for increased service as the areas continue to develop.

There were also a significant number of request and comments regarding bus operations issues and comments regarding transit service in general. These are not considered unmet transit needs by definition but were forwarded to the operators for their review. These comments, and request for service outside PCTPA’s jurisdiction, are in the “Other” section in Appendix A.

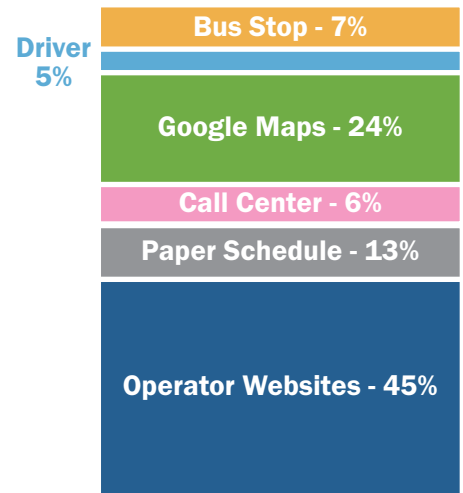
How Often Do You Ride Transit?



Why Do You Ride Transit?



How Do You Get Information?



Current Transit Planning

Reinventing Transit

At their February 2020 meeting, the SSTAC recommended that PCTPA staff, in collaboration with local agencies and the Transit Operators Working Group, evaluate the potential for microtransit service in Placer County. In particular, the group was interested in the success of pilot microtransit projects in neighboring jurisdictions in the region. Beginning in July 2020, PCTPA staff and representatives from each transit operator began meeting monthly to further evaluate microtransit service.

The group received guest presentations from the City of West Sacramento, Yolo County Transportation District, and Washoe County Transportation Commission, all of which have implemented innovative transit services in recent years. These guest presentations gave staff the opportunity to understand the process of implementing these services. At this point, potential pilot services have not been identified, but staff will continue to analyze microtransit opportunities and reevaluate routes through fiscal year 2021-2022.

SACOG Next Generation Transit Study

SACOG staff kicked off the Next Generation Transit Study to shape a vision of transit for the Sacramento region that includes strategies to integrate traditional transit services with new mobility options. The project will analyze six key issue areas: Transit Service, Interagency Collaboration, User Experience, Travelers, Land Use, and Emerging Mobility. The project work will be guided by a Policy Advisory Committee (PAC) of business and economic development leaders as well as regional advocates, and a Technical Advisory Committee (TAC) with a broader range of stakeholders, including transit service providers and experts for specific topic areas. PCTPA and local agency staff serve on both the PAC and TAC for this planning effort, which will conclude in spring 2021.

Placer-Sacramento Action Plan

The Placer-Sacramento Action Plan continues the work of the Placer-Sacramento Gateway Plan to improve congestion on Interstate 80 between Placer and Sacramento Counties by identifying and developing multimodal solutions. Part of this work includes identifying intercounty transit solutions to address the barriers that Unmet Transit Needs requests often identify. This planning effort will continue through spring 2022.



APPENDIX A: PUBLIC COMMENTS & RESPONSES

The table below includes every comment received as part of the Unmet Transit Needs outreach for fiscal year 2022. The first column from the table includes the comment received from the public. In most cases the comment is printed exactly as received, but in rare cases it was summarized to save space or remove personal information. The second column includes one of four findings: this is not an unmet transit need, this unmet transit need is not reasonable to meet, or this unmet transit need is reasonable to meet. The third column includes an explanation for how PCTPA staff and the SSTAC determined whether a request was an unmet transit need that was reasonable to meet. In many cases the explanations refer to various transit plans, all of which are available on the PCTPA website pctpa.net. The fourth column lists the jurisdictions relevant to each comment ('County' refers to the unincorporated areas of Placer County).

The comments are listed in the table according to four categories: Intracity Comments with requests for service within one jurisdiction; Intercity Comments with requests between jurisdictions in Placer County; Intercounty Comments with requests between Placer County and other counties; and Miscellaneous Comments. Expletives and individual addresses were removed, otherwise comment appear as submitted, including any spelling or grammar issues.

Intracity Comments

1	From a secure location in Auburn to Auburn State Recreation Area roundtrip for health	This unmet transit need is not reasonable to meet	There is currently no transit service to Auburn State Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn
2	From China Bar to the Auburn State Recreation Area.	This unmet transit need is not reasonable to meet	There is currently no transit service to Auburn State Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn
3	From Sacramento, Auburn, or someplace in between to the Auburn State Recreation Area.	This unmet transit need is not reasonable to meet	There is currently no transit service to Auburn State Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn
4	From Southridge and Auburn-Folsom to Sutter Auburn Faith Hospital	This is not an unmet transit need	This trip can be made by taking the Auburn Transit South Route from McAuley Meadows to Nevada Station, then taking the Placer County 30 bus to Sutter Auburn Faith Hospital.	Auburn Placer County
5	Just wondering how individuals living on rural roads in Colfax can access transportation, especially if they are low income.	This is not an unmet transit need	This comment does not contain a transit service request. Rural areas around Colfax do not have transit service and the Short Range Transit Plans do not recommend adding such a service.	Placer County

Intracity Comments (cont.)

6	Sun City Lincoln Hills has need of daily shuttle service	This is not an unmet transit need	Sun City Lincoln Hills is served by Lincoln Dial-A-Ride	Lincoln
7	Why don't you come up to SCLH? It is a long walk to the Library. At least to the road into Del Webb.	This is not an unmet transit need	Sun City Lincoln Hills is served by Lincoln Dial-A-Ride	Lincoln
8	I have had several of my library patrons reach out to me over the last few years wishing there was a public transit connection between Lincoln High School/Downtown Lincoln and the Twelve Bridges Library. This would enable students and downtown residents to be able to access the Lincoln Public Library more easily than they are currently able to.	This is not an unmet transit need	This trip can currently be made on Lincoln Dial-A-Ride	Lincoln
9	At 8th street and Q street dial ride need more buses just one bus that operate in Lincoln. I do like the bus where when pick right front of the door at your home. go to 12 Bridges the transfer point Lincoln. The rain days.	This is not an unmet transit need	Operational issues, like fleet size, are not considered unmet transit needs.	Lincoln Placer County
10	From Sun City Blvd to the Del Webb Boulevard/Orchard Creek Lodge Sport Complex for exercise and activities.	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride between the two locations.	Lincoln Placer County
11	From Granite Bay to down to services on Sierra College or Eureka for shopping, medical, and eating out.	This is not an unmet transit need	These trips can be made by taking Granite Bay Dial-A-Ride.	Placer County
12	I live in Granite Bay, an unincorporated region of Placer County and the nearest public transit is available from Roseville Transportation, and only if I drive or get a ride to a bus stop in the city of Roseville. I was a regular Roseville and Placer Transit commuter for ten years, and am now retired. I believe that public transit availability for Granite Bay is essential, as many residents are seniors, who may need a public alternative to Uber or Lyft, if and when they are no longer able to drive independently. I recommend the addition of a route that includes Granite Bay.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding transit service in Granite Bay. General Public Dial-A-Ride is currently available between any two locations within Granite Bay.	Placer County

Intracity Comments (cont.)

13	I can only speak to my 13 years living here in GB. There is no public transportation available starting in our community and that means you have to drive, or hire UBER or LYFT. It would be a nice service/option for the residents of this area to have public transportation.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding transit service in Granite Bay. General Public Dial-A-Ride is currently available between any two locations within Granite Bay.	Placer County
14	The Dial A Ride in Granite Bay operates on a very limited schedule so it is not convenient for commuters or residents.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding Dial-A-Ride service in Granite Bay.	Placer County
15	I would like to open an Adult Day Program in the Granite Bay area, but lack of public transportation is limiting the viability of this area. A large portion of our program would be teaching our clients how to access & navigate public transportation.	This unmet transit need is not reasonable to meet	Granite Bay is served by Dial-A-Ride. The Short Range Transit Plans do not recommend adding additional service.	Placer County
16	From Park at sunset to Fairway-LoneTree commercial corridor for shopping	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Park and Sunset to anywhere else in Rocklin	Rocklin Placer County
17	From Sunset/Park to Lonetree/Blue Oaks for shopping, restaurants, and movies	This is not an unmet transit need	This trip can be made by taking Placer County 20 bus from Sunset and Park to Lonetree and Blue Oaks.	Rocklin Placer County
18	First Whitney High School, Rocklin High School, five major senior living facilities, and commercial development within one-half mile east and west of the Blue Oaks intersection at Lonetree Boulevard are major activity centers without fixed-route service	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin	Rocklin Placer County

Intracity Comments (cont.)

19	<p>Second, the limited stops in east Rocklin for Routes 10, 20, and the Placer Commuter Express reduce potential ridership. Route 10, which directly serves the I-80 light rail station, has only one stop, Rocklin at Sierra College. It passes by but does not stop at Rocklin Commons, which has a 35-space park-and-ride lot required by the City. Likewise, the Commuter Express only stops at the train station but passes by the Sierra College intersection with Pacific Street, which is only 700 ft. from the nearest parking area in the approved Costco facility. Route 20 has a four-mile, one-way loop in east Rocklin that limits service where both an origin and destination exist on the loop.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin</p>	<p>Rocklin Placer County</p>
20	<p>From Pleasant Grove and Kennerleigh to Roseville Kaiser</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking the Roseville M bus to Pleasant Grove and Foothill, then taking Roseville D bus to Vernon Street and Grant, then taking Roseville L Bus to Kaiser Roseville.</p>	<p>Roseville</p>
21	<p>From Grape Street in Roseville to Gibson drive in Roseville without using Dial-A-Ride</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>This trip can be made on Roseville Dial-A-Ride. The Short Range Transit Plans do not recommend adding a more direct fixed route between these two locations.</p>	<p>Roseville</p>
22	<p>Douglas Boulevard and East Roseville Parkway to Washingtoun Boulevard and East Roseville Parkway for work. .</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Roseville Dial-A-Ride between both locations.</p>	<p>Roseville</p>
23	<p>From Maidu to Roseville Amtrak</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Roseville F bus from Maidu to the Sierra Gardens Transfer Point, then taking Roseville B bus to Roseville Station.</p>	<p>Roseville</p>
24	<p>From secret Ravine Parkway to Fairway Avenue for shopping, and medical appointments.</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Roseville Dial-A-Ride from Secret Ravine to the Galleria, then taking the Roseville M bus to Fairway Drive.</p>	<p>Roseville</p>

Intracity Comments (cont.)

25	I am a Senior and cannot drive, so the most important need I have is Sunday service and later Saturday service with Roseville Transit.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending Saturday Service or adding Sunday Service.	Roseville
26	From Opal and Crocker Ranch Road or Opal and Parkside to Galleria, Downtown Roseville, and Sacramento Light Rail	This is not an unmet transit need	The trip to the Galleria can be made by taking Roseville Dial-A-Ride. Once at the Galleria, the trip to downtown Roseville can be made by taking the Roseville B bus and the trip to Sacramento Light Rail can be made by taking Placer County 10 bus to Watt I-80 Light Rail station.	Roseville Placer County

Intercity Comments

27	From Colfax to Auburn for shopping on the weekends	This unmet transit need is not reasonable to meet	There is currently no weekend service between Colfax and Auburn and the Short Range Transit Plans do not recommend adding such a service.	Auburn Colfax Placer County
28	From Colfax to Auburn for work shopping and medical appointments. I would need flexible options for days and times of days that do not currently exist - I would be open to shifting my commute to public transit if I knew I could get home if/when I needed to. For example, if my daughter got sick while at school I couldn't wait hours for the next bus.	This unmet transit need is not reasonable to meet	There is currently once daily service between Auburn and Colfax. The Short Range Transit Plans do not recommend increasing the frequency of this service.	Auburn Colfax Placer County
29	From Auburn to the American River confluence near the Highway 49 bridge.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

30	From Auburn Area to the American River Confluence on busy summer weekends when there is no parking . Buses should have bike racks and if possible an onboard area for temporary river gear storage.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
31	From Auburn Transit Center to the Green Bridge on Highway 49 and 193 for Hiking	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
32	From the fair ground or somewhere with free parking to the American River Confluence or Hidden Falls.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
33	From downtown auburn to the american river confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
34	From Auburn to the Confluence Area Auburn State Recreation Area.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
35	From Auburn to the confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
36	From Auburn to the Confluence, Tahoe, and Cool	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
37	From Auburn to the American River Confluence near the Highway 49 bridge.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
38	From the old Heart Federal Building to the American River Confluence.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

39	From Overlook Park to the North Form Middle Form of the American River Confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
40	From Auburn to the American River Confluence, and the China Bar Area	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
41	From the American River Overlook to the American River Confluence and China Bar	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
42	From Railhead Park to the Confluence Area	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
43	From Auburn to the Confluence of the American River	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
44	From Auburn to the American River Confluence, and the China Bar Area	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
45	From Auburn to the Confluence of the American River, and Foresthill	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
46	From somewhere around downtown Auburn to the American River Confluence at Old Foresthill Road	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
47	From Central Square Auburn to the American River Confluence for recreation and exercise	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

48	From Downtown Auburn to the Confluence for recreation	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
49	From Auburn to the American River Confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
50	From Downtown Auburn to the Confluence of the American River, Oregon Bar, and RuckAChucky.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
51	please provide more shuttles to alleviate parking and crowding at Auburn's access points to the American River.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
52	I would like to see service from Auburn to the American River Confluence in the Auburn State Recreation Area for recreational opportunities.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
53	Parking in recreational areas during the summer, and weekends is insufficient for the numbers trying to use those areas. Illegal parking and traffic, makes it dangerous for First Responders and pedestrians. A seasonal shuttle to different parts within the Auburn State Recreation Area, would make it safer for all	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

54	<p>If a shuttle were available to the confluence area, I'd certainly use that rather than park at the confluence. Otherwise, I don't really need public transportation. (I work from home as a software engineer. I re-located to Lincoln from Sunnyvale, looking to get out of the congestion of Silicon Valley. Hiking the trails in the Auburn SRA and the Hidden Falls local park is the only reason I drive more than 10 miles. But I am planning to hike on other trails in Placer County.)</p>	This unmet transit need is not reasonable to meet	<p>There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.</p>	Auburn Placer County
55	<p>A public transit sure would help relieve the congestion around the confluence on weekends, when right now people are parking all over the place, even where it's dangerous, such as on Hwy. 49 on the right just across the bridge – the road's too narrow for parking and for people getting in and out of their cars right on the roadway.</p>	This unmet transit need is not reasonable to meet	<p>There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.</p>	Auburn Placer County
56	<p>Bus service from Auburn to the Confluence and the China Bar Area would greatly improve the overcrowded parking situation in the Auburn State Recreation Area, increasing the use and accessibility of this important recreational and tourist resource of Placer County.</p>	This unmet transit need is not reasonable to meet	<p>There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.</p>	Auburn Placer County
57	<p>Bus access to the river confluence would help make the river area safer, friendlier, and more accessible.</p>	This unmet transit need is not reasonable to meet	<p>There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.</p>	Auburn Placer County
58	<p>Request bus service from Auburn to the Confluence and the China Bar Area.</p>	This unmet transit need is not reasonable to meet	<p>There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.</p>	Auburn Placer County

Intercity Comments (cont.)

59	I would consider taking the bus to the confluence of the American River if it could keep congestion of the area down.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
60	Bus transit from Auburn to the Confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
61	From Roseville to Auburn for shopping and attending events.	This is not an unmet transit need	This trip can be made by taking Placer County 10 bus from the Galleria to Auburn Station.	Auburn Roseville Placer County
62	I believe that there are people in Auburn who would ride to Roseville and Roseville to Auburn. I could take Uber after I got to Auburn to go to the places I wanted, then ride the bus back to Roseville and drive my vehicle home or call Uber.	This is not an unmet transit need	This comment lacks sufficient detail to identify a transit request, however it is possible to travel between Auburn and Roseville on Placer County Transit's 10 bus	Auburn Roseville Placer County
63	From 1st street and Fuller to the Roseville Mall for shopping	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride from 1st and Fuller to Twelve Bridges Library, then taking the Placer County 20 bus to the Roseville Galleria.	Lincoln Placer County
64	From Sun City Lincoln Hills to Lincoln, Rocklin, and Roseville.	This is not an unmet transit need	Trips to other locations in Lincoln can be made by using Lincoln Dial-A-Ride. Trips to Rocklin and Roseville can be made by taking the Placer County 20 bus from Twelve Bridges Library.	Lincoln Placer County
65	From Sheridan 95681 to Lincoln 95648 for shopping and medical appointments.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County

Intercity Comments (cont.)

66	From Sheridan to Lincoln, CA or Wheatland, CA for work and shopping.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
67	From Sheridan to Lincoln for shopping/work.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
68	From sheridan to Lincoln or Rocklin ie Sierra College	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
69	Would be nice to have public transportation 9ut here in Sabre City Estates off of pfe Rd. Slot of elderly and disabled persons are stuck home without any transportation to get food or make doctor appointments.	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of western Placer and the Short Range Transit Plans do not recommend adding such a service.	Placer County
70	Sheridan, CA is a small community with a lack of resources for the town. By having a motive of transportation out of Sheridan would allow people who live in Sheridan more freedom to get around.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County

Intercity Comments (cont.)

71	<p>I live in Sheridan. Plenty of residents here do not have transportation. An elderly woman stands on 65 and gets rides into town and back. Sometimes she's out there for hours. She needs transportation. My son and his friends need jobs. They have no transportation to the local towns for jobs. They have no way to make any money here. There's a great need for a bus stop in Sheridan that at least leaves a few different times a day with return times. Definitely necessary. I have my class B and am willing to drive this route if needed. People need help. Thank you!</p>	This unmet transit need is not reasonable to meet	<p>There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.</p>	Placer County
72	<p>We have lots of folks in our little town that would use public transportation but none is available at all and we are only 10 minutes from Lincoln. We even have a couple of folks that hitchhike to Lincoln for groceries and doing laundry because they do not have a vehicle.</p>	This unmet transit need is not reasonable to meet	<p>There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.</p>	Placer County
73	<p>I am taking this survey because many of my patients complain about the difficulty in getting to our clinic on public transit. They are often coming from Grass Valley, Auburn, or Roseville, and we are located in Weimar, CA.</p>	This unmet transit need is not reasonable to meet	<p>There is currently no service to Weimar and the Short Range Transit Plans do not recommend adding service.</p>	Placer County
74	<p>Neighbors have been wanting a bus route out here in Sabre City Estates.</p>	This unmet transit need is not reasonable to meet	<p>There is currently no transit service in this unincorporated area of western Placer and the Short Range Transit Plans do not recommend adding such a service.</p>	Placer County

Intercity Comments (cont.)

75	There is not option that works for public transportation from Foresthill Ca; but having one may benefit the community greatly. I have been younger on this mountain and was not able to get to work because my car broke down and there was no public transportation to help me get to work so that I could buy the parts needed to fix my car. It starts a cycle when you can not get to work or shopping off the mountain.	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	Placer County
76	There is no public transit available where I live in Sheridan, CA!	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
77	My comment for the hearing is we have no transit service in Sheridan. We still have the lady who spoke at the hearing last year who continues hitchhiking from Sheridan to Lincoln for food. Hopefully one of these years we will have transit service in Sheridan.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
78	Existing Placer County Route 10: Split the route in half by operating all trips between Auburn Amtrak and Roseville Galleria on 30-minute frequencies. Enter into a transit transfer agreement with Roseville Transit for service between Roseville Galleria and the Watt/I-80 Station on a 30-minute frequency. Recommended hours would be 5am to 11pm such that trips meet and make light rail connections at Watt/I-80 and bus-to-bus transfers at the Roseville Galleria both on the top and bottom of every operating hour.	This unmet transit need is not reasonable to meet	This service change is not recommended by the Short Range Transit Plans.	Placer County
79	From the Galleria Mall to Whitney High School for classes, shopping, and appointments	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from the Galleria to Whitney High School.	Rocklin

Intercity Comments (cont.)

80	I am now 22. I grew up in Lincoln and remember having to take the city bus home in High School. It took about 1.5 hours to get home just because there weren't more efficient bus routes for a ten minute equivalent drive. I've also known people that could benefit from public transport to work. Currently, I am not using public transport to get to my job in Rocklin, as it would take a while and I fortunately have a car nowadays. I think it would take about an hour and then some walking time? Not too bad, but I generally support public transport improvements	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Rocklin Lincoln Placer County
81	From Rocklin to Kaiser Riverside and Kaiser Lincoln for medical appointments	This is not an unmet transit need	These trips can be made by taking the Placer County 20 bus to the Roseville Galleria, then transferring to the Roseville A bus to go to Kaiser Riverside or staying on the Placer County 20 bus to go to Kaiser Lincoln.	Rocklin Lincoln Placer County Roseville
82	From Rocklin to Granite Bay for Church on Wednesday nights, Saturday Afternoons, and Sunday Mornings	This unmet transit need is not reasonable to meet	There is currently no direct service between Rocklin and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Rocklin Placer County
83	From the Galleria Mall to Whitney Highschool for volunteer and sporting.	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from the Galleria to Whitney High School.	Rocklin Placer County
84	From Douglas Boulevard at Sierra College to the Roseville Galleria	This is not an unmet transit need	This trip can be made by taking the Roseville L bus from Douglas and Sierra College to the Sierra Gardens transfer point, then taking Roseville B bus to the Galleria.	Roseville Placer County
85	From Rocklin to Granite Bay for church, work, class.	This unmet transit need is not reasonable to meet	There is no direct service between Rocklin and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Rocklin Placer County

Intercity Comments (cont.)

86	<p>Three major trip generators in Rocklin have no public transit service – the two high schools and the Blue Oaks/ Lonetree shopping area.</p> <p>Route 20 inefficient with 15-minute detour to and from Galleria.</p> <p>Obvious opportunities exist for Roseville and PCT systems to integrate service and better serve the Fairway/ Lonetree Corridor (Route M) in west Rocklin and Sierra College area (Routes E/G) in east Rocklin.</p> <p>One-way loop in east Rocklin serving Granite Drive needs to be changed to two-way loop.</p> <p>Three PCT routes (10, 50, and Commuter Express) only have one stop in Rocklin (Sierra College). Rocklin required Rocklin Commons to put in a Park & Ride lot. At least Route 10 and Commuter Express should serve the lot as they are both commuter services.</p>	This unmet transit need is not reasonable to meet	<p>The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin</p>	Rocklin Placer County
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Intercity Comments (cont.)

87	<p>Third, the Placer County Transit system needs to implement an effective first-mile, last-mile strategy for service to major activity centers served by fixed routes. Fixed routes are appropriate to serve major trip generators in or adjacent to the City, especially the Galleria, the recently built shopping complexes at the I80/Sierra College interchange, a junior college, and a university. It is estimated that existing routes within Rocklin only reach 20% of residents within a quarter-mile walking distance (See Figure 2). The development patterns for residential neighborhoods in Rocklin limit the potential for fixed routes and variants such as route deviation, but almost all residences are within one mile of a major activity center (See Figure 3). A multi-modal first-mile, last-mile strategy that includes secure bike lockers at major activity centers and financial incentives for scheduling short trips by existing dial-a-ride and Uber/Lyft services would address gaps in fixed-route service</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin</p>	<p>Rocklin Placer County</p>
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Intercity Comments (cont.)

88	<p>The transit needs for Rocklin are just not there nor effective. I would love to use light rail HWY 65 to the capitol corridor it needs to fast/efficient and convenient. How the County adopted the revised Sunset plan without addressing mobility is beyond me. I am all for the satellite campuses how about connection Sierra college/sac state to this and eventually to the airport and downtown. The recent electronic traffic signs saying tired of sitting in traffic most would say yes but widening hwy 65 won't solve that simply push the congestion further up and the recent widening did. Additional roadway pavement is expensive and environmentally tough to build maintain and replace.</p> <p>A robust serious plan to make convenient mobility is needed to make this happen. I would ride light rail from Rocklin to the capitol corridor station so I could go for example mt biking in tahoe. The times are not regular no convenient once I get to Truckee then what? I a zipcar or ebike for some would be great your not there and stuck at the station. I would mt bike ride even snow ski and love to ride back and let someone else do the driving. In a larger context, understand beyond the means of Placer, but make it effective for someone from the bay area to use fixed rail to tahoe then only drive while up there. Storage on the train to store bikes/other winter ski etc safely i.e. theft makes great sense. The system or lack there of is simply nonexistent. Getting to work in Sac or going to</p>	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail, providing service to the airport, or providing service between South Placer and the Tahoe area.	Rocklin Placer County
89	From Sun City Lincoln Hills to Roseville for Shopping	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride from Sun City Lincoln to Twelve Bridges Library, then taking the Placer County 20 bus to the Roseville Galleria.	Roseville Lincoln Placer County

Intercity Comments (cont.)

90	From Hayden Parkway and Corin Drive to Kaiser Lincon	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Hayden and Corin to the Galleria, then taking Placer County 20 bus to Twelve Bridges Library across the street from Kaiser Lincoln.	Roseville Lincoln Placer County
91	From any central parking area in Roseville to Auburn for County Government Business	This is not an unmet transit need	This trip can be made by taking the Placer County Route 20 bus from Roseville Galleria to Nevada Station in Auburn, then taking the Placer County Route 30 bus to Placer County Government Center	Roseville Placer County
92	From Iceberg Lane to Sierra College for Work	This is not an unmet transit need	This trip can be made by taking the Roseville M Bus from Sun City Boulevard and Pleasant Grove to the Galleria, then taking the Placer County 20 bus to Sierra College.	Roseville Placer County
93	From Pleasant Hill Road in Lincoln to Harding Boulevard in Roseville	This unmet transit need is not reasonable to meet	There is currently no service to rural unincorporated Lincoln and the Short Range Transit Plans do not recommend such a service.	Roseville Placer County
94	From Doolittle Drive in Roseville to Sunrise Boulevard in Roseville for Medical Shopping	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of western Placer and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
95	From Granite Bay to Roseville so I use less gas.	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
96	From Douglas and Auburn-Folsom to Douglas towards 80 for shopping, medical, and library	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
97	From Douglas and Sierra Gardens in Roseville to main street in Newcastle	This unmet transit need is not reasonable to meet	There is currently no transit service to Newcastle and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County

Intercity Comments (cont.)

98	From 95747 to Sierra College for work	This is not an unmet transit need	This trip lacks detail, however there are multiple Roseville transit buses from the 95747 zipcode that can be taken to the Roseville Galleria where the Placer County 20 bus can be taken to Sierra College.	Roseville Placer County
99	Light rail should come to Roseville and go down 65.	This is not an unmet transit need	The Short Range Transit Plans do not recommend extending light rail. Placer County Transit does operate bus service from Roseville to Lincoln along the Highway 65 corridor.	Roseville Placer County
100	From Foresthill to Roseville for shopping on the weekends	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	Roseville Placer County
101	From Granite Bay to Roseville so I don't have to use my personal card.	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
102	From Granite Bay to Downtown Roseville for access to community for my DD daughter.	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
103	<p>Please make public transportation available in Granite Bay so commuters will be able to go to Roseville. The Dial A Ride operates on a very limited time.</p> <p>There is a Roseville Bus (Route L) that goes up to Sierra College/Douglas Blvd.</p> <p>Can you extend the trip up to Auburn Folsom Rd cor Douglas Blvd or even up to the gate of Folsom Lake? You will have plenty of riders going to the Lake and this will eliminate the traffic on Douglas especially during summer when there are a lot of private cars going to the lake.</p>	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend adding direct service to Folsom Lake or providing more direct connections between Granite Bay and Roseville.	Roseville Placer County

Intercity Comments (cont.)

104	<p>Introduce 30-minute frequency between the Watt/I-80 Station to Roseville Galleria on both a weekday and weekend basis. This service would replace existing Placer County Transit Route 10 service with double the frequency and half the existing vehicle miles traveled. The existing service between Roseville Galleria and Auburn Amtrak would continue to be operated exclusively by Placer County Transit, but on a 30-minute frequency and approximately half the existing vehicle miles traveled on both a weekday and weekend basis. Existing Placer County Route 10 would change to be known as Route 80 as being more symbolic of the highway it is mainly traveling along.</p>	<p>This is not an unmet transit need</p>	<p>PCTPA and its regional partners are working to deliver the South Placer Transit Project, which would provide 30 minute service similar to this request.</p>	<p>Roseville Placer County</p>
105	<p>From Hemingway Drive in Roseville to the Target on Fairway in Rocklin and shopping on Blue Oaks.</p>	<p>This is not an unmet transit need</p>	<p>The trip to Target can be made by taking the Roseville M Bus from Pleasant Grove and Foothills to Pleasant Grove and Fairway. Blue Oaks in Roseville can be reached by taking the Roseville D bus. Blue Oaks in Rocklin can be reached by taking the M bus to Fairway and taking Rocklin Dial-A-Ride to Blue Oaks.</p>	<p>Roseville Rocklin Placer County</p>
106	<p>From Blue Oaks and Woodcreek Oaks to the City of Rocklin for work</p>	<p>This is not an unmet transit need</p>	<p>The comment does not mention a specific destination in Rocklin, but generally this trip can be made by taking Roseville D bus from Blue Oaks and Woodcreek Oaks to Foothills and Junction, then taking the Roseville M bus to Stanford Ranch and Fairway, then taking the Placer County 20 bus to several location in Rocklin.</p>	<p>Roseville Rocklin Placer County</p>
107	<p>From Junction and Country Club to Creekside Church for Guild meetings</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Roseville Dial-A-Ride from Junction and Country Club to the Roseville Galleria, then transferring to Rocklin Dial-A-Ride at Galleria and taking it to Creekside Church.</p>	<p>Roseville Rocklin Placer County</p>

Intercity Comments (cont.)

108	From Washington and Kaseberg to Rocklin to work on Woodside Road and Harding Plaza.	This is not an unmet transit need	The trip to Rocklin can be made by taking the Roseville M bus from Pleasant Grove and Washington to Whitney and Lincoln, then taking the Placer County 20 bus to Woodside Drive. The trip to Harding Plaza can be made by taking the Roseville D bus from Washington and Junction to Vernon and Grant, then taking the Roseville L bus to Harding Plaza.	Roseville Rocklin Placer County
109	From Citrus Heights/Roseville Border (Foothills) to Rocklin Public Library for work	This is not an unmet transit need	This trip can be made by taking the Placer County 10 bus from Louis Orlando to the Roseville Galleria, then taking the Placer County 20 bus to Granite and Sierra Meadows near the Library.	Roseville Rocklin Placer County
110	From Sunset Boulevard, Rocklin to Denios Farmers Market for food shopping on weekends.	This is not an unmet transit need	This trip can be made by taking Placer County 20 bus from Sunset Boulevard to the Galleria, then taking the Roseville M bus to Pleasant Grove and Foothills, then taking the D bus to Main and Atkinson near Denio's.	Roseville Rocklin Placer County
111	From Roseville Square to 1000 Sunset Boulevard for work.	This is not an unmet transit need	This trip can be made by taking the Roseville L bus from Roseville Square to Vernon Street, then taking the Roseville A bus to the Galleria, then taking the Placer County 20 bus to 1000 Sunset Boulevard.	Roseville Rocklin Placer County

Intercounty Comments

112	From Cool to Auburn	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Auburn and Cool and the Short Range Transit Plans do not recommend adding such a service.	Auburn
113	From Cool to Downtown Auburn	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Auburn and Cool and the Short Range Transit Plans do not recommend adding such a service.	Auburn
114	From Cool to Auburn for shopping, medical, dining	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Auburn and Cool and the Short Range Transit Plans do not recommend adding such a service.	Auburn
115	From Old town Auburn to Davis for work	This is not an unmet transit need	This trip can be made by taking the Capitol Corridor train from Auburn Station to Davis Station.	Auburn
116	From Auburn Fairgrounds/Maidu market to Folsom, Arden/Arcade areas.	This unmet transit need is not reasonable to meet	There is no direct transit service between Auburn Fairgrounds and Arden or Folsom and the Short Range Transit Plans do not recommend adding such a service	Auburn
117	From Auburn to Sacramento for evening events like concerts and plays.	This unmet transit need is not reasonable to meet	There is currently no evening service between Auburn and Sacramento and the Short Range Transit Plans do not recommend adding such a service.	Auburn
118	From Auburn to Nevada city and the Confluence	This unmet transit need is not reasonable to meet	There is currently no service from Auburn to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service. The trip to Nevada City can be made by taking Gold Country State 5 bus from Auburn Station to Grass Valley, then taking Gold Country Stage 1 bus to Nevada City.	Auburn Placer County

Intercounty Comments (cont.)

119	<p>We need to incorporate trains (Auburn to Sacramento AND Yuba City/ Wheatland/Lincoln to Roseville/ Sacramento).</p> <p>Research how The Salt Lake Valley uses their railroad system (Frontrunner) & ties it into their light rail (Trax?).</p> <p>Their system has frequent runs & is priced aggressively so it has high ridership!</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>The Short Range Transit Plans do not recommend extending passenger rail service from Auburn or adding service to Lincoln. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.</p>	<p>Auburn Roseville Lincoln</p>
120	<p>From secret Town Court in Colfax to UC Davis Medical Center for Medical appointments twice a year.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>There is currently no direct service between the Secret Towng area of unincorporated Placer and UC Davis Medical Center and the Short Range Transit Plans do not recommend adding such a service.</p>	<p>Placer County</p>
121	<p>From Lincoln to Sacramento during the day and evenings for Med Appts, Shopping, Entertainment, and Sporting Events</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Placer County Route 10 bus from Twelve Bridges Library to the Roseville Galleria, then taking the Placer County Route 20 bus to Watt Avenue Light Rail Station, then taking the Blue Line downtown.</p>	<p>Lincoln Placer County</p>
122	<p>From Lincoln to Downtown Sacramento</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Placer County 20 bus from Twelve Bridges Library to the Galleria, then taking Placer County 10 bus to the Watt I-80 Light Rail, then taking the Blue Line Light Rail into downtown.</p>	<p>Lincoln Placer County</p>
123	<p>From Lincoln to Sacramento for shopping and dining.</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Placer County 20 bus from Twelve Bridges Library to the Galleria, then taking Placer County 10 bus to the Watt I-80 Light Rail, then taking the Blue Line Light Rail into downtown.</p>	<p>Lincoln Placer County</p>
124	<p>From Loomis Bus station to Downtown Sacramento</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Placer Commuter Express between Loomis Station and Downtown Sacramento.</p>	<p>Loomis Placer County</p>

Intercounty Comments (cont.)

125	Extend light rail to Sierra College with 15 minute service	This unmet transit need is not reasonable to meet	While the Short Range Transit Plans do not recommend extending Light Rail, it is possible to make this trip by taking the Placer County 10 bus between Watt Avenue Blue Line Station and Sierra College	Placer County
126	<p>Route 9: Sierra College/Hazel Local Bus Route: This route does not exist today. A parallel express route does, which will be described a bit later. Route 9 would travel North-South direction along Sierra College Boulevard/Hazel Avenue between Sierra Community College and the Hazel Light Rail Station. Similar to how the “Causeway Connection” currently operates between Yolo and Sacramento Counties, a similar setup can be established for Route 9 where general headways are hourly, but trips would be operated between both Placer County Transit and Sacramento Regional Transit. The number “9” was selected for this route due to the fact that Express Route 109 currently operates parallel service along Hazel Avenue between Oak Avenue and U.S. 50 in Sacramento County, before heading into downtown Sacramento via U.S. 50 on its existing route. Similar examples exist today for corridors like Northgate Boulevard in the Natomas area of Sacramento County in which the local bus is Route 13, where as Route 113 is the Northgate Boulevard commuter route. Proposed “Route 9” would operate hourly on both weekdays and weekends, with trips alternating between Sacramento Regional Transit and Placer County Transit. An existing route has already achieved this operating goal with regards to the Causeway Connection Route 138. Service on this existing route operates hourly with trips alternating between those operated by the Yolo County</p>	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend adding a route as suggested. However, the Placer Sacramento Action Plan is exploring opportunities to improve transit service between Placer and Sacramento counties, including along this corridor.	Placer County

Intercounty Comments (cont.)

127	From sierra College to Downtown Sacramento to arrive at the Capitol about 9am.	This is not an unmet transit need	This trip can be made by taking Placer County Route 10 bus from Sierra College to Watt Avenue Light Rail Station, then taking the Blue Line to downtown	Rocklin Placer County
128	From Rocklin Stanford Ranch Area to Sacramento Downtown for shopping, attending events, and recreation	This is not an unmet transit need	This trip can be made by taking the Placer County 20 bus from Stanford Ranch to the Galleria, then taking the Placer County 10 bus to Watt I-80 Station, then taking the Blue Light Rail Line to downtown Sacramento.	Rocklin Placer County
129	From Rocklin to Downtown Sacramento for work	This is not an unmet transit need	This trip can be made by taking Placer Commuter Express from downtown Rocklin to downtown Sacramento.	Rocklin Placer County
130	From Granite Drive to the Mercy and UC Davis medical offices.	This unmet transit need is not reasonable to meet	The trip to Mercy San Juan can be made by taking the Placer County 20 bus to the Galleria, then taking the Placer County 10 bus to Louis Orlando, then taking SacRT 25 bus to Mercy San Juan. There is currently no direct service between Rocklin and the UC Davis Medical Center and the Short Range Transit Plans do not recommend such a service.	Rocklin Placer County
131	From Lincoln to Roseville and sacramento	This is not an unmet transit need	This trip can be made by taking Placer County 20 bus from Twelve Bridges Library to the Galleria in Roseville. Sacramento can be reached by then taking Placer County 10 bus to the Watt I-80 Light Rail, and then taking the Blue Line Light Rail into downtown.	Roseville Lincoln Placer County

Intercounty Comments (cont.)

132	<p>From Downtown Sacramento back to Placer County. Go home early on Friday 3-330pm from downtown sac go home to Sunsplash parking lot. Not all the buses go to sunsplash, early bus #1 is never full because it does not go to sunsplash.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.</p>	Roseville
133	<p>From West Park to Midtown Sacramento on evenings and weekends and Garden Highway during peak commute times</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>There is currently no evening or weekend service from West Park to Sacramento and the Short Range Transit Plans do not recommend adding such a service. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.</p>	Roseville
134	<p>From Old Roseville to Downtown Sacramento on the weekends</p>	<p>This is not an unmet transit need</p>	<p>This trip can be made by taking Capitol Corridor train or thruway bus from Roseville Station to Sacramento Valley Station.</p>	Roseville
135	<p>From Near Sac State to West Roseville like Pleasant Grove and Fiddymont</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>There is currently no direct service between West Roseville and Sac State and the Short Range Transit Plans do not recommend adding such a service.</p>	Roseville
136	<p>From Westpark Roseville to Downtown Sacramento for work</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>There is currently no commuter bus service to Westpark. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.</p>	Roseville

Intercounty Comments (cont.)

137	From Roseville/Antelope to Delta Shores (Consumnes River and I-5).	This unmet transit need is not reasonable to meet	There is no direct service between Placer County and Delta Shores and the Short Range Transit Plans do not recommend adding such a service.	Roseville
138	From Downtown Roseville to the Sacramento Airport	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
139	From Roseville to the Airport	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
140	From Roseville to West Sacramento for work	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and West Sacramento and the Short Range Transit Plans do not recommend adding such a service.	Roseville
141	From Roseville to Sacramento for work and medical appointments.	This is not an unmet transit need	This trip can be made by taking Roseville Commuter buses from several locations around Roseville or connecting to the light rail system by taking the Placer County 10 bus from the Galleria or Louis and Orlando.	Roseville
142	It would be nice to be able to ride public transit from central Roseville to the downtown area of Sacramento. A nice commuter train option would be nice so that would don,Ãt have to ride multiple buses.	This is not an unmet transit need	This trip can be made by taking Roseville Commuter buses from several locations around Roseville directly to downtown Sacramento without transferring.	Roseville

Intercounty Comments (cont.)

143	Currently to reach the local train from Roseville, it is about a 3 hour trip via bus to or from the closest station. I would like the opportunity to get to the State Capitol for Legislative meetings and to meet with Legislators. I am certain others need it for work. I am legally blind and cannot drive. I have priced this trip via Uber and it is \$35.00 one way.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville and Placer County Transit operate multiple commuter routes directly connecting Roseville and downtown Sacramento.	Roseville
144	I am always amazed and depressed that public transportation such the Sacramento Northern Railway existed in the past. Light Rail from Roseville and to the Sacramento airport would even be nice...	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
145	From Roseville or Lincoln to Downtown Sacramento for Work, medical appointments, and entertainment.	This is not an unmet transit need	Roseville Transit and Placer County transit offer commuter bus services which provide weekday peak service between Roseville and downtown Sacramento. To make the trip from Lincoln, take the Placer County 20 bus from Twelve Bridges Library to the Roseville Galleria, then take the Placer County 10 bus to Watt I-80 Station, then take the Blue Light Rail Line to Downtown Sacramento.	Roseville Lincoln Placer County
146	From Roseville Galleria to UC Davis Medical Center for work	This is not an unmet transit need	This trip can be made by taking Placer County 10 bus to the Watt I-80 Light Rail station, then taking the Blue Line to J and 10th streets, then taking SacRT 38 bus to UC Davis Medical Center	Roseville Placer County
147	From Louis Orlando Transit Center to Watt-I-80 light rail for work, prior to 6am.	This unmet transit need is not reasonable to meet	There is currently no service on this route before 6am and the Short Range Transit Plans do not recommend adding earlier service.	Roseville Placer County

Intercounty Comments (cont.)

148	From Roseville Parkway and Washington Boulevard to DOCO/ Sacramento for social visits.	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride to the Louis Orlando Transit Center, then taking Placer County 10 bus to the Watt I-80 Station, then taking Blue Line light rail to downtown Sacramento.	Roseville Placer County
149	From Galleria Mall to Downtown for work and restaurants	This is not an unmet transit need	This trip can be made by taking the Placer County 10 bus from the Galleria to Watt I-80 Station, then taking the Blue Light Rail line to downtown Sacramento.	Roseville Placer County
150	Placer bus should go home earlier and alllll should go to sunsplash in Roseville	This unmet transit need is not reasonable to meet	The current Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville Placer County
151	I,Ãm retired, but would have used a bus from Maidu area to the light rail station off I80 at Watt Ave. I worked near there for Sac County.	This is not an unmet transit need	This trip can be made by taking the Roseville C bus from Maidu to Sunrise and Cirby, then taking the Roseville A bus to Louis Orlando, then taking the Placer County 10 bus to Watt I-80 Light Rail Station.	Roseville Placer County
152	PTCA currently ignores the growing commute needs of a rapidly growing population especially in Lincoln, Roseville, and Rocklin CA. PTCA does not currently serve the commute needs to UCDCMC, Dignity/Mercy General, Sutter General, the new Kaiser Permanente facilities and the Broadway corridor	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend providing more direct service between South Placer and these medical facilities in Sacramento.	Roseville Rocklin Lincoln Placer County
153	Bus to airport every two hours would be wonderful	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	N/A

Interregional Comments

154	From Auburn to Santa Rosa for weekends back and forth.	This is not an unmet transit need	This trip can be made by taking Capitol Corridor train from Auburn Station to the Bay Area.	Auburn
155	From Auburn to the Bay Area both midweek and for long weekends	This is not an unmet transit need	This trip can be made by taking Capitol Corridor train from Auburn Station to the Bay Area.	Auburn
156	From Auburn to Reno for shopping, appointments, and recreation	This is not an unmet transit need	This trip can be made by taking the Capitol Corridor through-way bus from Auburn Station to Roseville Station then taking the California Zephyr train to Reno	Auburn
157	From Loomis to travel to Sacramento, SF, and Tahoe for weekend and evening entertainment	This unmet transit need is not reasonable to meet	There is currently no evening or weekend service from Loomis to these destinations and the Short Range Transit Plans do not recommend adding such a service.	Loomis
158	From Roseville to San Francisco for ball games, social activities, visiting friends	This is not an unmet transit need	This trip can be made by taking Capitol Corridor train from Roseville Station to the Bay Area	Roseville
159	From Roseville Train station to Sacramento and Bay Area. Need more than one daily train out of and into Roseville. The one train is not convenient for my needs.	This is not an unmet transit need	There is currently train service between Roseville and the Bay Area. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.	Roseville
160	More daily trains from Roseville to Sacramento, no bus. To ride the Cap Corridor Amtrak to Sacramento in the afternoon for dining -return to Roseville early evening by train, no transfer bus that Amtrak at times offers. Amtrak only offers one Roseville-Sacramento train a day and it, is not useful for my needs. We need multiple daily trips on a dedicated train line, to help with commuting.	This is not an unmet transit need	There is currently train service between Roseville and the Bay Area. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.	Roseville

Interregional Comments (cont.)

161	<p>There is a train station in Livermore, California. Yet there are no trains from Sacramento/Roseville that go to this city. We must offer more train service to get people out of their cars.</p> <p>There should be multiple rides from Roseville to Sacramento daily. So many people commute, it could offer another public transportation service. I regularly go to Sacramento and I would use a train if there were multiple trips to choose from.</p> <p>Look at European train service for ideas. They have a marvelous system of long train lines and short lines. We could build a trolley line from Roseville to Sacramento and to the airport. Imagine that!</p>	This unmet transit need is not reasonable to meet	<p>The Short Range Transit Plans do not recommend adding direct service to Livermore or the Airport. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station. Roseville and Placer County Transit operate 14 commuter bus roundtrips directly to downtown Sacramento.</p>	Roseville
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Misc. Comments

162	Need additional routes connecting Lincoln.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln
163	I should have thought more about public transportation before moving to Sun City Lincoln Hills from Roseville (where I had access to public transportation)	This is not an unmet transit need	This comment does not contain a transit service request. Sun City Lincoln Hills is served by Lincoln Dial-A-Ride.	Lincoln
164	From my home to Lincoln Hills Town Center and Lincoln Crossing for Grocery Shopping	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln
165	From Lincoln to elsewhere in Placer County for general life	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln Placer County
166	Eliminate local Lincoln bus... No one uses it... Save \$\$\$\$	This is not an unmet transit need	This comment does not contain a transit service request.	Lincoln Placer County

Misc. Comments (cont.)

167	I work for Placer County with clients who often have to take Placer County Transit to get to work or our required activities. This often leads to exceptionally long travel times that make participation difficult. This is especially true for individuals who need to drop their child off at daycare as well. It would be nice to see more readily available transit routes over the greater Placer County region so individuals can get from point A to Point B faster and with less transfers/ wait times.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Placer County
168	From Sabre Estates in Roseville to disabled neighbors who need rides to dr apoinments and shopping.	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of western Placer and the Short Range Transit Plans do not recommend adding such a service.	Placer County
169	Sac-RT only has 2 buses a day each way, and Placer County transit doesn't make timely connections, resulting in waiting in less than comfortable conditions in winter.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Placer County
170	I know many neighbors and clients at the clinic I work at that live in rural Placer County and cannot access transportation.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Placer County

Misc. Comments (cont.)

171	<p>Existing Placer County Route 10: Restore weekday service from Auburn to Light Rail at 5:00am, and from Light Rail to Auburn at 6:10am. These particular trips were suspended at the beginning of the global COVID-19 health pandemic when Sacramento Regional Transit District initially reduced Light Rail Service to a weekend schedule. On Monday, August 31st, normal weekday service resumed on the Blue Line train, with the first arriving train at Watt/I-80 Station from Cosumnes River College now occurring once again at 5:59am. With this in place, blue line riders are now able to make a Placer County Transit connection once again. The problem that now exists is that the bus trip that passengers previously wanted, is not there at this time.</p> <p>Restoring this would resolve an existing unmet transit need that prior to the COVID-19 pandemic was not an issue.</p>	This is not an unmet transit need	Operational issues, including emergency service changes related to COVID-19, are not considered unmet transit needs.	Placer County
172	<p>It is recommended that Route 20 be renamed to "Route 65" and Route 30 be renamed "Route 49" to both be more symbolic of the highway they are mainly traveling on. Passengers and staff would welcome this change for ease of use of the system to know three basic existing numbers rather than numbers that are different than the highway they are mainly traveling on, which is the case today.</p>	This is not an unmet transit need	Operational issues, such as route names, are not considered unmet transit needs.	Placer County
173	<p>I think we should get rid of public transit it is bringing bums into rocklin. Thanks.</p>	This is not an unmet transit need	This comment does not contain a transit service request.	Rocklin
174	<p>From my Home to Kaiser Permanent Roseville Medical center</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
175	<p>From my neighborhood to Roseville for shopping, errands, and meeting with friends.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville

Misc. Comments (cont.)

176	<p>We live out on the edge of West Park, so public transit isn't much of an option. And we do not mind, as retired people; however, we are frustrated by the absence of rail service to Sacramento. Yes, rail is not only a one county project, so we are not complaining to Placer County. Honestly, it is an American failure. The absurd effort to build high speed rail in the middle of the Central Valley is quite probably doomed now, but why wasn't it made practical? If an LA-SFBA line is too grand for the moment, build it from San Diego to LA or from Sac to the Bay Area, but for heaven's sake build it where there is already a good sized population that would use it. We absolutely need rail transit in the U.S., and especially in California. It is time to cease this reliance/worship of individual automobiles.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
177	<p>I will use my car as long as I can. Too much building in Roseville. People drive like idiots. Inconvenient to get to public transit.</p>	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville
178	<p>We just love your Game Day Bus service and all of the drivers that we've encountered using this service.</p>	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville
179	<p>The closest bus stop to my home is nearly 2 miles away. West Roseville has very limited public transit without a significant walk. With the upcoming Placer Ranch development, including a university center, I hope that there will be better service offered in this part of Roseville.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. The City of Roseville is studying the potential to expand service as part of the West Roseville Specific Plan	Roseville

Misc. Comments (cont.)

180	<p>I live in West Roseville. I don't even know where a bus stop is anywhere near my house. Walking a mile plus in summer heat would not interest me in even catching a public bus.</p> <p>I am a big fan of rail, trolleys, inter urban lines. Having traveled to Europe, I can go just about anywhere using rail service. We don't invest in rail is beyond my comprehension. Get cars off highways and streets, by building easy and frequent rail services.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville Transit operates multiple routes in West Roseville.	Roseville
181	It would be nice is the transfer time between the Roseville and Placer County lines were shorter but I understand why it isn't.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville Placer County
182	<p>Existing fixed route service on both Placer County Transit and Roseville Transit does not currently operate on Sunday's and six major Holidays in Roseville, seven in Placer County. It is recommended to allow for greater mobility and freedom of travel either by choice or because individuals are dependent on it that existing fixed routes of Roseville Transit and Placer County transit operate on Sunday's as well as New Year's Day, Presidents' Day, (Placer County Transit) Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. It should be made very clear in this assessment of recommendations that Roseville Transit does operate local fixed routes on Presidents' Day, but currently, Placer County Transit is closed to the public on Presidents' Day.</p>	This unmet transit need is not reasonable to meet	The short range Transit Plans do not recommend alterations to the Sunday and holiday schedules.	Roseville Placer County

Misc. Comments (cont.)

183	It's difficult getting around the county when Roseville has a weird strangle hold on things. I would prefer to take public transit from my home (Citrus Heights, near Foothills BLvd and Roseville Rd) to work (Rocklin or Auburn - depending on the month) and to sporting events in SAC as well. Would also love a way to get from Auburn to Tahoe with public transit - not amtrak since it it not a multiple times per day trip.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville Transit and Placer County Transit operate routes connecting Citrus Heights, Roseville, Rocklin, and Auburn, mostly from the Louis Orlando Transfer point. The Short Range Transit Plans do not recommend adding service between South Placer and the Tahoe Area.	Roseville Rocklin Lincoln Placer County
184	From my home to more neighborhoods, not just the main road	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
185	From my House to doctors today	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
186	From Del Webb Sun City to medical appointments/ hospitals depending on appointments	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
187	From near my home, within a mile to work. I would like light rail from highway 65 to sacramento. Stay after work to attend games/eat then ride it back to Rocklin. I would ride it at least 4 days a week but no such service works capitol corridor is not workable currently.	This is not an unmet transit need	The Short Range Transit Plans do not recommend extending light rail. This comment lacks sufficient detail to determine if bus service is available for these trips.	N/A
188	I don't use public transportation and believe the money would be better spent on bike trails and walking paths between parts of placer county. With ride share services now commonplace there is no real need for public transportation. it would be cheaper to just provide ride share subsidies to those citizens that don't have transportation on their own. Like section 8 housing for transportation.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
189	I'd love to take public transit but if I have to connect three times and the trip takes 6x longer than a car ride no one is going to do it.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

190	We live in a beautiful region which attracts many who value and appreciate nature. It's surprising how few bike and walking paths there are that are interconnected. Folsom has done a much better job planning for paths and city commute.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
191	Placer Transit should work with RT to get Light Rail extended to Roseville/Rocklin like Folsom did years ago.	This is not an unmet transit need	The Short Range Transit Plans do not recommend extending light rail. Placer County Transit does operate bus service connecting Placer County to SacRT's Light Rail system.	N/A
192	My 19 year old son has autism and doesn't drive. I have checked transit schedules for him to get to church, music lessons, to visit his grandmother and to work and there were no good options. Places that should take only 15 or 20 minutes to get to would take 2 hours if even possible.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
193	need marketing program. General knowledge of local system is very low.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
194	Unable to ride currently due to Covid 19 shutdown.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
195	very satisfied, wish more bus stops were covered and lighted	This is not an unmet transit need	This comment does not contain a transit service request. Bus stop/shelter issues are not considered unmet transit needs requests.	N/A
196	Recreational transit for hiking. Parking is a problem at trailheads.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A

Misc. Comments (cont.)

197	<p>I am a Placer County employee. With the current service available I cannot arrive at work on time, nor can I leave at 5. I have a very traditional job with traditional hours and our public transit doesn't serve my needs. Most people here have untraditional work hours so what hope is there that they are served? None. It's pathetic for a rich County that doesn't serve it's citizens in the most basic and important ways.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient detail to identify a request.</p>	<p>N/A</p>
198	<p>there are not SIGNS OR MAPS in the bus stops</p>	<p>This is not an unmet transit need</p>	<p>Operations issues, like issues with bus stops are not considered unmet transit needs.</p>	<p>N/A</p>
199	<p>Public transit is a strange notion in this country. And in this region (rural Placer County) it seems impossible to make public transit viable. I'm looking forward to the day when I can summon a small autonomous vehicle to my house, have it take me where I want to go, then continue on to serve someone else.</p> <p>And frankly, I almost quit the survey because I'm in a position to be able to transport myself pretty much anywhere I want whenever I want.</p> <p>And one question baffled me--the only thing that would make me use public transit more is pure convenience, which didn't seem to be a response available.</p> <p>Sometimes, I wish I lived in a big city, like New York, Paris, or London, where I've traveled conveniently by local transit.</p> <p>I have used the Placer Commuter bus at times to go to work in Sacramento, and I've used the Capitol Corridor to visit San Francisco. Both of those services were OK. But those were rare events.</p> <p>Generally, I have no need for transit.</p>	<p>This is not an unmet transit need</p>	<p>This comment does not contain a transit service request.</p>	<p>N/A</p>
200	<p>I would use public trans if available.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient detail to identify a request.</p>	<p>N/A</p>

Misc. Comments (cont.)

201	<p>If there was ANY bus service from my neighborhood, I would likely take it besides for work: shopping to the mall and other Galleria Boulevard destinations, possible further across town or for other reasons.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient detail to identify a request.</p>	<p>N/A</p>
202	<p>I use Dial-A-Ride frequently BUT it's very difficult for a few reasons.</p> <ol style="list-style-type: none"> 1. There's no alert as to when the bus is going to show up and since they have a 30 minute window I have to stand at my front window and stare out it to make sure I don't miss it since they will leave within 2 minutes. 2. I could be on the bus for up to 90 minutes. <p>Just those two things together mean that I have to account for a variance of TWO HOURS, EACH WAY. I have some flexibility at work but that's just a bit insane. And if I do get to work 90 minutes later than I planned and need to stay the extra 90 minutes there's no way to get that sorted out with Dial-A-Ride on the same day without paying extra fees AND that's only if they have availability.</p> <p>I'd really like to take regular bus service to get to work but its not an easy journey now.</p>	<p>This is not an unmet transit need</p>	<p>Operational issues like Dial-A-Ride windows are not considered unmet transit needs. The South Placer Transit Information Center is working to implement automated passenger information systems to improve the Dial-A-Ride passenger experience.</p>	<p>N/A</p>
203	<p>I wish the bus ran more often and had more stops. With busses running once an hour it is faster to walk most places</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient detail to identify a request.</p>	<p>N/A</p>
204	<p>Seeing empty buses looks like a waste of tax payer money and bad for the environment.</p>	<p>This is not an unmet transit need</p>	<p>This comment does not contain a transit service request.</p>	<p>N/A</p>
205	<p>More places should sell monthly passes and 10 ride packs</p>	<p>This is not an unmet transit need</p>	<p>Operations issues, like passes and fares, are not considered unmet transit needs.</p>	<p>N/A</p>
206	<p>Would be nice to take the bus to/fro work some days of the week to reduce car emissions</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient detail to identify a request.</p>	<p>N/A</p>

Misc. Comments (cont.)

207	I would like to be able to take public transportation for my appointments. Currently, my husband is taking time off from work to drive me there and back.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
208	It is hard to drive that way, have the exam it requires and drive home again. The traffic is more than I like to have to deal with. Sometimes, I'd like to leave the driving to someone else. I don't have a person that I can ask for this or I might at some point give that a try. Public transportation makes you feel you can do something yourself. I doubt if I'd try it before Covid19 has a vaccine. Placer County seems to want to declare it is over when it really isn't. Same party as the president so shove it under the rug and it will go away because business is more important.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
209	If you provide transportation to the confluence area, won't you have even more crowding along the river and on the trails than you have now?	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
210	Thank you for administering this survey!	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
211	It is very poor. With such a storied history of things like rail service, there is even an expressed need by visitors who come to the area... Often, people respond with, "Now it is all just trucks."	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

212	We need light rail or the Capitol Corridor to be expanded into the Foothills so we can get to Roseville, Sacramento or east Bay via transit. It would also be great to have more Uber-like shuttle services (using technology to plan pick-up/drop-off of passengers) - smaller shuttles, not big buses. Not on a set schedule, but where you can schedule them to pick up anywhere in the County to drop off anywhere else in the County - for medical appointments, shopping, etc. Senior citizens would use this type of service, but may not use big bus service.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding light rail or passenger rail past Roseville. Placer County's jurisdictions are working together to determine whether microtransit service is feasible in our county.	N/A
213	Public Transit is not a needed part of my life. retired with car.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
214	it's slow and inconvenient to take.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
215	There is a need for much greater integration with various transit systems. The inefficiencies of wait times switching between various local bus systems or from bus to light rail make any longer trip travel time prohibitive to easy or regular use. I don't necessarily want to hop in the car to travel between local cities but it is currently the only efficient option.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
216	We don't need any more public transit - it is a drain on city/county budget!!!	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
217	It's hard to get from the east side of truckee to the safeway areas since you have to transfer. More frequent service is need to the resorts. Once an hour is not enough. And service to Truckee ends too early in the evening.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	N/A

Misc. Comments (cont.)

218	I work as a Senior Care Coordinator at TFHD and find that patients often need assist with getting to appointments that are out of the area, such as Reno, sacramento or the San Francisco area.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	N/A
219	Low income and elderly community member's are seen HITCHIKING on Highway 65 since you do not offer ANY type of transportation for them to utilize to run the simplest of errands.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
220	River rafters, kayakers, hikers and possibly mountain and road bicyclists would benefit from transportation to these areas.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
221	Transit in buses appears mostly empty. Would it be less expensive to provide Uber coupons to transit riders ?	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
222	I think it's currently possible to take this route if I'm willing to spend over an hour on the bus each way. This is obviously ridiculous for what equates to a 12-minute drive in my car. Considering how much traffic generally goes to Sierra College I'd think there would be hourly direct service (during the school calendar) from most parts of Roseville to the campus in Rocklin.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
223	I think to a certain extent, that public transportation is becoming a dinosaur. I think with the Uber and Lyft Companies, they cut into public transportation because of the ease of door to door service. I would like to see a limited electric fleet of smaller buses which require less maintenance and are more cost effective than to keep throwing money into buses that are never filled. I would like to see some wider roads like at Taylor Rd to E. Roseville Parkway from single to double. That will cut down the congestion in that area.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

224	With the current state of planning public transit and housing public transit is a dream. It does however provide employment for consultants and civic minded people. Automobiles will continue to be the favored mode of transportation.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
225	Placer County needs to unify its transit system. Roseville has a stand alone service when the rest of the county is using the other makes trips a pain when needing to go into Roseville. Take a look at the Tri-Valley's Wheels Bus system. They connect Livermore, Dublin, San Ramon, Danville, and direct connections to Contra Costa County. I was able to easily take a bus from my home in Livermore to my college in Pleasant Hill. If I wanted to do the equivalent here it would be an absolute nightmare.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
226	For our son with Autism, the current system doesn't allow him to use public transit in part because rocklin and Roseville are separate transportation entities. He needs this to be involved in the community and to get to and from work when he has a job	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
227	I would also like to go to popular trail heads	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
228	Seniors cannot walk a mile to get to remote transit pickup points. More, smaller busses are needed at mor locations to get them to and from the remote locations.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
229	I'd also like to see increased service up the hill from Roseville, heading to Auburn and Colfax.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
230	Our infrastructure is horrible. We DO NOT have the roadways to support all the houses that are being built in this area, let alone the freeways. Make public transit work in this area.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

231	I have never taken public transportation.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
232	The only reason I drive my car the 9 miles to my office is because there is not an easy way to transport my child to/from school and me to work after. I think public transit should keep these things in mind if they want to have a higher volume of usage.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
233	I walk near a bus stop and the bus is always there at the exact same time. So that must be nice for people that need to use public transportation.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
234	As a social worker, I am writing on behalf of clients who utilize public transportation. I would like to see that such transportation continues to be supported to meet the needs of community members who cannot afford a personal vehicle of their own.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

235	<p>have feeder light rail to capitol corridor to reduce the dependence on cars on hwy 65/Hwy 80 to sac and even make the trip up to Truckee/ Tahoe convenient/fast safe. Just building more lanes isn't a long term solution. Portland is a great example for the areas it serves. Make it fast/convenient accessible and safe. How the County approved the updated Sunset/65 plan with the intensity yet absolutely nothing to address alternative means of VMT reduction is beyond me. Get bold make it happen SACOG could make the outlying areas more responsible to address this. I would certainly take light rail to the capitol corridor to tahoe....but also include services at the end destination that when you depart you have the ability to get a car/ebike etc. otherwise it's not all that useful. I would love to be able to ride mass transit from Rocklin up to Tahoe to mt. bike and return on mass transit instead of driving my own car. However, first mile/last mile are as you know are critical</p>	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending Light Rail.	N/A
236	As I progress further through my life I may find a need to use public transit.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
237	I'd like to be able to take the train that goes through Davis at times other than the twice a day commuter train.	This is not an unmet transit need	This comment lacks sufficient detail to identify a transit request, however PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.	N/A

Misc. Comments (cont.)

238	While I do not currently use public transit, I have in the past and it was my main, daily source of transportation only two years ago. I was grateful to live in a location that was along a main bus route so I was still able to get to and from work with relative ease. I feel empathy for those who could use this mode, but cannot due to living too far from routes and stops. I have an appreciation for public transit and hope the service continues to grow in Placer County.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
239	The biggest hurdle for me (to use public transit) is SAFETY. I do not feel safe on public transit, especially during early and late hours. The situation has gotten worse with so many people under-un/employed.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
240	Many of our customers can't come to our appointments due to lack of transportation where they live. They also can't participate in required activities that depend on this type of transportation. Some bus stops are either too far or unsafe.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
241	Not an area of concern for me. I don't use public transportation.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
242	A better commuter option to elevate rush-hour driving/traffic would be great! I've done to Place to Sacramento commute before and it's rough. It's nearly double the time.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
243	I am writing mainly on behalf of our consumers. They have disabilities and most are seniors. As our Placer County population is aging rapidly, many will lose their ability to drive, especially after dark. They will need access to public transit both day and night for routine trips as well as for social and enrichment activities. Social isolation leads to depression and even suicide. This statistically is a growing problem nationally with older adults.			

Misc. Comments (cont.)

I want also to	This is not an unmet transit need	This comment does not contain a transit service request.	N/A	
244	I believe that rapid transit should connect from Sacramento at least to Roseville and Lincoln. More freeways are clearly NOT the answer to the transportation situation in this area! In truth, BART should extend to Sacramento, and then rapid transit needs to extend out here. Thank you for reading my thoughts.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. The Short Range Transit Plans do not recommend extending light rail or BART service.	N/A
245	hard to walk to & stand at stops	This is not an unmet transit need	Operational issues, like stops, are not considered unmet transit needs.	N/A
246	Usually only using public transit when we are out of town like down in San Francisco and have not yet used it in Placer County but as we age for hoping to start learning how it works here.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
247	A combination monthly pass should be developed that includes travel on both the new route and the light rail system and in addition provides free transfers between PCT, Roseville, and Sacramento systems when a rider has a day or monthly pass from one of the systems. The combination pass would be similar to the combination monthly fare that exists for the Roseville Transit System and Capitol Corridor trains.	This is not an unmet transit need	Operational issues, like fares, are not considered unmet transit needs.	N/A

APPENDIX B: ADOPTED UTN DEFINITIONS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Unmet Transit Need

An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services. Unmet transit needs are also those needs required to comply with the requirements of the Americans with Disabilities Act.

Reasonable To Meet

Unmet transit needs may be found to be "reasonable to meet" if all of the following criteria prevail:

- 1) Service, which if implemented or funded, would result in the responsible service meeting the farebox recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5, and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5.
- 2) Notwithstanding Criterion 1) above, an exemption to the required farebox recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.
- 3) Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.
- 4) Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community groups, community leaders, and community meetings reflecting a commitment to public transit.
- 5) The need should be in conformance with the goals included in the Regional Transportation Plan.
- 6) The need is consistent with the intent of the goals of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

APPENDIX C: TDA FARE REVENUE RATIOS

APPENDIX B

TDA FARE REVENUE RATIOS FOR PUBLIC TRANSIT OPERATORS SERVING WESTERN PLACER COUNTY

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

Amended and Effective September 28, 2016

Public Transit Operator	Systemwide Fare Revenue Ratio	Findings	PUC Section
Auburn Transit	10%	Serves the City of Auburn located within the non-urbanized area of western Placer County; a county which has a population of less than 500,000.	99268.2
Lincoln Transit	10% until July 2016 - 15% post July 2016	Serves the City of Lincoln located within the Sacramento urbanized area of western Placer County; a county which has a population of less than 500,000. TDA allows PCTPA to grant a transit operator within a new urbanized area five years from July 1 of the year (2011) following the Census (2010) before the transit operator is subject to urbanized fare revenue ratio requirements. Therefore, it is recommended that until July 2016, the fare revenue ratio for Lincoln Transit remain at 10 percent.	99268.2, 99268.12 & 99270.2
Placer County Transit (PCT)	13.2% 12.94%	Serves both the Sacramento urbanized area (64%) (58.8%) and the non-urbanized area (36%) (41.2%) of western Placer County; a county which has a population of less than 500,000. The service area includes contract services provided for the cities of Colfax, Lincoln and Rocklin and the Town of Loomis.	99268.2, 99268.12 & 99270.1
Roseville Transit	15%	Serves the City of Roseville located within the Sacramento urbanized area in western Placer County; a county which has a population of less than 500,000.	99268.12
Tahoe Area Regional Transit (TART)	10%	Serves the north Lake Tahoe area located within the non-urbanized area of unincorporated Placer County, and excludes that portion of the TART service area that is within the jurisdiction of the Tahoe Regional Planning Agency (TRPA).	99268.2
Western Placer CTSA (WPCTSA)	10%	Serves both the Sacramento urbanized area and the non-urbanized areas of western Placer County for the exclusive use of elderly and disabled individuals; a county which has a population of less than 500,000.	99268.5(c)(4)

Notes:

1. The systemwide ratio applies to a public transit operator's entire service area, including areas served under contract service. The systemwide ratio is calculated combining fixed route and dial-a-ride services, as applicable.
2. The Sacramento urbanized area is defined per the 2010 federal census. Definitions for urbanized and non-urbanized areas are consistent with TDA.
3. Western Placer County excludes the Tahoe Basin within Placer County, as defined by the State Department of Finance.
4. The State Department of Finance estimates the population for western Placer County, excluding the Tahoe Basin, as of January 1, 2012, at 344,730. **January 1, 2016, at 363,377.**

APPENDIX D: PUBLIC HEARING NOTICE

NOTICE OF PUBLIC HEARING

88754

NOTICE OF PUBLIC HEARING PUBLIC PARTICIPATION AND TITLE VI PLAN UPDATE FOR WPCTSA LEGAL NOTICE

WESTERN PLACER CONSOLIDATED TRANSPORTATION
SERVICES AGENCY
299 Nevada Street, Auburn, CA 95803

NOTICE IS HEREBY GIVEN that Western Placer Consolidated Transportation Services Agency (WPCTSA) will hold a public hearing to consider the update to WPCTSA's Public Participation and Title VI Plan. The Public Participation and Title VI Plan is a planning document that presents WPCTSA's plan for public outreach and its policies and procedures for complying with Title VI of the Civil Rights Act of 1964. The public hearing will be held on **WEDNESDAY, SEPTEMBER 23, 2020 at 9 AM**, (or as close to this time as possible).

Due to the COVID-19 pandemic, the PCTPA/WPCTSA Board of Directors Meeting, including this public hearing, will be held remotely via Zoom Webinar. The public may participate in the hearing by accessing this link: <https://us02web.zoom.us/j/83392389029> or by calling (660) 900-9128 and entering Webinar ID 833 9238 9059.

All members of the public shall be allowed to address the Board on any item which is regarded as a public hearing item on the agenda. The Board may limit any person's input to not more than three minutes. Any person may provide a written statement in lieu of or in supplement to any oral statement made during a public hearing. Written statements shall be submitted to the Board Secretary at gsabola@pctpa.net.

PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 16, 2020

The above space is reserved for County Clerk's Filed Date Stamp

PROOF OF PUBLICATION (2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Placer

I am a citizen of the United States and employed by a publication in the County aforesaid. I am over the age of eighteen years and not a party to the mentioned matter. I am the principal clerk of **The Auburn Journal**, a newspaper of general circulation, in the City of Auburn, which is printed and published in the County of Placer. This newspaper has been judged a newspaper of general circulation by the Superior Court of the State of California, and for the County of Placer, on the date of May 26, 1952 (Case Number 17407). The notice, of which the attached is a printed copy (set in type not smaller than newspaper) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

SEPTEMBER 16

I certify, under penalty of perjury, that the foregoing is true and correct.



Sarah Clark

Dated in Auburn, California

SEPTEMBER 16, 2020

PROOF OF PUBLICATION
AUBURN JOURNAL
1030 High Street
Auburn, CA 95604

APPENDIX E: ADOPTED FY 2021 UTN FINDINGS

APPENDIX E: ADOPTED FY 2021 UTN FINDINGS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: A RESOLUTION
MAKING FINDINGS REGARDING UNMET
TRANSIT NEEDS IN PLACER COUNTY
THAT ARE REASONABLE TO MEET**

RESOLUTION NO. 21-04

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 24, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair Joiner
Placer County Transportation Planning Agency

Executive Director

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

WHEREAS, California Government Code Section 29532.1(c) identifies PCTPA as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, pursuant to Public Utilities Code, Section 99401.5(d), PCTPA must adopt by resolution a finding on unmet transit needs prior to allocating Transportation Development Act (TDA) funds for non-transit purposes in the next fiscal year; and

WHEREAS, PCTPA has solicited testimony regarding unmet transit needs from social service agencies, transit users, and the general public through advertisements, PCTPA web-page, e-mail distribution, virtual public workshops, and a public hearing; and

WHEREAS, each item of testimony received was analyzed and compared with the definitions of “unmet transit need” and “reasonable to meet” as adopted by the PCTPA in May 2014, and is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2022*; and

WHEREAS, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 4, 2021 regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

THEREFORE, BE IT RESOLVED by the Placer County Transportation Planning Agency:

1. There are no new unmet transit needs in FY 2021 that are reasonable to meet for implementation in FY 2022.
2. The *Annual Unmet Transit Needs Report for Fiscal Year 2022* is accepted as complete.
3. PCTPA staff, in partnership with the TOWG and SSTAC should evaluate the adopted Unmet Transit Needs definition to determine if any changes or additions are appropriate.



TO: WPCTSA Board of Directors **DATE:** February 24, 2021

FROM: Kathleen Hanley, Associate Planner

SUBJECT: **WPCTSA NON-EMERGENCY MEDICAL TRANSPORTATION PROGRAM
UPDATE AND AGREEMENT**

ACTION REQUESTED

1. Authorize Executive Director to negotiate and sign attached Services Agreement with Independent Living Partnership.
2. Direct staff to develop a plan for an alternative voucher-based non-emergency medical transportation program for future Board consideration.

BACKGROUND

WPCTSA funds two non-emergency medical transportation services, known as Health Express and My Rides. Health Express provides Dial-A-Ride equivalent trips for medical appointment trips between Placer County’s jurisdictions. My Rides matches passengers with volunteer drivers and reimburses drivers for mileage for medical appointment trips anywhere in Placer County. Both programs are funded by WPCTSA’s Local Transportation Fund (LTF) apportionment. Ridership on both services and funding has been significantly limited by shelter-in-place restrictions and decreased sales tax revenue as a result of the COVID-19 pandemic. As a result, the cost per trip has increased and the number of passengers the service can accommodate has decreased.

DISCUSSION

WPCTSA staff, in partnership with Placer agency staff, our service provider Seniors First and other social service partners, have suggested reforming these two non-emergency medical transportation programs as a means to balance WPCTSA’s long-term budget. After research and discussion with the Transit Operators Working Group (TOWG) and PCTPA Technical Advisory Committee (TAC), WPCSTA staff identified the TRIP voucher program as a model for potential program changes. The TRIP model uses a voucher reimbursement system to provide non-emergency medical trips, empowering residents to identify their own volunteers. The TRIP model was developed by Independent Living Partnership (ILP), a Riverside-based social service agency. ILP has helped counties across the country develop similar services to cut costs and improve service availability.

If the requested action is approved, WPCTSA staff will work with ILP, agency staff, and Seniors First to develop a potential alternative voucher-based program. This potential service change would be brought back to the Board for future consideration in a public hearing.

Staff recommends that the Board authorize the Executive Director to execute the attached Services Agreement with ILP and direct staff to develop a plan for an alternative service program for future consideration. The TOWG and TAC both concur with the staff recommendation.

KH:ML:ss

Service Agreement

This Service Agreement (“Agreement”) by and between **Western Placer Consolidated Transportation Services Agency** (“Subscriber”) and **Independent Living Partnership**, a California nonprofit corporation (“Provider”) is entered into on this ___ day of February, 2021.

1. Services Description. Provider will grant encrypted access to a dedicated secure subscriber Cloud database and use of TripTrak™ software to enable Subscriber to administer, monitor and issue reports for Subscriber’s TRIP_{SM} volunteer driver transportation service. Provider will provide database management and database administration services for Subscriber during the time the Agreement remains in force, to include user identification and password change management, data export, monitoring, technical support, maintenance, training, backup and recovery, and change management.
2. Term. The term of this Agreement will begin on March 1, 2021 and shall terminate on June 30, 2022, unless terminated sooner as provided for herein.
3. Compensation. Provider compensation shall not exceed Twenty Thousand (\$20,000) for services rendered under this Agreement. Provider will invoice Subscriber on a monthly basis. Invoices will be paid within 30 days of receipt.
4. Authorized Users and Services Fees. Up to two (2) Subscriber authorized users are authorized per each license purchased and held by Subscriber. Subscriber may purchase additional licenses. One authorized user is permitted to access the database simultaneously for each license granted. Subscriber may change authorized users through the submission of Provider “Application User Change Request”. The Provider’s “Application User Change Request” form is required to be submitted by Subscriber to authorize, add and remove Subscriber’s authorized users. During each term of the Agreement, the first authorized user change will be free of charge. Any other such changes will be charged. Subscriber will be charged an annual license renewal fee, for each license granted, payable in advance of each annual renewal. Annual subscription fees are subject to Service Provider review and may be adjusted biannually on Subscriber’s renewal date.
5. Storage Threshold and Storage Fees. No data storage limit will be imposed on Subscriber’s TripTrak™ software use. No separate fees will be charged for data storage.
6. Support. Provider will provide technical and software application user support for Subscriber TripTrak™ operation questions with telephone and email communications on an on-going basis. Shared database access support may be provided (if requested and authorized by Subscriber).
 - a) “Frequently Asked Questions” (FAQ) on- line reference support is provided at <https://ilpconnect.org/faq-trip-model/>
 - b) “Help” assistance is provided in the TripTrak™ database application for use of the application and also on topics related to the effective operation of a TRIP

model service.

- c) If an authorized user is unable to resolve operation and function questions through reference to FAQ resources and Help files, Application Use Support assistance with TripTrak™ operation and function questions will be submitted by email to tripforamerica@ilp-trip.org. Each request should include a detailed description of the function that was attempted or the problem encountered, a screen print of any error message received, and the best time and phone number where the requester may be reached. Dependent on the issue encountered, the user may receive an email or a phone call immediately or no later than the next business day.
 - d) If an authorized user demonstrates considerable lack of understanding of the functionality of the software application, Provider may require training for the user. TripTrak™ use training may be provided interactively over the Internet or may be scheduled at Provider's offices; a fee will be assessed for training services.
 - e) TripTrak™ is a mature software application that has a history of long use. TripTrak™ is in simultaneous use by multiple organizations and is maintained by the Provider. It is unlikely that any issues requiring technical support for the software application will arise. The health and operation of the software application is monitored continuously. Technical Support is provided for Subscriber problems with access to and availability of the software application. If a user is unable to resolve an issue, requests for Technical Support shall immediately be submitted by email to tripforamerica@ilp-trip.org.
7. Training Services. Subscriber may request and purchase on-line training as a refresher course for application users or as introduction training for new employees. The charge for on-line training using TeamViewer, or by similar means, is \$250 for the first hour and \$85 for each additional hour as requested by subscriber.
8. Service Levels. TripTrak™ services will be available to authorized users for normal use 24 hours per day, 7 days per week. Provider is not responsible for malfunction or failure of the Internet or for the equipment used by authorized users to access Subscriber database.
9. Termination. Subscriber reserves the right to terminate this Agreement upon thirty (30) calendar days written notice to Provider with any reason or no reason for termination stated in the notice. Subscriber shall be entitled to all Subscriber data stored on Provider's system following termination of this Agreement for any reason. The notice shall be deemed served and effective for all purposes on the date it is deposited in the U.S. mail, certified, return receipt requested, addressed to Provider at the address indicated in Section 12.
10. Indemnification. Provider specifically agrees to indemnify, defend, and hold harmless Subscriber, its directors, officers, members, agents, and employees (collectively the "Indemnitees") from and against any and all actions, claims, demands, losses, costs, expenses, including reasonable attorneys' fees and costs, damages, and liabilities (collectively "Losses")

arising out of any third party claims related to intellectual property infringement arising out of Subscriber's use of Provider's service or the TripTrak™ software. Provider shall pay all costs and expenses that may be incurred by Subscriber in enforcing this indemnity, including reasonable attorneys' fees. The provisions of this Section shall survive the expiration, termination, or assignment of this Agreement.

11. Independent Contractor. The Provider, and the agents and employees of the Provider, in the performance of this Agreement, shall act as and be independent contractors and not officers or employees or agents of Subscriber. Provider, its officers, employees, agents, and subcontractors, if any, shall have no power to bind or commit Subscriber to any decision or course of action, and shall not represent to any person or business that they have such power. Provider has and shall retain the right to exercise full control of the supervision of the services and work and over the employment, direction, compensation and discharge of all persons assisting Provider in the performance of services under this Agreement. Provider shall be solely responsible for all matters relating to the payment of its employees, including but not limited to compliance with social security and income tax withholding, workers' compensation insurance and all regulations governing such matters.

12. Notices and Project Managers. Any notice or notices required or permitted to be given pursuant to this Contract or a Letter of Task Agreement may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Michael W. Luken, Executive Director Western Placer Consolidated Transportation Services Agency 299 Nevada Street Auburn, California 95603	Richard Smith, CEO Independent Living Partnership 6235 River Crest Drive, Suite Q Riverside, CA 92507
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13. Governing Law and Forum. Any dispute not resolved by informal negotiation between the parties to this contract shall be adjudicated in the Superior Court of Placer County. This Agreement shall be administered and interpreted under the laws of the State of California.

14. Authority. Each person signing this Agreement on behalf of a party hereby certifies, represents, and warrants that he or she has the authority to bind that party to the terms and conditions of this Agreement.

15. Entire Agreement. This Agreement contains the entire understanding between the parties and supersedes all prior agreements and understandings relating to the subject matter of the Agreement.

16. Modification. This Agreement and each provision herein may be waived, amended, supplemented or eliminated only upon written agreement of the parties.

17. Counterparts: This Agreement may be executed in multiple counterparts, each of which shall constitute an original, and all of which taken together shall constitute one and the same instrument. Documents executed, scanned, and transmitted electronically and electronic signatures shall be deemed original signatures for purposes of this Agreement and all matters related thereto, with such scanned and electronic signatures having the same legal effect as original signatures.

IN WITNESS WHEREOF the Western Placer Consolidated Transportation Services Agency and the Provider have executed this agreement as of the date first above written.

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

Michael W. Luken, Executive Director

INDEPENDENT LIVING PARTNERSHIP

Richard Smith, CEO

TO: PCTPA Board of Directors

DATE: February 24, 2021

FROM: Aaron Hoyt, Senior Planner

**SUBJECT: HIGHWAY 49 SIDEWALK GAP CLOSURE RIGHT-OF-WAY PHASE -
CONTRACT APPROVAL**

ACTION REQUESTED

Approve a contract for right-of-way (ROW) acquisition services associated with the Highway 49 Sidewalk Gap Closure project and delegate authority to the Executive Director to execute a contract with the highest ranked firm for a not-to-exceed amount of \$650,000.

BACKGROUND

The Highway 49 Sidewalk Gap Closure Project proposes to construct approximately three miles of sidewalk at various locations along Highway 49 between I-80 and Dry Creek Road in the City of Auburn and County of Placer. The project builds upon the ongoing Highway 49 rehab project currently under construction. At the completion of both projects, sidewalk coverage on Highway 49 will increase from 25% to 75%.

The project commenced in April 2018 by scoping out the project, preparing a statewide Active Transportation Program (ATP) Cycle 4 grant application, and beginning the required preliminary engineering and environmental documents. In January 2019, the CTC awarded \$14.4 Million to the project to complete the right-of-way (ROW) and fully fund construction. The project report and environmental document were approved by Caltrans in December 2019 and 65% design plans were submitted to Caltrans for review in November 2020. The project is scheduled to begin construction during the 2022 construction season.

The project has been a collaborative effort between the City of Auburn, Placer County, Caltrans, and PCTPA. More information about the project is available at pctpa.net/highway49gapclosure.

DISCUSSION

PCTPA staff released a request for proposals (RFP) for ROW services on January 7, 2021, to begin the ROW phase. Five teams responded to the RFP and PCTPA staff are working through the consultant selection process at the time of preparation of this memo. Staff will present a summary of the consultant selection process and recommend firm for the Boards approval at the February 24, 2021 meeting. PCTPA staff requests at that time that the Board select the recommended highest ranked firm and delegates authority to the Executive Director to execute a contract for the ROW services for a not to exceed amount of \$650,000.

AH:ML:ss



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

Technical Advisory Committee Meeting Minutes

February 9, 2021 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Mengil Deane, City of Auburn
Fallon Cox, Caltrans
Araceli Cazarez, City of Lincoln
Justin Nartker, City of Rocklin
Jake Hanson, City of Roseville
Mike Dour, City of Roseville
Mark Johnson, City of Roseville
Jason Shykowski, City of Roseville
Will Garner, Placer County
Stephanie Holloway, Placer County
Katie Jackson, Placer County

Staff

Kathleen Hanley
Aaron Hoyt
Shirley LeBlanc
Mike Luken
David Melko
Solvi Sabol

This meeting was conducted via video conference call.

FY 2021/22 Preliminary Local Transportation Fund (LTF) Fund Allocation Estimate

Aaron Hoyt presented a status update of LTF tax receipts for FY 20/21 before presenting the Preliminary FY 21/22 LTF Apportionment. He explained that working with HDL, we initially projected a 20% decrease in LTF for FY 2020/21 because of COVID. Surprisingly however, sales tax receipts have trended upward, and the revenues are up 3.1% from last year at this time. We are at 57% of the projected revenue for this fiscal year through the first five months. In determining what this means for FY 2021/22, Aaron said we discussed the projections with HDL and other jurisdictions, and most are assuming an increase. Based on these assumptions, the preliminary finding apportionment for FY 2021/22 reflects a 3% growth rate and \$2.7 million fund balance resulting in \$23.1 million distributed to local agencies. Will Garner, Placer County, asked that we look at reapportioning the money that was withheld due to the 20% reduction assumptions because of internal budgets as well as their own obligation to partner agencies. Aaron indicated that staff would do a mid-year check in with the Board in March and the option to reapportion funds can be discussed at that time. The TAC concurred with taking the Preliminary FY 2021/22 LTF estimate to the Board for approval this month.

FY 2021/22 Preliminary State Transit Assistance (STA) Fund Allocation Estimate

Aaron Hoyt said the State Controller released their STA preliminary estimate for FY 2021/22 on January 28th. This estimate reflects a 32% increase in fuel sales. The FY 2021/22 preliminary allocation estimate is 2.5 million. The TAC concurred with taking this preliminary estimate to the Board for approval.

FY 2021/22 Preliminary State of Good Repair (SGR) Fund Allocation Estimate

Aaron Hoyt said the State Controller's Office estimate for SGR for FY 2021/22 was released on January 28th, noting the County's statewide total is \$535,314. These funds are only claimed by transit operators for transit-related operations and maintenance noting that Colfax, Lincoln, Rocklin, and the Town of Loomis reallocate their share to Placer County for transit associated maintenance. The TAC concurred with bringing this preliminary estimate to the Board for approval.

FY 2021/22 Preliminary Draft Overall Work Program and Budget

The FY 2021/22 OWP was provided to the TAC for their review. Mike Luken said the OWP is based on the LTF estimate Aaron provided earlier. Mike explained there is a significant change with the Funding Strategy – Work Element 61 adding that this effort will go into 'full force' in July and will go through June 2022. Other notable changes are the Mobility Action Plan – Work Element 46 and preparing for the next round of SB 1 funding. This OWP reflects the SCCP award and final design and ROW phase for I-80 Auxiliary Lanes -Work Element 43. The TAC concurred with bringing the FY 2021/22 OWP and budget to the Board for approval this month.

Unmet Transit Needs Findings

The Annual Unmet Transit Needs and Ridership Report was provided to the TAC for their review. Kathleen Hanley explained the report has been vetted by the Transit Operators Working Group (TOWG) prior to being brought to the TAC. She said that it reads similarly to previous reports noting that this year, there is information pertaining to COVID and, additionally, an Annual Ridership Report is included. Kathleen noted that ridership was down overall. The report and staff will be recommended that there are no new unmet transit needs that are reasonable to meet. Kathleen said that the Social Services Transportation Advisory Council (SSTAC) had a robust discussion about the 250+ comments that were received. It was agreed that the Unmet Transit Needs definition is not as specific as it could be so the only additional recommendation is to work toward including potential changes that would more clearly define the Unmet Transit Needs definition as currently adopted. Kathleen said that this would go to the TAC before any actual changes were brought to the Board. The TAC concurred with bringing the report to the Board for acceptance.

Western Placer Consolidated Transportation Services Agency (CTSA) Non-Emergency Medical

Kathleen Hanley provided some background on CTSA programs and services that CTSA funds explaining that expenses are currently outpacing LTF revenue. COVID has depleted the carryover that we have traditionally relied upon for these non-emergency medical-type services. There are two programs that we are proposing to make changes to serve Placer residents more efficiently: 1) Health Express - a dial-a-ride service for medical trips between cities and 2) My Rides – a program that reimburses volunteers willing to drive people to their appointments. Kathleen provided a presentation on the increasing costs and decreased ridership for these programs. This month we will be going over these programs, costs, and potential changes with the Board. We will be asking them to give authority to the Executive Director to enter a joint partnership with Independent Living Partnership (ILP). CTSA together with Seniors First and ILP will work toward increasing efficiencies. Kathleen went over the schedule and said that we will be having a public hearing in April to formally present these changes and take comment on these program changes. We propose to begin the new service in June. Until then we will be working with stakeholders and members of the public on these specifics of these program

changes. The TAC concurred with taking the recommendation to enter into an agreement with ILP to the Board this month.

Placer County Housing Element – ALUCP Consistency Determination

David Melko explained that we are seeking TAC concurrence to submit a consistency determination letter to Placer County noting that this is a similar approach that we used for the Auburn and Lincoln housing elements. Working with Shawna Purvines at Placer County, Placer County will be adding language referencing the Airport Land Use Compatibility Plan (ALUCP). The TAC concurred with submitting a consistency letter to Placer County.

Traffic Congestion Report – Jurisdiction Data Request

Mike Luken explained that we are utilizing the traffic congestion report as a funding strategy outreach and educational tool for public workshops which we are conducting in April and May. This report will tie back to the Traffic Demand Model and Tier 1 and Tier 22 Fee Update. These workshops will also be an opportunity to review and receive input on the Expenditure Plan and the need for a local transportation sales tax. Aaron Hoyt presented on the travel trends during COVID through December 2020. He is asking that jurisdictions provide any readily available traffic data to help accurately tell the story about traffic congestion to the public.

Caltrans District 3 Update:

1. They are addressing citizen complaints regarding pedestrian crossing in Carnelian Bay and moving forward on a project to install an RRFB (flashing beacons) in advance of the upcoming rehab of SR 28.
2. They are looking to incorporate elements of the RTTP in an upcoming project on SR 89, at the traffic signals (transit enhancements)

Other Info / Upcoming Deadlines

1. Staff is monitoring new state and federal funding programs that are expected to come in the next few weeks because of the CARES relief Act as well as HIP funds. To date, the amount is unknown. Staff will work with the TAC to develop a plan for filling in regional funding gaps and then working out an equitable distribution plan.
2. Araceli Casarez said that are two new job announcements at the City of Lincoln: Public Works Director and City Engineer. The job announcement is on CalOpps.
3. Mike Luken said we will be going out for Luke McNeel-Caird’s position by the end of February.

PCTPA Board Meeting: Wednesday, February 24, 2021 – 9:00 am

Next TAC Meeting: Tuesday, March 9, 2021 - 3:00 pm

The TAC meeting concluded at approximately 4:00 pm.

:SS

TO: PCTPA Board of Directors

DATE: February 24, 2021

**FROM: David Melko, Senior Transportation Planner
Kathleen Hanley, Associate Planner**

SUBJECT: STATUS REPORT

1. Freeway Service Patrol (FSP)

FY 2020/21 2nd Quarter statistical summary for Placer FSP is attached. For the 2nd Quarter there were 717 total assists. This compares to 1,035 assists during pre-pandemic 2019. 2nd Quarter stats include newly implemented Sunday service on I-80 that began on November 1st and continued through December 20th. Seventeen (17) Sunday assists were recorded during this period. Sixteen (16) survey comments were also submitted for the 2nd quarter. All motorists rated the service as “excellent.” Last, attached is a thank you email from a motorist assisted by FSP on January 19th near Auburn on I-80. Staff will be meeting with the new commander of the Newcastle CHP Office to discuss the FSP Program and other initiatives.

2. Quarterly Status Report on Regionally Significant Transportation Projects

The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will provide this report once per quarter.

3. Transit Ridership and CTSA Call Center Operations Quarterly Report

The following tables summarize the ridership for each of Placer County’s transit services and the ridership of the South Placer Transit Information Center. Staff will provide this report once per quarter to keep the Board apprised of ridership trends among transit operations in Placer County.

ML:ss

PCTPA Board of Directors
Status Report
February 24, 2021
Page 2

Quarterly Ridership Trends by Transit Operator

Transit Operator	FY 2020					FY 2021				
	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2020	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2021
Auburn Transit										
Total (all services)	8,703	8,167	6,180	3,638	26,688	3,685	3,372			7,057
Placer County Transit										
Fixed Route	62,393	64,093	50,629	25,532	202,647	26,579	29,718			56,297
Dial-A-Ride	7,078	7,014	6,616	3,291	23,999	4,244	4,271			8,515
Vanpool	5,760	5,770	5,401	978	17,909	910	1,382			2,292
Commuter	17,472	20,792	18,496	1,960	58,720	1,528	1,268			2,796
Total (all services)	92,703	97,669	81,142	31,761	303,275	33,261	36,639	0	0	69,900
TART										
Total (all services)	93,263	83,621	167,867	27,376	372,127	53,351	46,874			100,225
Roseville Transit										
Fixed Route	44,221	42,358	34,607	19,527	140,713	25,196	23,833			49,029
Dial-A-Ride	7,273	6,683	5,773	2,571	22,300	3,362	3,505			6,867
Commuter	38,382	34,952	32,029	2,954	108,317	3,422	2,685			6,107
Total (all services)	89,876	83,993	72,409	25,052	271,330	31,980	30,023	0	0	62,003
Western Placer CTSA										
Health Express	1,409	1,278	1,071	543	4,301	752	603			1,355
My Rides	1,197	997	1,119	667	3,980	575	683			1,258
Total (all services)	2,606	2,275	2,190	1,210	8,281	1,327	1,286	0	0	2,613
Region-Wide										
Total (all services)	287,151	275,725	329,788	89,037	981,701	123,604	118,194	0	0	241,798
Annual Totals	1,963,402					483,596				

Quarterly Call Center Statistics

Call Summary Data	FY 2020					FY 2021				
	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2020	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2021
Calls Answered	11,700	11,640	10,279	6,404	40,023	9,948	7,818			17,766
% Calls Answered within 90 seconds	87%	88%	90%	87%	88%	80%	83%			81%
% Calls Answered within 3 minutes	94%	94%	95%	93%	94%	89%	91%			90%
% Calls Answered within 6 minutes	99%	99%	99%	99%	99%	98%	98%			98%
Calls Abandoned	1126	1070	716	705	3,617	811	974			1,785
Average Speed Calls Answered	0.40	0.36	0.33	0.44	38%	0.69	0.52			60%
Average Incoming Call Time	2.28	1.79	1.79	1.40	1.79	1.45	1.43			1.44
Calls Transferred Out	2,688	2,691	2,370	1,857	9,606	2,173	1,909			4,082

PCTPA FSP 2nd Quarter ((2020/21) Statistical Summary

Total Assists = 717

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	55.3%	378	Found by You	67.5%	484	Yes, very	100.0%	16
Sport Utility Vehicle/Crossover	20.8%	142	Dispatched by CHP	18.3%	131			
Pickup Truck	17.1%	117	Partner Assist	11.3%	81	How did FSP know you needed help?	Percent	Count
Other	3.4%	23	Directed by CHP Officer	0.6%	4	Driver saw me	100.0%	16
Truck - Over 1 Ton	0.6%	4	Revisit	2.4%	17	Others	0.0%	0
Big Rig	1.3%	9						
Motorcycle	1.0%	7	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
RV/Motorhome	0.3%	2	Towed to Drop Zone	12.3%	88	Excellent	100.0%	16
Truck - Under 1 Ton	0.3%	2	Traffic Control	17.7%	127			
Blank	4.8%	33	Tagged Vehicle	7.7%	55	How did you hear about FSP?	Percent	Count
			Quick Fix / Repair	19.7%	141	Other	6.3%	1
Vehicle Problem	Percent	Count	Called for Private Assistance	4.9%	35	Hadn't heard until today	62.5%	10
Accident	22.3%	160	None - Not Needed	12.3%	88	Was helped previously	0.0%	0
Mechanical	24.8%	178	None - Motorist Refused Service	2.8%	20	Have see trucks driving around	12.5%	2
Flat Tire	21.2%	152	Debris Removal	3.2%	23	Brochure	18.8%	3
Abandoned	8.7%	62	Escort Off Freeway	2.5%	18			
Out of Gas	7.5%	54	Towed Off Freeway	8.5%	61	How long did you wait before FSP arrived?	Percent	Count
Driver Related	3.4%	24	Other	4.6%	33	Less than 5	43.8%	7
Overheated	0.7%	5	Provided Transportation	0.8%	6	5 - 10 minutes	43.8%	7
Debris	2.4%	17	Partner Assist	3.1%	22	10 - 15 minutes	12.5%	2
Other	1.5%	11				15 - 20 minutes	0.0%	0
Unsecured Load	0.8%	6	Vehicle Location	Percent	Count	20 - 30 minutes	0.0%	0
None - Not Needed	5.2%	37	Right Shoulder	80.1%	548	30 - 45 minutes	0.0%	0
Electrical	1.0%	7	Left Shoulder	5.0%	34	Over an hour	0.0%	0
Car Fire	0.4%	3	In Freeway Lane(s)	6.6%	45			
Partner Assist	0.1%	1	Ramp/Connector	8.0%	55	Other Metrics		
Locked Out	0.0%	0	Unable to Locate	0.3%	2	Average Duration (Minutes)		12.5
			Blank	4.8%	33	Overtime Assists		23
						Overtime Blocks		39
Source: http://www.sacfsp.com/admin			Total Comments	NA	16	Multi-Vehicle Assist		40

From: Sedam, Michael@CHP
Sent: Tuesday, January 19, 2021 6:36 PM
To: McCumsey, Steve@CHP <SMcCumsey@chp.ca.gov>; Monson, Jeffrey@CHP <JMonson@chp.ca.gov>
Cc: Pini, Jo@CHP <JPini@chp.ca.gov>
Subject: Fwd: Commend

Great job by FSP!
Mike

From: donotreply@chp.ca.gov <donotreply@chp.ca.gov>
Sent: Tuesday, January 19, 2021 3:44 PM
To: CHP-CustomerService20 <CustomerService20@chp.ca.gov>
Subject: Commend

Description: January 19, 2021. My tire exploded while on I-80 near Auburn. There was a very small freeway shoulder I had to pull off on. I had a 2-month-old in the car, so it was a very scary. The tow company said it would be 55 minutes. But SURPRISE!!! Freeway Service Patrol showed up and saved the day! He was very kind and patient. He replaced my tire and made sure his truck was protecting us while he was changing it. He was fast and professional. He even made sure we were able to enter the busy freeway safely. THANK YOU SO MUCH FSP!!

County: Placer

City: Auburn

Division: Valley Division

Zip Code: 95603

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2021**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2024			2021
Caltrans D3	CAL20541	SR 49 Pavement Rehab	On SR 49 in and near Auburn, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road (PM 3.1/7.5): Rehabilitate pavement.. Toll Credits for ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$40,255,000	2021	2018	2018	2019
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	On I-80 in and near the cities of Sacramento and Citrus Heights, from 0.3 mile east of the Yolo County Line to the Placer County Line (PM M0.3/18.0); also on I-80 in Placer County in the City of Roseville, from the Sacramento County Line to 0.7 mile east of the Sacramento County Line (PM 0.0/0.7): Install fiber optic communication lines.. Toll Credits for ENG	SHOPP Mobility AC	\$16,750,000	2021	2018	2018	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties, on various routes at various locations within Caltrans District 3: Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations.. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2021	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	On I-80 near Dutch Flat and Cisco Grove, at Crystal Springs Road Overcrossing #19-0112 (PM 46.3), Baxter Overcrossing #19-0113 (PM 46.9), Drum Forebay Overcrossing #19-0114 (PM 49.0), and Cisco Overcrossing #19-0118 (PM R63.5): Replace bridges at four locations.	SHOPP Bridge AC	\$53,235,000	2025	2018	2019	2020
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	On I-80 in and near Colfax, from 0.3 mile west of Illinoistown Overcrossing to east of Cape Horn Undercrossing.(PM 31.5/36.9): Drainage system rehabilitation.. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	On I-80 in Placer, Nevada, and Yolo Counties, at various locations: Upgrade Extinguishable Message Signs (EMS) to LED. . Toll Credits for ENG	SHOPP Mobility AC	\$2,565,000	2021	2017	2017	2020
Caltrans D3	CAL20728	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	SHOPP Collision AC	\$8,919,000	2023	2018	2019	2020
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3: Repair or replace damaged inductive loop vehicle detection elements. The Repair Loop Detectors and Field Elements (2H57U) combines Pla/Sac/Yol Repair Field Elements project (2H700/CAL20760) and Loop Detectors project (2H570/CAL20758) for construction.	SHOPP Mobility AC	\$1,629,000	2021	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements. The Repair Loop Detectors and Field Elements (2H57U) combines Pla/Sac/Yol Repair Field Elements project (2H700/CAL20760) and Loop Detectors project (2H570/CAL20758) for construction.	SHOPP Mobility AC	\$2,344,000	2021	2018	2018	2019

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2021**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations: Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species.	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2021	2018	2019	2019
Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch (PM R19.5): Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and to other waters.	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	On I-80 near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (PM 38.3/41.5): Rehabilitate drainage systems.	SHOPP Roadway Pres AC	\$5,386,000	2022	2018	2020	2021
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations: Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards.	SHOPP Collision AC	\$4,115,000	2021	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In Sacramento, Butte, Placer, Sutter, Nevada, and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89, SR 99, SR 160 at various locations: Upgrade crash cushions and sand barrel arrays to make more durable.	SHOPP Collision AC	\$2,750,000	2021	2019	2020	2021
Caltrans D3	CAL20783	Placer County MBGR Upgrade	On I-80 in and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5): Upgrade guardrail to current standards.	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021
Caltrans D3	CAL20844	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/28.8); also near Magra from PM 39.5 to 41.3; also near Emigrant Gap from PM 53.0 to 54.7: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	Local, SHOPP Roadway Pres AC	\$113,500,000	2026	2021	2022	2025
Caltrans D3	CAL20845	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	SHOPP Roadway Pres AC	\$76,860,000	2025	2021	2022	2023
Caltrans D3	CAL21227	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts.	SHOPP Collision AC	\$26,340,000	2024	2020	2021	2022

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL21276	Yolo I-80 and US 50 Managed Lanes	On I-80 just west of Davis from the Kidwell Road interchange in Solano County to the W. El Camino interchange in Sacramento County; also from the I-80/US 50 interchange to the US 50/I-5 interchange: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements.. Toll Credits for ENG, ROW	CMAQ, Local, State Cash	\$586,060,000	2029	2018	2021	2027
Caltrans D3	CAL21278	SR 65 South Ingram Slough Slide Repair	On SR 65 in Lincoln at South Ingram Slough Bridge #19-0188L/R (PM R12.9/R13.1): Repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures.	SHOPP - Emergency Response (SHOPP AC)	\$1,725,000	2021	2019	2020	2020
Caltrans D3	CAL21354	I-80 Rock Retention Fencing	On I-80 near Emigrant Gap, from 0.8 mile east to 2.1 miles east of Carpenter Flat UC, at two locations (PM R56.9L/R58.2L): Restore the structural integrity of storm damaged rockfall retention systems by replacing posts and base plates, and installing new ground anchors.	SHOPP - Emergency Response (SHOPP AC)	\$3,150,000	2022	2020	2021	2022
Caltrans D3	CAL21368	SAC/PLA/BUT High Friction Surface Treatments	In Sacramento, Placer, and Butte Counties, on Routes 50, 51, 80, and 99 at various locations: Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations.	SHOPP Collision AC	\$3,945,000	2021	2020	2021	2021
Caltrans D3	PLA25647	I-80 Atlantic/Eureka W/B On-ramp Widening	On I-80 in Roseville, at the Atlantic Street/Eureka Road westbound on-ramp (PM 2.6/3.1): Install ramp meters and widen on-ramp for storage capacity. The existing Miner's Ravine Bridge #19-0056 will be reconstructed with a new structure containing a total of three lanes and standard shoulders. The existing Atlantic St/Eureka Rd WB on-ramp will be widened to include two metered general purpose lanes and one metered High Occupancy Vehicle (HOV) lane.	Local, SHOPP Mobility AC	\$11,150,000	2022	2016	2018	2020
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$2,700,222	2024			2019
City of Auburn	PLA25832	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay.	Local, RSTP/STBG	\$479,305	2024			2021
City of Auburn	PLA25846	Purchase of BEV Bus	Purchase of one 30' BEV Bus to replace transit cut-away bus reaching end of life.. Toll Credits for CON	FTA 5311	\$135,318	2021			2021
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	HBP, Local	\$13,521,200	2024	2013	2022	2025
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes.. Toll Credits for ENG, CON	CMAQ, Local	\$3,856,228	2024	2016		2021

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to a point between 1st and 3rd Street on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping for both north and south bound lanes.	Local, RSTP/STBG	\$1,861,654	2022	2018		2022
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2024	2022		2022
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2025	2024		2024
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$10,960,000	2021	2018		2021
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2025	2024		2024
City of Lincoln	PLA25838	1st Street Resurfacing Ph2	On 1st Street from mid-block between K and L Street to H Street: rehabilitation of the existing roadway surface, ADA, drainage, and utility replacement improvements.	Local, RSTP/STBG	\$1,970,921	2023		2023	2023
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout.. Toll Credits for ENG, ROW, CON	CMAQ, Local	\$6,199,806	2021	2016	2020	2021
City of Rocklin	PLA25678	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. NEPA covered by PLA25551 (STPL-5095-025).. Toll Credits for ENG, CON	RSTP/STBG	\$1,900,463	2023	2021		2023
City of Rocklin	PLA25844	Five Star Blvd & Destiny Drive Road Rehabilitation	In Rocklin: Five Star Blvd: from Stanford Ranch to South Whitney; Road Rehabilitation; From South Whitney Blvd to City Limits of ROW, road rehabilitation. Destiny Drive: from Five Star Blvd to end of drive; road rehabilitation. South Whitney Blvd from Five Star Blvd to Lincoln Ave, road rehabilitation.. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$1,226,854	2022	2021	2023	2025
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	Local	\$7,852,055	2023	2020	2021	2022

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2025	2022	2023	2024
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$4,200,000	2025	2021	2022	2023
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2027	2024	2024	2025
City of Roseville	PLA19910	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive.	ATP (Fed), CMAQ, Local	\$16,547,457	2023	2011	2020	2022
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2022	2020	2021	2021
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2023	2020	2020	2021
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2025			2022
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$6,925,000	2021	2011	2017	2020
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2020			2020
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymment Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2021			2019
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2023	2021	2021	2022
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2020
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$1,977,500	2025	2014		2020
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$4,232,576	2022			2019
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$4,438,000	2021	2019		2021
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2024	2021	2022	2023
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2025	2022	2023	2024
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$5,982,000	2023			2021
City of Roseville	PLA25703	Replace 3 dial-a-ride buses	Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan.	FTA 5307 - E.S., Local	\$600,000	2020			2019
City of Roseville	PLA25833	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	Local	\$5,000,000	2025	2023	2023	2024
City of Roseville	PLA25843	Vernon Street / Folsom Road Roundabout Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct new roundabout.	CMAQ, Local	\$3,732,000	2024			2025
PCTPA	PLA25468	Placer County Congestion Management Program FY 2011 - 2022	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	CMAQ, Local	\$1,256,813	2022			2011
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and 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	CMAQ, Local	\$24,260,000	2025	2013	2023	2023
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr).	CMAQ, State Cash	\$3,336,912	2022			2014
PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (PCTPA is applying for \$26.13 m SB1 discretionary funding.). Toll Credits for ENG, ROW	2016 EARREPU, DEMO HPP, HIP, Local, NCI, RSTP/STBG	\$32,628,205	2023	2014	2020	2021

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PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$520,810,000	2030	2019	2025	2025
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	ATP (Fed), ATP (State), CMAQ, HIP, Local	\$17,603,000	2023	2018	2021	2019
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2024	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$888,000	2024			2019
PCTPA	PLA25834	Operating Assistance South Placer County Transit Project	Operating assistance for new express bus service between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	CMAQ, LCTOP, Local	\$5,400,000	2025	2022		2022
PCTPA	PLA25835	Operating assistance for Lincoln to Sacramento Commuter Service	Operating assistance for new express bus service between the City of Lincoln in Placer County to Downtown Sacramento in Sacramento County.	Local	\$600,000	2026			2023
PCTPA	PLA25839	Placer County Congestion Management Program FY 2023+	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53)	CMAQ	\$150,000	2026			2023
PCTPA	PLA25842	Placer County Freeway Service Patrol FY 2023+	In placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65.	CMAQ, State Cash	\$1,457,874	2026			2023
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2022	2012	2021	2021
Placer County	PLA15270	North Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	Local	\$1,792,300	2030	2021	2023	2023
Placer County	PLA15390	Sierra College Boulevard Widening A	Sierra College Boulevard, from SR 193 to Loomis town limits: Widen from 2 lanes to 4 lanes.	Local	\$15,400,000	2025	2022	2024	2025
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2022	1998	1999	2021
Placer County	PLA18390	Dyer Lane Extension (Placer Creek Drive)	Dyer Lane from Baseline Road (near Brewer) to Baseline Road east of Watt Avenue: Construct 2-lane road. (Segment east of Watt has been renamed to Placer Creek Drive.)	Local	\$10,543,400	2025	2021		2023

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Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2021
Placer County	PLA20700	Watt Avenue Widening	Widen Watt Avenue: from Baseline Road to the Sacramento County line: Widen from 2 lanes to 4 lanes.	Local	\$14,582,700	2025	2021		2023
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$37,925,000	2025	2021	2021	2022
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$7,624,000	2025	2021	2022	2022
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2025	2013	2016	2023
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ROW, CON	HBP, Local	\$10,900,000	2021	2008	2017	2020
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2024	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2023	2014	2016	2021
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2025	2011	2019	2025
Placer County	PLA25479	16th Street / Placer Vineyards Road	16th Street / Placer Vineyards Road, from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road (renamed to Placer Vineyards Road).	Local	\$7,485,900	2025	2021		2023
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$44,651,000	2023	2011	2022	2025
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local	\$41,054,078	2021	2011	2016	2018
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$48,847,750	2025	2013	2022	2025
Placer County	PLA25536	Crosby Herold Rd. Bridge	Crosby Herold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$6,000,000	2025	2013	2020	2021
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property.	CMAQ, Local	\$4,514,886	2021	2012	2018	2020

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Placer County	PLA25598	SR 49 Widening A	SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes.	Local	\$8,350,650	2025	2022	2024	2025
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009. Toll Credits for CON	HSIP, Local, RSTP/STBG	\$3,358,057	2021			2016
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	HSIP, Local, RSTP/STBG	\$1,049,700	2023			2017
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON	CMAQ, RSTP/STBG	\$7,424,177	2025	2019	2021	2024
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	\$2,410,000	2023	2023	2023	2023
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	\$3,449,500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	\$2,393,500	2023	2023	2023	2023
Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,109,500	2023	2023	2023	2023
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$2,245,000	2025	2024	2025	2025
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$1,849,001	2025	2024	2025	2025
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$1,500,000	2021	2018		2019
Placer County	PLA25725	Education Street	Education Street, from east of SR 49 to Quartz Drive: Construct 2 lane roadway and signal modifications.	Local	\$3,901,200	2024	2020		2022
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	\$6,386,800	2025	2022		2024

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2021**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25778	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013)	HSIP	\$2,430,900	2024			2020
Placer County	PLA25831	Transit Vehicle Purchase	Purchase of one (1) diesel bus to replace an older vehicle currently in use by Placer County Transit.. Toll Credits for CON	RSTP/STBG, Road Repair and Accountability Act of 2017	\$727,300	2023			2020
Placer County	PLA25837	Preventive Maintenance and Operation Assistance, 2020	Operating assistance and preventive maintenance for urban transit services within Placer CountyFFY 2020 - Operating Assistance \$1,328,184FFY 2020 - Preventive Maintenance \$433,165	FTA 5307 - E.S., Local	\$1,761,349	2021			2020
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$821,886	2021			2020
Town of Loomis	PLA25840	Loomis Traffic Signal Improvements and coordination	In Loomis, at the : intersections of Taylor Rd and King Rd, King Road and Swetzer Rd, and Taylor Rd and Horseshoe Bar Rd: signal synchronization and pedestrian and bicycle improvements.	CMAQ, Local, RSTP/STBG	\$938,120	2025	2021	2021	2023

MEMORANDUM

TO: Mike Luken

FROM: AIM Consulting

DATE: February 6, 2021

RE: January Monthly Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of November.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content on PCTPA's social media channels in an effort to share information about current PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA. Topics included Placer County's response to the COVID-19 crisis, service update news, and other relevant transportation projects and updates.

Key social media posts included:

- PCTPA Airport Land Use Compatibility Plan Update
- PCTPA Mike's Message Winter 2020 Update
- Capitol Corridor Positive Train Control (PTC) announcement
- Roseville Transit Afternoon Commuter Routes Schedule update
- Capitol Corridor 2020 Accomplishments
- Roseville Transit Martin Luther King Jr. Day Schedule update
- Caltrans SR 49 Wolf/Combie project article

- Capitol Corridor Health and Safety Guidelines
- Capitol Corridor Link21 Announcement
- City of Rocklin Planning Projects Interactive Map Announcement
- Capitol Corridor South Bay Connect Announcement
- Placer County Martis Valley Trail Update
- City of Roseville Driving in the Rain Tips
- City of Roseville Miner's Ravine Trail Closure Announcement
- Capitol Corridor Link 21 Press Release
- Placer Supervisors approve parking ordinance article
- PCTPA Freeway Service Patrol Update

Current social media page statistics include:

- Facebook – 1,817 Followers
 - Previously 12/6: 1,813
- Twitter – 1,341 Followers
 - Previously 12/6: 1,369
- Instagram – 1,024 Followers
 - Previously 12/6: 1,028

Key website analytics include:

- Total page views for the PCTPA website during January: 2,325
 - 15% of views were on the Main Page
 - 6.9% of views were on the Placer County bike maps page
 - 4.4% of views were on the Agendas 2021
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during January: 105

Newsletter #45

Issue #45 of the PCTPA newsletter for the winter quarter is now available. Article topics include *Mike's Message, SPRTA – Traffic Modeling, Freeway Service Patrol, and the Airport Land Use Compatibility Plan.*

The PCTPA Winter 2020 Newsletter was sent to 3,326 people through Constant Contact with an open rate of 33% and a click rate of 13.4%.

Media Relations

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues.



February 1, 2021

TO: Mike Luken, Executive Director, Placer County Transportation Planning Agency

FROM: Nancy Eldred, Senior Account Executive, FSB Public Affairs

RE: January Summary of Activities for Funding Strategy Outreach Effort

Stakeholder Outreach – In Progress

- Began Discussions with Elected, Civic, Business and Community Leaders

Partner Collaboration – In Progress

- Began Traffic Camera Partnership Outreach

Earned Media/Collateral Development/Paid Advertising – In Progress

- Digital Concepts for Paid Advertisements

Account Management – Complete

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Prepared monthly report

January 2021	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Message Refinement ● Digital/Streaming Platform Ad Concepts/Production ● Mall Kiosk Production ● Earned Media – COVID 19 and Transportation in South Placer- Bumped to February due to message changes ● Traffic Camera Partnership Discussion ● Elected, Civic, Business, Community Leader Engagement
February 2021	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Earned Media – COVID 19 and Transportation in South Placer ● Digital Ad/Streaming Platform Ad Production ● Electronic/Static Billboards ● Mall Kiosk ● Growing Up Roseville, Style and Other Placer Magazine Partnership ● Traffic Camera Live ● Elected, Civic, Business, Community Leader Engagement
March 2021	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Digital Ad/Streaming Platform Ads Run ● Electronic/Static Billboards ● Mall Kiosk ● Spring Youth/HS Soccer/Basketball/Baseball ● Growing Up Roseville, Style and Other Placer Magazine Partnership ● Earned Media – Placer Business & PCTPA ● Traffic Camera Live ● Elected, Civic, Business, Community Leader Engagement
April 2021	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Digital Ad/Streaming Platform Ads Run ● Electronic/Static Billboards ● Mall Kiosk ● Stakeholder Meeting ● Earned Media – Community Nights ● Direct Mail - TBD

	<ul style="list-style-type: none"> • Rocklin Community Night • Roseville Community Night • Lincoln Community Night • Spring Youth/HS Soccer/Basketball/Baseball • Moms Group Sponsored Spring Break Event • Life on the Trails Day • Quarry Park Day • Growing Up Roseville, Style and Other Placer Magazine Partnership • Earned Media – TBD • Traffic Camera Live • Elected, Civic, Business, Community Leader Engagement
May 2021	<ul style="list-style-type: none"> • Bi-Weekly Client Meeting • Monthly Report • Digital Ad/Streaming Platform Ads Run • Polling • Electronic/Static Billboards • Mall Kiosk • Spring Youth/HS Soccer/Basketball/Baseball • Growing Up Roseville, Style and Other Placer Magazine Partnership • Traffic Camera Live • Elected, Civic, Business, Community Leader Engagement
June 2021	<ul style="list-style-type: none"> • Bi-Weekly Client Meeting • Monthly Report • Polling Presentation to Board • Electronic/Static Billboards • Mall Kiosk • New Creative Digital Ad/Streaming Platform Ad Production • Stakeholder Meeting • Rocklin Community Night • Life on the Trails Day • Quarry Park Day • Growing Up Roseville, Style and Other Placer Magazine Partnership • Earned Media – TBD • Traffic Camera Live • Elected, Civic, Business, Community Leader Engagement



Washington, D.C.

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January 29, 2021

To: PCTPA

From: Sante Esposito

Subject: January Monthly Report

Infrastructure

The Biden team has said publicly that they want to start focusing on infrastructure in February (see Campaign Plan below). Last year the House passed a mega-infrastructure bill, H.R. 2 “Moving Forward Act” (\$1.5T) which included \$494 billion - \$319 billion for highways, \$105 billion for transit, and \$80 billion for rail.

Infrastructure: Biden \$2T Campaign Plan

- Update roads, bridges and electric grids;
- Expand access to broadband;
- Upgrade 4 million buildings and weatherize 2 million homes over four years by providing homeowners with direct cash rebates and low-cost financing;
- Provide cities with high-quality, zero-emissions public transportation options, such as light rail networks;
- Achieve a carbon pollution-free power sector by 2035;
- Enable the creation of 1.5 million sustainable homes and housing units;
- Provide increased funding to meet long overdue clean and safe drinking water needs;
- Create union jobs in the construction industry;
- Create 1 million jobs in the auto industry and increase the demand for American-made, American-sourced clean vehicles;
- Provide consumers with rebates for trading in old, less-efficient vehicles for newer American-made vehicles;
- Construct 500,000 electric vehicle charging stations;
- Require all new American-built buses be zero-emissions by 2030; and,
- Establish new fuel economy standards to reduce pollution.

Earmarks

Still hearing of interest and leadership support for earmarks for the FY22 appropriations process (Hoyer, DeFazio, DeLauro, etc.). The Senate will typically follow the House on this issue. If earmarks are a go, Members usually go out with questionnaires around the end of February. These questionnaires want information on the project, including the need, justification, and level of support along with the funding request. The Member then decides his or her priorities for their request.

Consolidated Appropriations Act, 2021 and the Coronavirus Response and Relief Supplemental Appropriations Act, 2021

To review, on December 27, the President signed into law, as one vehicle, the Consolidated Appropriations Act, 2021, which funds the government at \$1.4 trillion through next September and the Coronavirus Response and Relief Supplemental Appropriations Act, 2021. On December 21, Congress passed the bill with bipartisan majorities of 359-53 in the House and 92-6 in the Senate.

Transportation highlights from the Appropriations portion are \$456.4B for highways, \$1B for bridge replacement and rehabilitation, \$12.5B for transit, \$194M for NHTSA, \$623M for highway safety, \$236M for FRA, \$2B for Amtrak, \$2M for mag lev, \$328M for motor carrier safety, and \$155M for MARAD.

Transportation highlights from the Coronavirus Act portion are \$14B for transit including \$50M for paratransit providers; \$10B for state and local transportation departments to replace revenues; \$1B for Amtrak for operations and to prevent further employee furloughs; \$2B for motorcoach and bus operators, school bus companies, and U.S. flag passenger vessel operators; \$2B for airports to retain personnel, continue operations and provide relief for retailers at the airport (i.e. concessionaires); \$15B to extend the Payroll Support Program for aviation employees through March 31, 2021; and, \$2B for FEMA's Disaster Relief Fund and assistance to cover funeral expenses for deaths from COVID.

Senate Highway Bill

Senate Democrats plan to scrap a bipartisan surface transportation bill, S. 2302, drafted last Congress for a new proposal that contains more aggressive proposals on climate issues and other Democratic priorities. A spokesperson for new Chairman Sen. Tom Carper (D-Del.) said, "One of Sen. Carper's top priorities next Congress will be to break ground on a better future, which includes supporting the priorities laid out in President-elect Biden's Build Back Better agenda."

To review last Congress, no Senate action on the bill; one-year extension enacted. The EPW bipartisan bill would authorize \$287B in highway spending, 90- percent of which would be distributed to the states by formula. The bill features a title on climate change which would authorize \$10.8B for various programs addressing resiliency and \$1B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provides billions for curbing emissions, reducing congestion and truck idling. It also streamlines infrastructure permitting and sets a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

House Highway Bill

To date, no plans announced. To review last Congress, no House action on a multiyear bill; one-year extension enacted. The bill provides \$494B in total funding from FY21 to FY25, as follows: \$319B for the highways; \$105B for transit; \$4.6B for safety; \$5.3B for motor carrier safety; and, \$60B for passenger rail.

Bill Tracking

Summaries and updates included as available.

H.R.227 — 117th Congress (2021-2022)

To provide dedicated funding for the national infrastructure investment program and the capital investment grant program, and for other purposes.

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/06/2021) Cosponsors: (1)

Committees: Transportation and Infrastructure; Ways and Means

Latest Action: 01/06/2021 Referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Ways and Means,

H.R.201 — 117th Congress (2021-2022)

To direct the Secretary of Transportation to establish a national bridge replacement and improvement program, and for other purposes.

Sponsor: Rep. Emmer, Tom [R-MN-6] (Introduced 01/05/2021) Cosponsors: (0)

Committees: Transportation and Infrastructure

Latest Action: 01/05/2021 Referred to the Committee on Transportation and Infrastructure.

H.R.248 — 117th Congress (2021-2022)

To amend title 23, United States Code, to expand eligibility for the surface transportation block grant program, and for other purposes.

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/11/2021) Cosponsors: (0)

Committees: Transportation and Infrastructure

Latest Action: 01/11/2021 Referred to the Committee on Transportation and Infrastructure.

H.R.200 — 117th Congress (2021-2022)

To direct the Secretary of Transportation to establish a national intersection and interchange safety construction program, and for other purposes.

Sponsor: Rep. Emmer, Tom [R-MN-6] (Introduced 01/05/2021) Cosponsors: (0)

Committees: Transportation and Infrastructure

Latest Action: 01/05/2021 Referred to the Committee on Transportation and Infrastructure.