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# 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, October 27, 2021  
9:00 a.m.**

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

**IN PERSON AND TELECONFERENCE MEETING**

**PUBLIC PARTICIPATION PROCEDURES**

The PCTPA Board meeting will be open to in-person attendance. In addition, remote teleconference participation is available to Board members and the public pursuant to the provisions of Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Public Comment will be opened for each agenda item, and citizens may comment virtually through a Zoom meeting webinar utilizing the “raise hand” function. If you are participating by phone, please dial \*9 to “raise hand” and queue for Public Comment. Please raise your hand at the time the Chair announces the item. Public comments will also be accepted at [ssabol@pctpa.net](mailto:ssabol@pctpa.net) or 530-823-4030 or by mail to: PCTPA, 299 Nevada Street, Auburn, CA 95603.

**Webinar access: <https://placer-ca-gov.zoom.us/j/94060151054>**

**You can also dial in using your phone:**

US: +1 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)  
Webinar ID: 940 6015 1054

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: September 22, 2021**
- D. Agenda Review**
- E. Public Comment**

**Action  
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**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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- |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |               |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| <b>F.</b> | <b>Consent Calendar: Placer County Transportation Planning Agency</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>Action</b> |
|           | 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.                                                                                                                                                                                                                                                                                                                | Pg. 6         |
|           | 1. Local Transportation Fund (LTF) Five-Year (2016-2020) Bicycle and Pedestrian Discretionary Allocation and Five-Year (2021-2025) Bicycle and Pedestrian Allocation Plan                                                                                                                                                                                                                                                                                                                                                                                                       | Pg. 9         |
|           | 2. FY 2021/22 City of Auburn Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$67,111                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Pg. 12        |
|           | 3. Reprogram PCTPA Congestion Mitigation & Air Quality (CMAQ) Funds from PCTPA's Congestion Management and Freeway Service Patrol Programs to PCTPA's Highway 49 Sidewalk Gap Closure.                                                                                                                                                                                                                                                                                                                                                                                          |               |
|           | 4. Letter of Task Agreement 21-01 between the Placer County Transportation Planning Agency and LSC Transportation Consultants, Inc. for FY 2018/19 – FY 2020/21 Triennial Performance Audit: \$39,970                                                                                                                                                                                                                                                                                                                                                                           | Pg. 17        |
|           | 5. Adoption of Public Agency Vesting Under Section 22893 of the Public Employees' Medical and Hospital Care Act                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Pg. 18        |
|           | 6. FY 2021/22 Placer County Claims for Local Transportation Funds (LTF): \$8,344,552                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Pg. 20        |
|           | 7. FY 2021/22 Placer County Claim for State Transit Assistance (STA): \$1,244,487                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Pg. 25        |
|           | 8. FY 2021/22 County of Placer Claim for State of Good Repair Funds (SGR) Funds: \$324,819                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Pg. 31        |
| <b>G.</b> | <b><u>9:00 A.M. PUBLIC HEARING:</u> City of Lincoln General Plan 2050 Consistency Determination</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>Action</b> |
|           | <i>David Melko</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Pg. 37        |
|           | <ul style="list-style-type: none"> <li>▪ Conduct a public hearing to obtain input on the City of Lincoln General Plan 2050 consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP)</li> <li>▪ Find that the City of Lincoln General Plan 2050, subject to the conditions outlined in this staff memorandum, is consistent because: a) there would be no direct conflicts with the ALUCP; and b) a mechanism is currently in place for ensuring future land use development within an airport influence area will not conflict with the ALUCP.</li> </ul> |               |
| <b>H.</b> | <b><u>9:00 A.M. PUBLIC HEARING:</u> 2021 Unmet Transit Needs Process and Schedule</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>Action</b> |
|           | <i>Aaron Hoyt</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Pg. 46        |
|           | <ul style="list-style-type: none"> <li>▪ Conduct a public hearing to obtain public testimony on unmet transit needs that may exist in Placer County.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                 |               |
| <b>I.</b> | <b>Western Placer Consolidated Transportation Services Agency FY 2021/22 Budget Amendment No. 1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>Action</b> |
|           | <i>David Melko</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Pg. 48        |

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
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- Approve FY 2021/2022 WPCTSA Budget Amendment No. 1.

**J. Memorandum of Understanding: Regional Transportation Funding / Financing Plan for South Placer / South Sutter Region and an Implementation Plan for Riego Road / Baseline Road Improvements** **Action**  
Pg. 50

*David Melko*

- Authorize the Executive Director to execute a multi-agency MOU and jurisdiction funding reimbursement agreements between PCTPA, Placer County, Sutter County, and the City of Roseville to: 1) develop the analysis necessary to adopt a regional transportation funding and financing plan; and 2) develop an implementation plan for the Riego Road/Baseline Road improvements.

**K. Project Agreements, Certifications, Permits, CEQA Notices, Documents, and Amendments for PCTPA Projects** **Action**  
Pg. 59

*David Melko*

- Adopt Resolution authorizing the Executive Director to execute project agreements, certifications, permits, CEQA notices, documents, any amendments thereto, and similar commitments necessary to complete the following four projects: Interstate 80 Auxiliary Lanes, Highway 49 Gap Closure, Highway 65 Widening, and Riego Road/Baseline Road.

**L. Board Input on Interregional Highway and Intercity Rail Needs, and Potential Highways to Boulevard Pilot Project Locations for Inclusion in the 2022 Regional Transportation Improvement Program (RTIP)** **Action**  
Pg. 62

*Rick Carter*

**M. Amendment #1 FY 2021/22 Overall Work Program and Budget (OWP)** **Action**  
Pg. 66

*Mike Luken*

- Authorize the Executive Director to submit the Amendment #1 of the FY 2021/22 Overall Work Program (OWP) and Budget to Caltrans.

**N. AB 361 Remote Teleconferencing** **Action**  
Pg. 70

*DeeAnne Gillick*

- Make findings and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor's COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

**O. Executive Director's Report**

**P. Board Direction to Staff**

**Q. Informational Items**

1. PCTPA TAC Minutes – October 12, 2021
2. Status Reports

**Info**  
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**Board of Directors Meeting Agenda  
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
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- a. PCTPA Pg. 78
  - b. AIM Consulting – September 2021 Pg. 80
  - c. FSB – September 2021 2021 Pg. 82
  - d. Key Advocates – September 2021 Pg. 88
  - e. Capitol Corridor Performance Report Pg. 91
3. PCTPA Financials Separate  
Cover
- Receipts and Expenditures – September  
Statement ending June 30, 2021

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 – December 1, 2021***

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

*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.*



# 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)**

**September 22, 2021 – 9:00 a.m.  
Placer County Board of Supervisors Chambers  
175 Fulweiler Avenue, Auburn, California**

### ROLL CALL

Sandy Amara  
Brian Baker  
Ken Broadway  
Trinity Burruss  
Jim Holmes  
Bruce Houdesheldt  
Paul Joiner, Chair  
Suzanne Jones  
Dan Wilkins

### STAFF

Rick Carter  
Aaron Hoyt  
Jodi LaCosse  
Mike Luken  
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 Executive Orders N-29-20 and N-33-20. Staff reports and a video of this meeting is available at: <http://pctpa.net/agendas2021>.

### APPROVAL OF AMENDED ACTION MINUTES – June 23, 2021

Upon motion by Broadway and second by Holmes, the amended action minutes of June 23, 2021, were approved by the following roll call vote:

**AYES:** Amara, Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Wilkins  
**NOES/ABSTAIN:** None

### AGENDA REVIEW

Mike Luken stated that staff had no changes to the agenda.

### PUBLIC COMMENT

Public comment was received from Lee Bastien, Sheridan Municipal Advisory Council, regarding a dangerous intersection on Highway 65 and Riosa Road which has led to several accidents. Mike Luken said he would discuss this with Caltrans District 3, Yuba County, and the City of Wheatland and see if there are interim safety measures that can be implemented to address this issue.

### CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. Adopt Resolution 21-26 to Reprogram CCRRSAA STIP to I-80 Auxiliary Lanes
2. FY 2021/22 Final State Transit Assistance (STA) Fund Allocation Estimate - \$3,750,587
3. FY 2021/22 Preliminary State of Good Repair (SGR) Fund Allocation Estimate - \$524,943
4. FY 2021/22 PCTPA Claim for Local Transportation Funds (LTF) - \$1,360,509

5. Social Services Transportation Advisory Council (SSTAC) Membership

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

**AYES:** Amara, Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Wilkins  
**NOES/ABSTAIN:** None

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

1. FY 2021/2022 Placer 211 Work Program - \$50,000

Upon motion by Houdesheldt and second by Holmes, the WPCTSA Board approved the second of three allocations of \$50,000 to Placer County Department of Health and Human Resources (HHS) for the FY 2021/22 Placer 211 Work Program by the following roll call vote:

**AYES:** Amara, Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Wilkins  
**NOES/ABSTAIN:** None

**CONSENT CALENDAR: PLACER COUNTY AIRPORT LAND USE COMMISSION (ALUC)**

1. **PUBLIC HEARING:** Airport Land Use Commission (ALUC) Consistency Determination: Gateway Village Subdivision, Auburn

Upon motion by Holmes and second by Broadway, the Airport Land Use Commission found that the Gateway Village Subdivision is consistent with the 2014 ALUCP, subject to the condition to record an overflight notification in the chain of title of the property and authorized the Executive Director to sign and submit the consistency determination letter to Placer County by the following roll call vote:

**AYES:** Amara, Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Jones, Wilkins  
**NOES/ABSTAIN:** None

**PUBLIC HEARING: ADOPTION OF NEGATIVE DECLARATIONS, NOTICE OF EXEMPTIONS AND AIRPORT LAND USE COMPATIBILITY PLANS FOR AUBURN MUNICIPAL AND LINCOLN REGIONAL AIRPORTS**

*Staff report presented by David Melko, Senior Transportation Planner*

David Melko explained that the staff report provides detail on the consultant presentation and the requested actions. Mr. Melko explained that the majority of comments received were related to noise. While the Airport Land Use Commission (ALUC) has no control over airport operations or authority over noise related to aircraft, we have provided contact information on our website for residents who have concerns with airport noise. The staff report identified airports in California that have attempted to address existing aircraft noise, safety, and overflight issues and suggested Auburn and Lincoln airport management may want to review how these airports deal with their noise issues. Mr. Melko explained we have been working with Auburn, Lincoln, and Placer County staff on addressing general plan consistency and it's expected their respective general plans we be brought to the ALUC for a determination of consistency in the near future. Lastly, with regard to liability issues which were brought up at the last Commission meeting, we have attached a memorandum from our legal counsel which speaks to this issue. Mr. Melko introduced Miranda Thompson, project manager from Mead and Hunt, who presented the final draft of the compatibility plan for Placer County. To view the presentation in full, go to <http://pctpa.net/agendas2021>

Chair Joiner opened the Public Hearing. Public comments were made by the following individuals:

- Steve Prosser, Community Development Director, City of Lincoln
- Alex Fisch, Supervising Planner, Placer County Planning Services Division

- Steve Petit, Resident, North Auburn

Public Hearing was closed.

Upon motion by Broadway and second by Holmes the Commission adopted Resolution 21-30 for the Negative Declarations/Initial Studies for Auburn Municipal and Lincoln Regional Airports and Notice of Exemption for Blue Canyon Airport by the following roll call vote:

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

**NOES/ABSTAIN:** None

Upon motion by Broadway and second by Holmes the Commission adopted Resolution 21-31 for the Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports.

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

**NOES/ABSTAIN:** None

### **I-80 AUXILIARY LANES PROJECT – APPROVING PG&E UTILITY AGREEMENT**

*Staff reported presented by David Melko*

Public comment was received from:

- Michael Garabedian, Placer County Tomorrow

Upon motion by Broadway and second by Houdesheldt the Board adopted Resolution No. 21-29 approving Utility Agreement No. 2452.1 with Pacific Gas and Electric (PG&E) for relocation of gas line facilities resulting from construction of the I-80 Auxiliary Lanes project and authorizing the Executive Director or designee to execute said Agreement and disburse funds as required by the same by the following roll call vote:

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

**NOES/ABSTAIN:** Burruss (Abstain)

### **FISCAL YEAR 2021/22 FINAL FINDINGS OF APPORTIONMENT FOR THE LOCAL TRANSPORTATION FUND**

*Staff report presented by Aaron Hoyt*

Aaron Hoyt introduced Susie Woodstock, Principal, HdL Companies who provided a presentation on prior years revenues and job sector performance and revenue projections for FY 2021/22 Local Transportation Fund. To view the presentation, go to <http://pctpa.net/agendas2021>

Upon motion by Broadway and second by Holmes, the Board approved the Fiscal Year FY 2021/22 Final Findings of Apportionment for the Local Transportation Fund (LTF).

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

**NOES/ABSTAIN:** None

### **TRAFFIC CONGESTION REPORT PRESENTATION**

*Staff report presented by Aaron Hoyt*

To view the presentation, go to <http://pctpa.net/agendas2021>

### **UPDATE ON A POTENTIAL 2022 TRANSPORTATION SALES TAX MEASURE**

*Staff report and presentation provided by Mike Luken*

Mike Luken introduced Cherri Spriggs, FSB Consulting, who spoke on the potential 2022 Countywide Transportation Sales Measure. To view the presentation, go to <http://pctpa.net/agendas2021>

Public comment was received from:

- Lee Bastien, Sheridan Municipal Advisory Council
- Michael Garabedian, Placer County Tomorrow

- Peter Eakland, Resident, City of Rocklin

The Board provided feedback and Mr. Luken said he has direction on how to proceed with the transportation sales tax measure efforts.

## **EXECUTIVE DIRECTOR'S REPORT**

Mike Luken reported on the following:

- 1) Shirley LeBlanc's, Fiscal Administrative Officer, last day in the office is September 30<sup>th</sup>. We appreciated her years of service and willingness to stay on and train the new Fiscal Administrative Officer. Mr. Luken said he will send a letter of appreciation on behalf of the Board and himself.
- 2) Mr. Luken introduced Jodi LaCosse, the new Fiscal Administrative Officer. Ms. LaCosse said she was appreciative with the help she's received from Shirley LeBlanc as she moves into her new role.
- 3) Mr. Luken announced Associate Planner, Kathleen Hanley's, departure from the agency. Ms. Hanley has taken a position as Senior Planner at Caltrans Headquarters. Mr. Luken said she was instrumental in garnering \$170 million through SB 1 programs and credited both Kathleen and David for writing the grant applications. Kathleen led the effort in working with 14 jurisdictions in northeast Sacramento County and Placer County to prioritize which projects to apply for. Kathleen administered the annual Unmet Transit Needs (UTN) process and worked with our transit agencies to improve the program. She overhauled the CTSA Health Express program and led the effort to turn it into a volunteer-based reimbursement program which helped the program remain solvent. Kathleen also kept the agency staff productive during the stay-at-home order by ensuring that staff had the resources necessary to work remotely. Kathleen expressed her gratitude in working for a Board who works collaboratively for the best interest of the entire county. Chair Joiner, Board Member Holmes, and Board Member Broadway expressed their sincere appreciation for all she has done for the agency and wished her the best in her new role. Mr. Luken said he will send a letter of appreciation on behalf of the Board and himself.
- 4) Mr. Luken said we will be submitting a California Sustainable Communities Planning Grant application for a feasibility study to expand rail from Sacramento to Reno. He said we embarked upon this from 2004 – 2009 and were recently asked by the state of California to apply for this grant. This is a partnership of SACOG, PCTPA, Nevada County Transportation Commission (NCTC), and the Tahoe Regional Planning Agency (TRPA) many other agencies. We will be working with our partners at Union Pacific Railroad. Mr. Luken said we would be the lead agency. This would be a preliminary demand analysis.
- 5) Mr. Luken said we are about to embark on micro transit RFP for the south part of the County. Placer County is leading the way on this effort, and it is currently going through their procurement division. We will be looking at the communities of Rocklin, Lincoln, and Roseville.
- 6) SACOG completed their Next Generation Transit Study which looked at many many things. We are working with SACOG to come up with an implementation plan which includes restoring confidence in the commuter bus system.
- 7) Federal Highway Administration (FHWA) is examining the way SACOG allocates our RSTBG and CMAQ funding to Placer and El Dorado Counties. We are all working closely with FHWA to retain local control. We may need to modify our systems a bit. We are keeping the TAC, Public Works Directors and City Managers involved in this as it has very serious implications for our County.



- 8) Mr. Luken said that the state of California has passed SB 361. This will allow us to retain a hybrid format during a time of statewide emergency which the governor plans to continue. We will have to make a finding at the beginning of our next meeting that the hybrid format is necessary for us to do agency business. DeeAnne Gillick, our legal counsel, explained that the statute as written is unclear. There may be developments that happen between now and the next meeting and will keep you informed. It is unclear with respect to other agencies, as to the renewal of the finding every 30 days, but likely we can have a rolling renewal for the next meeting in order to comply with the statute.
- Public comment was received from Michael Garabedian, Placer County Tomorrow

**ADJOURN**

The meeting adjourned at approximately 11:45 a.m.

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

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Mike Luken, Executive Director

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Paul Joiner, Chair

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Solvi Sabol, Clerk of the Board

ML:ss

**TO: PCTPA Board of Directors**

**DATE: October 27, 2021**

**FROM: Michael Luken, Executive Director**

**SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for the October 27, 2021 agenda for your review and action.

1. Local Transportation Fund (LTF) Five-Year (2016-2020) Bicycle and Pedestrian Discretionary Allocation and Five-Year (2021-2025) Bicycle and Pedestrian Allocation Plan

Every five years, PCTPA works with the jurisdictions to develop and implement a five-year cash management plan for spending Local Transportation Bicycle/Pedestrian Funds. At the discretion of the Board, PCTPA annually allocates 2% of the LTF for bicycle and pedestrian facilities pursuant to PUC Section 99233.3 and CCR Section 6655.2. Allocations are made to each jurisdiction based on existing and projected future population. Also contained within the plan is a discretionary component that reserves 25% to account for revenue shortfalls, special funding request, and cashflow purposes. Any remaining discretionary funds at the end of the five-year period are released through a call for projects with local agencies.

The cash management plan allows jurisdictions to spend dollars in larger amounts and less often while still maintaining their total expenditure over the five-year period within their allocation according to population. Pedestrian and bicycle funds can be used to construct bikeways, trails, crosswalk enhancements, or prepare updates to pedestrian and bicycle master plans. The funds can also be used as local match for Congestion Mitigation and Air Quality funded projects, Alternative Transportation Program grants, and other programs requiring local match.

The proposed allocation plan reflects the actual revenue from FY 20/21, estimated revenues for FY 21/22, and two percent growth rate assumption beginning in FY 2022/23 through 2024/25. Also included is \$626,862 of discretionary funds from the 2016 through 2020 cash management plan that was distributed through a call for projects. The total estimated funding through FY 2024/25 is \$3,367,402. Staff recommends that the Board approve the attached LTF Pedestrian/bicycle five-year cash management plan and the 2016-2020 discretionary funding allocation. The PCTPA TAC concurred with this recommendation at its October 12, 2021, meeting.

2. FY 2021/22 City of Auburn Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$67,111

The City of Auburn submitted a TDA Bicycle and Pedestrian claim for \$67,111 for the ADA Curb Ramp project. This claim represents the full allocation from the FY 2016-2020 five-year Cash Management Plan for the TDA Pedestrian and Bicycle Fund. Staff recommends approval.

3. Reprogram PCTPA Congestion Mitigation & Air Quality (CMAQ) Funds from PCTPA's Congestion Management and Freeway Service Patrol Programs to PCTPA's Highway 49 Sidewalk Gap Closure.

On April 24, 2019, the PCTPA Board approved a CMAQ funding agreement between PCTPA and the City of Auburn. PCTPA loaned the City of Auburn \$500,000 in CMAQ from its Highway 49 Sidewalk Gap Closure Project to cover a funding gap on the Nevada Street Pedestrian and Bicycle Facilities project. As part of the agreement, Auburn would reimburse the \$500,000 as part of future CMAQ funding rounds. In the 2020 PCTPA funding round, Auburn reimbursed PCTPA \$315,313, leaving \$184,687 still to be reimbursed in the 2023 funding round. The PCTPA Highway 49 Sidewalk Gap Closure is moving forward towards construction and requires the CMAQ funds prior to the 2023 funding round. To cover the reimbursement in the meantime, PCTPA Board approval is requested to reprogram \$184,687 (\$124,058 from Freeway Service Patrol and \$60,629 from Congestion Management Program) to the Highway 49 Sidewalk Gap Closure. The City of Auburn will then reimburse Freeway Service Patrol and Congestion Management Program the \$184,687 via the 2023 PCTPA funding round, through the attached updated funding agreement with PCTPA. The PCTPA TAC concurred with this request at their October 12<sup>th</sup> meeting and staff recommends Board approval.

4. Letter of Task Agreement 21-01 between the Placer County Transportation Planning Agency and LSC Transportation Consultants, Inc. for FY 2018/19 – FY 2020/21 Triennial Performance Audit: \$39,970

Staff recommends approval of the attached Letter of Task Agreement with LSC Transportation Consultants, Inc. to conduct the FY 2018/19 – FY 2020/21 Triennial Performance Audits of PCTPA and three transit operators, during FY 2021/22 for \$39,970. The performance audit is required for PCTPA, and each transit operator funded through the Transportation Development Act (TDA). The audits assess PCTPA and transit operator compliance with TDA; reviews implementation of prior performance audit report recommendations; and identifies and evaluates transit related functions and activities. PCTPA released a Request for Proposal (RFP) on September 3, 2021. The RFP was distributed to 11 firms and posted on PCTPA's web site. One proposal was received from LSC Transportation Consultants, Inc. Follow-up with recipients indicated: strength of LSC Transportation Consultants, Inc., and its prior work history with PCTPA on Short-Range Transit Plans and transit planning studies. Analysis of LSC Transportation Consultants, Inc.'s proposal indicates the rates are competitive with those of other firms performing similar work. LSC Transportation Consultants, Inc. has a comprehensive knowledge of PCTPA and local transit operators based on preparing Short-Range Transit Plans, transit planning studies, and having completed several prior performance audits. Given its familiarity with the proposed work, schedule, PCTPA and transit operators, as well as the firm's general overall responsiveness and responsibility, staff recommends LSC Transportation Consultants, Inc. to conduct the required FY 2018/19 – FY 2020/21 Triennial Performance Audit. The TOWG and TAC concur with the staff recommendation.

**Board of Directors**  
**Consent Calendar**  
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5. Adoption of Public Agency Vesting Under Section 22893 of the Public Employees' Medical and Hospital Care Act  
This resolution is to adopt public agency vesting under the Public Employees Medical and Hospital Care Act (PEMHCA) and establishes additional criteria an employee must have in order to receive a post-retirement monthly employer health contribution. Only employees hired on or after the effective date of the resolution are subject to the health vesting requirements outlined in PEMHCA Government Code 22893. Specifically, an employee hired after the effective date of this resolution must have at least 10 years of CalPERS service credit, the last 5 of which must be earned at PCTPA. Staff recommends approval to limit agency liability.
  
6. FY 2021/22 Placer County Claims for Local Transportation Funds (LTF): \$8,344,552  
Placer County submitted claims for \$8,344,552 in LTF funds for FY 2021/22 - \$5,719,552 for transit operations, \$400,000 for transit capital, \$2,200,000 for streets and roads maintenance, and \$25,000 for transportation planning process. The County's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the County submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2021 and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
  
7. FY 2021/22 Placer County Claim for State Transit Assistance (STA) – \$1,244,487  
Placer County submitted a claim for \$1,244,487 in STA funds for FY 2021/22 - \$958,287 for transit operations and \$286,200 for transit capital outlay reserves. The County's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
  
8. FY 2021/22 County of Placer Claim for State of Good Repair Funds (SGR) Funds: \$324,819  
The County of Placer submitted a claim for \$324,819 in Senate Bill 1 SGR funds for FY 2021/22 for transit capital and maintenance purposes. The County's claim is in compliance with the approved SGR apportionment and with all applicable requirements. Staff recommends approval.

ML:ss

**2016-2020 LTF Pedestrian & Bicycle Account  
Final Discretionary Funding Recommendations**

<b>Agency</b>	<b>Tentative Project Title<sup>(1)</sup></b>	<b>Tentative Project Description</b>	<b>Recommended Funding</b>
Colfax	Bunch Creek Trail Preliminary/Final Engineering	Develop preliminary and final engineering for a new trail beginning in the north at the cul-de-sac terminus of Central Street and progress southerly along the creek terminating at the parking lot of the Sierra Market shopping center. The project would also acquire easement right-of-way.	\$ 70,000
Lincoln	Bella Breeze Pedestrian Crossing project	Construction of crosswalk with pedestrian activated beacons on Bella Breeze Drive.	\$ 54,000
Loomis	Taylor Road Pedestrian Crossing Enhancements	Install five (5) rapid rectangular flashing beacons to enhance existing crossings on Taylor Road in downtown Loomis.	\$ 71,900
Rocklin	Sunset Whitney Recreation Area (SWRA) Ped/Bike Trail Connection Project	Pave a 550' gap between the existing SWRA trails to Sunset Blvd. A ramp at the sidewalk also needs to be constructed so that cyclists can access this area.	\$ 77,462
Roseville	2022 Bike Trails Resurfacing Project	Resurfacing project for various bike trails.	\$ 159,000
PCTPA <sup>(2)</sup>	Hwy 49 Sidewalk Gap Closure Project PS&E	Develop final engineering plans to construct approximately three miles of new sidewalk on Highway 49 in the Auburn Area.	\$ 194,500
<b>Total</b>			<b>\$ 626,862</b>

Notes:

(1) The associated projects will require a TDA claim to secure the funding and may be changed at the discretion of the local agency.

(2) The City of Auburn and Placer County contributed their fair share towards the Highway 49 Sidewalk Gap Closure Project being led by PCTPA.

**LTF PEDESTRIAN AND BICYCLE FIVE-YEAR ALLOCATION - FY 2020/21 Through 2024/25**

	<b>2015-20 Discretionary Allocation<sup>(2)</sup></b>	<b>2020/21 (apportioned)</b>	<b>2021/22 (apportioned)</b>	<b>2022/23 (projected)</b>	<b>2023/24 (projected)</b>	<b>2024/25 (projected)</b>	<b>Current 5-Year Total To Be Claimed</b>	<b>In Reserve 2005-2020 (already claimed)</b>	
Estimated Amount <sup>(1)</sup>	\$ 626,862	\$ 378,603	\$ 573,062	\$ 584,523	\$ 596,214	\$ 608,138	\$ <b>3,367,402</b>		
Carryover <sup>(3)</sup>	\$ -	\$ -	\$ 152,982	\$ -	\$ -	\$ -	\$ <b>152,982</b>		
Discretionary Allocation <sup>(4)</sup>	\$ -	\$ 94,651	\$ 143,266	\$ 146,131	\$ 149,053	\$ 152,034	\$ <b>685,135</b>		
Carryover+Discretionary Available <sup>(5)</sup>	\$ -	\$ 94,651	\$ 296,248	\$ 146,131	\$ 149,053	\$ 152,034	\$ <b>838,117</b>		
Net for Apportionment	\$ 626,862	\$ 283,952	\$ 429,797	\$ 438,392	\$ 447,160	\$ 456,103	\$ <b>2,682,267</b>		
Placer County <sup>(6)</sup>	\$ -	\$ 75,321	\$ 114,008	\$ 116,288	\$ 118,614	\$ 120,986	\$ <b>545,216</b>		\$ -
Auburn <sup>(6)</sup>	\$ -	\$ 10,329	\$ 15,635	\$ 15,947	\$ 16,266	\$ 16,592	\$ <b>74,769</b>		\$ 67,111
Colfax	\$ 70,000	\$ 1,535	\$ 2,323	\$ 2,370	\$ 2,417	\$ 2,466	\$ <b>81,111</b>		\$ 9,528
Lincoln	\$ 54,000	\$ 35,817	\$ 54,214	\$ 55,298	\$ 56,404	\$ 57,532	\$ <b>313,265</b>		\$ 57,674
Loomis	\$ 71,900	\$ 4,930	\$ 7,462	\$ 7,611	\$ 7,763	\$ 7,919	\$ <b>107,585</b>	\$ 31,815	
Rocklin	\$ 77,462	\$ 50,947	\$ 77,115	\$ 78,657	\$ 80,231	\$ 81,835	\$ <b>446,248</b>	\$ -	
Roseville	\$ 159,000	\$ 105,072	\$ 159,040	\$ 162,221	\$ 165,465	\$ 168,775	\$ <b>919,573</b>	\$ 674,354	
PCTPA <sup>(6)</sup>	\$ 194,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <b>194,500</b>	\$ -	
<b>Total Available</b>	\$ <b>626,862</b>	\$ <b>283,952</b>	\$ <b>429,797</b>	\$ <b>438,392</b>	\$ <b>447,160</b>	\$ <b>456,103</b>	\$ <b>2,682,267</b>	\$ 840,482	

(1) Assumes two percent annual growth rate starting FY 2022/23.

(2) Remaining discretionary allocation balance from 2015-2020 5-Year Cash Management Plan distributed through call for projects.

(3) The annual surplus/shortfall from prior fiscal year will be added to the discretionary allocation.

(4) Discretionary allocation equals 25% of the annual apportionment. The discretionary allocation will be used annually to make up revenue shortfalls, program cashflow, and/or for special funding requests. PCTPA staff, in coordination with the PCTPA TAC, will determine any mid-cycle discretionary allocations and distribution of remaining revenue at the end of the five year cycle.

(5) Adjustments include fund balance carryover and interest earned from prior year.

(6) Placer County and the City of Auburn contributed their fair share allocation to the Highway 49 Sidewalk Gap Closure Project being led by PCTPA.

Note: Pedestrian/bicycle LTF funds are distributed on a population basis over the next five years using estimated growth from the SACOG 2020 MTP/SCS .

## Five-Year Pedestrian / Bicycle Allocation Plan Population Projections 2020/21 - 2024/25

POPULATION	2016* SACOG MTP/SCS		2040* SACOG MTP/SCS		Annualized Growth (2016-2040)
		%		%	
<b>West Slope Total</b>	<b>363,896</b>		<b>479,382</b>		<b>4,812</b>
Placer County	95,781	26.32%	128,874	26.88%	1,379
Auburn	12,948	3.56%	14,030	2.93%	45
Colfax	2,044	0.56%	2,365	0.49%	13
Lincoln	47,659	13.10%	63,779	13.30%	672
Loomis	6,132	1.69%	7,390	1.54%	52
Rocklin	63,977	17.58%	84,985	17.73%	875
Roseville	135,355	37.20%	177,959	37.12%	1,775

POPULATION	2020** DOF		Adjusted 2025		2021-2025 Average	
		%		%		%
<b>West Slope Total</b>	<b>392,258</b>		<b>416,318</b>		<b>404,288</b>	
Placer County	103,794	26.46%	110,688	26.59%	107,241	26.53%
Auburn	14,594	3.72%	14,819	3.56%	14,707	3.64%
Colfax	2,152	0.55%	2,219	0.53%	2,185	0.54%
Lincoln	49,317	12.57%	52,675	12.65%	50,996	12.61%
Loomis	6,888	1.76%	7,150	1.72%	7,019	1.74%
Rocklin	70,350	17.93%	74,727	17.95%	72,538	17.94%
Roseville	145,163	37.01%	154,039	37.00%	149,601	37.00%

Source: \* 2020 MTP/SCS Baseline and Forecast Populations by Jurisdiction, SACOG, August 2019.  
 \*\* Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.

**CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS**

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

FROM:

CLAIMANT: City of Auburn  
ADDRESS: 1225 Lincoln Way, Auburn CA, 95603  
Click or tap here to enter text.


CONTACT PERSON: Mengil A Deane  
Phone:530-823-4211 Ext 145    Email:mdeane@auburn.ca.gov

The City of Auburn hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$\$67,111 be approved for Fiscal Year 2020/21 , to be drawn from the Bicycle and Pedestrian Trust Fund.

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:  
**CITY OF AUBURN  
FINANCE DEPT.  
1225 LINCOLN WAY  
AUBURN, CA 95603**

BY: \_\_\_\_\_ BY: MENGIL A. DEANE  
(signature)  (signature)

TITLE: \_\_\_\_\_ TITLE: PUBLIC WORKS MANAGER

DATE: \_\_\_\_\_ DATE: 7/7/2021



## BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

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

Include a location map for the project as appropriate.

Claimant: City of Auburn

Fiscal Year: FY 2020/21

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
ADA Curb Ramp Rehab project	\$199,290	\$67,111 LTF Ped/Bike \$132,179 Gas Tax

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**IN THE MATTER OF: ALLOCATION OF  
BICYCLE AND PEDESTRIAN TRUST FUNDS  
TO THE CITY OF AUBURN**

**RESOLUTION NO. 21-33**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 27, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

---

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

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

**THEREFORE, BE IT RESOLVED THAT** the PCTPA has reviewed the claim and makes funds available for the 2021/22 fiscal year.

To the City of Auburn for ADA	
Curb Ramp Rehabilitation	<u>\$67,111</u>

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

RESOLUTION NO. 21-103

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2020/2021  
BICYCLE AND PEDESTRIAN CLAIM TO THE PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY

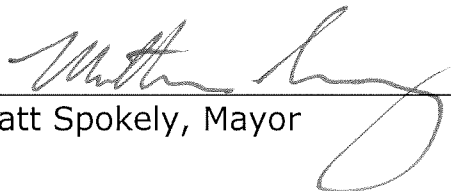
-----  
WHEREAS, in the procedures established by the Placer County Transportation  
Planning Agency (PCTPA) requires the applicant to certify by resolution approval of  
the execution of the application before submission of said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

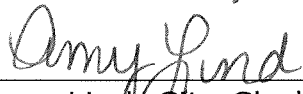
That the CITY OF AUBURN authorizes the submittal of an application to PCTPA for the  
2020/21 Local Transportation Fund Claim. The Public Works Manager of the City of  
Auburn or his designee, is hereby authorized and empowered to execute the 2020/21  
Bicycle and Pedestrian Claim and all necessary amendments and payment requests  
hereto in the amount of:

\$67,111                      P.U.C 99234 (Bicycle and Pedestrian Funds)

DATED: September 27, 2021

  
\_\_\_\_\_  
Matt Spokely, Mayor

ATTEST:

  
\_\_\_\_\_  
Amy Lind, City Clerk

I, Amy Lind, City Clerk of the City of Auburn, hereby certify that the foregoing  
resolution was duly passed at a regular meeting of the City Council of the City  
of Auburn held on the 27<sup>th</sup> Day of September 2021 by the following vote on  
roll call:

Ayes:                      Berlant, Amara, Dowdin Calvillo, Radell-Harris, Spokely  
Noes:

Absent:

  
\_\_\_\_\_  
Amy Lind, City Clerk

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

October 27, 2021

Gordon Shaw, PE, AICP, Principal  
LSC Transportation Consultants, Inc.  
P.O. Box 5875  
Tahoe City, CA 96145

**RE: LETTER OF TASK AGREEMENT #21-01  
BETWEEN LSC TRANSPORTATION CONSULTANTS, INC. AND  
THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Dear Mr. Shaw:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and LSC Transportation Consultants, Inc, dated January 22, 2020.

1. Incorporated Master Agreement: This Letter of Task Agreement (LOTA) is the statement of contract-specific requirements applicable to the work effort to be undertaken by LSC Transportation Consultants, Inc, to conduct Triennial Performance Audits for PCTPA and four transit operators.
2. Term: Consultant services are to commence October 27, 2021 and shall be completed in such a sequence as to assure that project is on budget and on schedule. This LOTAs shall end June 30, 2022. Extensions to this LOTAs may be made with the agreement of both parties. During the term of this LOTAs, you are not to engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will complete Triennial Performance Audits for PCTPA, and four transit operators as outlined in your Proposal dated September 27, 2021. David Melko, Senior Transportation Planner, will act as Project Manager on behalf of PCTPA.
4. Personnel: The consultant team’s personnel are identified in their Proposal.
5. Compensation: For services rendered, Consultant compensation shall not exceed \$39,970. Consultant will invoice monthly based upon percentage of work completed. Such invoices shall include tasks completed, hours associated with each task, and hourly rate. Invoices will be paid within 30 days of receipt. PCTPA will withhold ten percent (10%) of the payments due until successful completion, delivery and PCTPA Board acceptance of all the final audits.

If this LOTAs meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to David Melko, Senior Transportation Planner at (530) 823-4090.

Sincerely,

Accepted by:

\_\_\_\_\_  
Michael W. Luken  
Executive Director  
Placer County Transportation Planning Agency

Date

\_\_\_\_\_  
Gordon Shaw, PE, AICP  
Principal  
LSC Transportation Consultants, Inc.

Date

Encl.  
c: Genevieve Evans, LSC Transportation Consultants, Inc.  
David Melko, PCTPA  
Jodi LaCrosse, PCTPA

## PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ADOPTING CALPERS  
POST RETIREMENT HEALTH BENEFITS  
VESTING REQUIREMENTS UNDER SECTION  
22893 OF THE GOVERNMENT CODE**

**RESOLUTION NO. 21-32**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 27, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

**WHEREAS**, (1) Placer County Planning Transportation Agency is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act"); and

**WHEREAS**, (2) Government Code Section 22893 provides that a contracting agency subject to the Act may file a resolution with the Board of the California Public Employees' Retirement System to provide a postretirement health benefits vesting requirement to employees who retire for service in accordance with Government Code Section 22893; and

**WHEREAS**, (3) Placer County Planning Transportation Agency certifies, some or all employees are not represented by a bargaining unit and there is no applicable memorandum of understanding; and

**WHEREAS**, (4) The credited service of an employee for purposes of determining the percentage of employer contribution applicable under Government Code Section 22893 shall mean service as defined in Government Code Section 20069, except that not less than five years of that service shall be performed entirely with the Placer County Planning Transportation Agency; and

**WHEREAS**, (5) The employer contribution for active employees cannot be less than what is defined in Government Code Section 22892(b); now, therefore be it

**RESOLVED**, (a) That employees first hired on or after the effective date of this resolution shall be subject to the requirements defined in Government Section 22893, except that the employer may, once each year without discrimination, allow all employees who were first employed before Government Code Section 22893 became applicable to the employer to individually elect to be subject to the

provisions of Government Code Section 22893, and the employer shall notify the Board which employees have made that election; and be it further

**RESOLVED**, (b) That the employer contribution for each annuitant subject to vesting shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of the amounts prescribed by Government Code Section 22893(a)(1), plus administrative fees and Contingency Reserve assessments; and be it further

**RESOLVED**, (c) That the percentage of employer contribution payable for post-retirement health benefits for each annuitant shall be based on the employee's completed years of credited service based upon the table in Government Code Section 22893; and be it further

**RESOLVED**, (d) Placer County Planning Transportation Agency has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further

**RESOLVED**, (e) That the participation of the employees and annuitants of Placer County Planning Transportation Agency shall be subject to determination of its status as an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that Placer County Planning Transportation Agency would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, the California Public Employees' Retirement System may be obligated, and reserves the right to terminate the health coverage of all participants of the employer; and be it further

**RESOLVED**, (f) That the executive body appoint and direct, and it does hereby appoint and direct, the Fiscal Administrative Officer, to file with the Board a verified copy of this resolution, and to perform on behalf of Placer County Planning Transportation Agency all functions required of it under the Act; and be it further

**RESOLVED**, (g) That coverage under the Act be effective on December 1, 2021.

Adopted at a regular meeting of the Placer County Transportation Planning Agency Board at 175 Fulweiler Avenue, this 27<sup>th</sup> day of October, 2021.

\_\_\_\_\_  
Paul Joiner, Chair  
Placer County Transportation Planning Agency

\_\_\_\_\_  
Mike Luken, Executive Director

Attest: \_\_\_\_\_  
Solvi Sabol, Board Secretary

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

FROM:

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

CONTACT PERSON: Käthe Trimble  
Phone: 530-745-7594 Email: ktrimbleplacer.ca.gov

The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2021/22, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ 5,719,552</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$400,000</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$2,200,000</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$25,000</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT: County of Placer

BY: \_\_\_\_\_ BY: \_\_\_\_\_  
(signature) (signature)

TITLE: \_\_\_\_\_ TITLE: Chair, County of Placer

DATE: \_\_\_\_\_ DATE: \_\_\_\_\_



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

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

Claimant PLACER COUNTY

Fiscal Year 2021/22

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2021/2022	Salaries & Benefits:	\$3,081,213	LTF – PCTPA	\$4,322,000
	Services & Supplies	\$5,191,802	STA – PCTPA	\$958,287
	Contingency	\$150,000	FTA 5307	\$1,010,600
	GPS Upgrades	\$50,000	FTA 5307 CARES	\$35,000
	Final Eng. for Bus Charging	\$400,000	FTA 5311 CARES	\$0
	Assign to Reserves	\$179,206	FTA 5311	\$24,000
			Fares	\$373,100
			Other Agency	\$1,854,234
			Interest	\$0
			Other	\$160,000
		Operating Transfers In:	\$0	
	<b>Total:</b>	<b>\$9,052,221</b>	<b>Total:</b>	<b>\$9,052,221</b>
Placer County Transit Capital 2021/2022	Transit Bus/Fueling Repairs	\$150,529	SGR – PCTPA	\$150,529
	<b>Total:</b>	<b>\$150,529</b>	<b>Total:</b>	<b>\$150,529</b>
Tahoe Truckee Area Regional Transit Operations 2021/2022	Salaries & Benefits:	\$3,615,682	LTF – TRPA	\$1,070,024
	Services & Supplies	\$4,413,894	LTF – PCTPA	\$1,797,552
	Contingency	\$100,000	STA – TRPA	\$0
			FTA 5307	\$1,169,600
			FTA 5311	\$422,000
			FTA 5307 CARES	\$313,600
			FTA 5311 CARES	\$486,300
			Fares (Includes TOT)	\$523,000
			T.O.T Funds	\$2,042,900
			Other Agency	\$304,600
	<b>Total:</b>	<b>\$8,129,576</b>	<b>Total:</b>	<b>\$8,129,576</b>
Tahoe Truckee Area Regional Transit Capital 2021/2022	40' TART Bus	\$600,000	SGR – PCTPA	\$174,290
	CNG Station Upgrade	\$250,000	SGR – TRPA	\$ 78,527
	Bus Charging Station	\$479,666	STA – PCTPA	\$286,200
			STA – TRPA	\$447,260
			FTA 5339	\$170,715
			FTA 5307 CARES	\$172,674
	<b>Total:</b>	<b>\$1,329,666</b>	<b>Total:</b>	<b>\$1,329,666</b>
<b>TOTAL Transit:</b>		<b>\$18,661,992</b>		<b>\$18,661,992</b>
Road Maintenance 2021/2022 Transportation Planning 2021/2022	Road Maintenance	\$22, 859,485	Road Fund	\$2,200,000
	Transportation Planning	\$25,000	Transportation Planning	\$25,000
	<b>Total:</b>	<b>\$22,884,485</b>	<b>Total:</b>	<b>\$2,225,000</b>
<b>Transit / Road Maint. / Planning:</b>	<b>Total:</b>	<b>\$41,546,477</b>	<b>Total:</b>	<b>\$41,546,477</b>
<b>TOTAL LTF</b>			<b>PCTPA</b>	<b>\$8,344,552</b>
			<b>TRPA</b>	<b>\$1,070,024</b>
<b>TOTAL STA</b>			<b>PCTPA</b>	<b>\$1,244,487</b>
			<b>TRPA</b>	<b>\$447,260</b>
<b>TOTAL SGR</b>			<b>PCTPA</b>	<b>\$324,819</b>
			<b>TRPA</b>	<b>\$78,527</b>

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 21-36

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 27, 2021 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

\_\_\_\_\_  
Placer County Transportation Planning Agency  
Chair

\_\_\_\_\_  
Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claims and has made the following allocations from the 2021/22 fiscal year funds.

- |    |                                                                                                                             |             |
|----|-----------------------------------------------------------------------------------------------------------------------------|-------------|
| 1. | To the County of Placer for projects conforming to Article 4 (99260a) of the Act for Transit Operations                     | \$5,719,552 |
| 2. | To the County of Placer for projects conforming to Article 4 (99260a) of the Act for Transit Operations                     | \$ 400,000  |
| 3. | To the County of Placer for projects conforming to Article 8(a) (99400) of the Act for Streets and Roads:                   | \$2,200,000 |
| 4. | To the County of Placer for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process: | \$ 25,000   |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2021, prior to issuance of said instructions to the County Auditor to pay the claimant.

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

**In the matter of:** A Resolution to execute and submit claims for FY 2021-22 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$11,509,669.

Resolution No: \_\_\_\_\_

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 26, 2021 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

\_\_\_\_\_  
Chair, Board of Supervisors

Attest:

\_\_\_\_\_  
Clerk of said Board

---

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

WHEREAS, for the Fiscal Year 2021-22, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$1,070,024 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the Placer County Transportation Planning Agency (PCTPA) in the amount of \$8,344,552 including \$3,922,000 for Placer County Transit (PCT) operating assistance, \$1,797,552 for TART operating assistance, \$400,000 for electric bus charging station final engineering, \$2,200,000 for Placer County Road Maintenance, and \$25,000 for payment to the Placer County Transportation Planning Agency as a contribution to the Regional Transportation Planning Process for Fiscal Year 2021-22.
- 3) State Transit Assistance Claim to TRPA in the amount of \$447,260 for TART capital assistance for the compressed natural gas station upgrade and future electric bus charging station construction.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,244,487, including \$958,287 for PCT operating Assistance and \$286,200 for TART capital assistance for future electric bus charging station construction.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$78,527.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$324,819, including \$174,290 for one TART bus purchase and \$150,529 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2021-22 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "A" through "G" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit A. TRPA – Claim for Local Transportation Fund
- Exhibit B. PCTPA - Claim for Local Transportation Funds
- Exhibit C. TRPA - Claim for State Transit Assistance Funds
- Exhibit D. PCTPA – Claim for State Transit Assistance Funds
- Exhibit E. TRPA - Claim for State of Good Repair Program Funds
- Exhibit F. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit G. Annual TDA Claim Form Project and Financial Plan

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

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

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

The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$1,244,487 for Fiscal Year 2021/22 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$958,287</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital Outlay Reserve (6648):	<u>\$286,200</u>
Contracted Transit Services (6731b):	<u>\$Click or tap here to enter \$</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT: County of Placer

BY: _____ (signature)	BY: _____ (signature)
TITLE: _____	TITLE: <u>Chair, County of Placer</u>
DATE: _____	DATE: _____

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

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

Claimant PLACER COUNTY

Fiscal Year 2021/22

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2021/2022	Salaries & Benefits:	\$3,081,213	LTF – PCTPA	\$4,322,000
	Services & Supplies	\$5,191,802	STA – PCTPA	\$958,287
	Contingency	\$150,000	FTA 5307	\$1,010,600
	GPS Upgrades	\$50,000	FTA 5307 CARES	\$35,000
	Final Eng. for Bus Charging	\$400,000	FTA 5311 CARES	\$0
	Assign to Reserves	\$179,206	FTA 5311	\$24,000
			Fares	\$373,100
			Other Agency	\$1,854,234
			Interest	\$0
			Other	\$160,000
		Operating Transfers In:	\$0	
	<b>Total:</b>	<b>\$9,052,221</b>	<b>Total:</b>	<b>\$9,052,221</b>
Placer County Transit Capital 2021/2022	Transit Bus/Fueling Repairs	\$150,529	SGR – PCTPA	\$150,529
	<b>Total:</b>	<b>\$150,529</b>	<b>Total:</b>	<b>\$150,529</b>
Tahoe Truckee Area Regional Transit Operations 2021/2022	Salaries & Benefits:	\$3,615,682	LTF – TRPA	\$1,070,024
	Services & Supplies	\$4,413,894	LTF – PCTPA	\$1,797,552
	Contingency	\$100,000	STA – TRPA	\$0
			FTA 5307	\$1,169,600
			FTA 5311	\$422,000
			FTA 5307 CARES	\$313,600
			FTA 5311 CARES	\$486,300
			Fares (Includes TOT)	\$523,000
			T.O.T Funds	\$2,042,900
			Other Agency	\$304,600
	<b>Total:</b>	<b>\$8,129,576</b>	<b>Total:</b>	<b>\$8,129,576</b>
Tahoe Truckee Area Regional Transit Capital 2021/2022	40' TART Bus	\$600,000	SGR – PCTPA	\$174,290
	CNG Station Upgrade	\$250,000	SGR – TRPA	\$ 78,527
	Bus Charging Station	\$479,666	STA – PCTPA	\$286,200
			STA – TRPA	\$447,260
			FTA 5339	\$170,715
			FTA 5307 CARES	\$172,674
	<b>Total:</b>	<b>\$1,329,666</b>	<b>Total:</b>	<b>\$1,329,666</b>
<b>TOTAL Transit:</b>		<b>\$18,661,992</b>		<b>\$18,661,992</b>
Road Maintenance 2021/2022 Transportation Planning 2021/2022	Road Maintenance	\$22, 859,485	Road Fund	\$2,200,000
	Transportation Planning	\$25,000	Transportation Planning	\$25,000
	<b>Total:</b>	<b>\$22,884,485</b>	<b>Total:</b>	<b>\$2,225,000</b>
<b>Transit / Road Maint. / Planning:</b>	<b>Total:</b>	<b>\$41,546,477</b>	<b>Total:</b>	<b>\$41,546,477</b>
TOTAL LTF			<b>PCTPA</b>	<b>\$8,344,552</b>
			<b>TRPA</b>	<b>\$1,070,024</b>
TOTAL STA			<b>PCTPA</b>	<b>\$1,244,487</b>
			<b>TRPA</b>	<b>\$447,260</b>
TOTAL SGR			<b>PCTPA</b>	<b>\$324,819</b>
			<b>TRPA</b>	<b>\$78,527</b>

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 21-37

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 27, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair \_\_\_\_\_  
Placer County Transportation Planning Agency

\_\_\_\_\_  
Executive Director

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

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

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

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

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

99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.

3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
  - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
  - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
  - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
  - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the County of Placer for FY 2021/22 State Transit Assistance Funds (PUC 99313 & 99314) totaling \$1,244,487; \$958,287 for transit operations (section 6730a) and \$286,200 transit capital reserve (section 6648).

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

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



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

**In the matter of:** A Resolution to execute and submit claims for FY 2021-22 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$11,509,669.

Resolution No: \_\_\_\_\_

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 26, 2021 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

\_\_\_\_\_  
Chair, Board of Supervisors

Attest:

\_\_\_\_\_  
Clerk of said Board

---

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

WHEREAS, for the Fiscal Year 2021-22, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$1,070,024 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the Placer County Transportation Planning Agency (PCTPA) in the amount of \$8,344,552 including \$3,922,000 for Placer County Transit (PCT) operating assistance, \$1,797,552 for TART operating assistance, \$400,000 for electric bus charging station final engineering, \$2,200,000 for Placer County Road Maintenance, and \$25,000 for payment to the Placer County Transportation Planning Agency as a contribution to the Regional Transportation Planning Process for Fiscal Year 2021-22.
- 3) State Transit Assistance Claim to TRPA in the amount of \$447,260 for TART capital assistance for the compressed natural gas station upgrade and future electric bus charging station construction.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,244,487, including \$958,287 for PCT operating Assistance and \$286,200 for TART capital assistance for future electric bus charging station construction.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$78,527.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$324,819, including \$174,290 for one TART bus purchase and \$150,529 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2021-22 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "A" through "G" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit A. TRPA – Claim for Local Transportation Fund
- Exhibit B. PCTPA - Claim for Local Transportation Funds
- Exhibit C. TRPA - Claim for State Transit Assistance Funds
- Exhibit D. PCTPA – Claim for State Transit Assistance Funds
- Exhibit E. TRPA - Claim for State of Good Repair Program Funds
- Exhibit F. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit G. Annual TDA Claim Form Project and Financial Plan

**CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS**

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

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

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

The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$324,819 for Fiscal Year 2021/22, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Capital (6730b): \$324,819

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT: County of Placer

BY: \_\_\_\_\_ BY: \_\_\_\_\_  
(signature) (signature)

TITLE: \_\_\_\_\_ TITLE: Chair, County of Placer

DATE: \_\_\_\_\_ DATE: \_\_\_\_\_

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

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

Claimant PLACER COUNTY

Fiscal Year 2021/22

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2021/2022	Salaries & Benefits:	\$3,081,213	LTF – PCTPA	\$4,322,000
	Services & Supplies	\$5,191,802	STA – PCTPA	\$958,287
	Contingency	\$150,000	FTA 5307	\$1,010,600
	GPS Upgrades	\$50,000	FTA 5307 CARES	\$35,000
	Final Eng. for Bus Charging	\$400,000	FTA 5311 CARES	\$0
	Assign to Reserves	\$179,206	FTA 5311	\$24,000
			Fares	\$373,100
			Other Agency	\$1,854,234
			Interest	\$0
			Other	\$160,000
		Operating Transfers In:	\$0	
	<b>Total:</b>	<b>\$9,052,221</b>	<b>Total:</b>	<b>\$9,052,221</b>
Placer County Transit Capital 2021/2022	Transit Bus/Fueling Repairs	\$150,529	SGR – PCTPA	\$150,529
	<b>Total:</b>	<b>\$150,529</b>	<b>Total:</b>	<b>\$150,529</b>
Tahoe Truckee Area Regional Transit Operations 2021/2022	Salaries & Benefits:	\$3,615,682	LTF – TRPA	\$1,070,024
	Services & Supplies	\$4,413,894	LTF – PCTPA	\$1,797,552
	Contingency	\$100,000	STA – TRPA	\$0
			FTA 5307	\$1,169,600
			FTA 5311	\$422,000
			FTA 5307 CARES	\$313,600
			FTA 5311 CARES	\$486,300
			Fares (Includes TOT)	\$523,000
			T.O.T Funds	\$2,042,900
			Other Agency	\$304,600
	<b>Total:</b>	<b>\$8,129,576</b>	<b>Total:</b>	<b>\$8,129,576</b>
Tahoe Truckee Area Regional Transit Capital 2021/2022	40' TART Bus	\$600,000	SGR – PCTPA	\$174,290
	CNG Station Upgrade	\$250,000	SGR – TRPA	\$ 78,527
	Bus Charging Station	\$479,666	STA – PCTPA	\$286,200
			STA – TRPA	\$447,260
			FTA 5339	\$170,715
			FTA 5307 CARES	\$172,674
	<b>Total:</b>	<b>\$1,329,666</b>	<b>Total:</b>	<b>\$1,329,666</b>
<b>TOTAL Transit:</b>		<b>\$18,661,992</b>		<b>\$18,661,992</b>
Road Maintenance 2021/2022 Transportation Planning 2021/2022	Road Maintenance	\$22, 859,485	Road Fund	\$2,200,000
	Transportation Planning	\$25,000	Transportation Planning	\$25,000
	<b>Total:</b>	<b>\$22,884,485</b>	<b>Total:</b>	<b>\$2,225,000</b>
<b>Transit / Road Maint. / Planning:</b>	<b>Total:</b>	<b>\$41,546,477</b>	<b>Total:</b>	<b>\$41,546,477</b>
<b>TOTAL LTF</b>			<b>PCTPA</b>	<b>\$8,344,552</b>
			<b>TRPA</b>	<b>\$1,070,024</b>
<b>TOTAL STA</b>			<b>PCTPA</b>	<b>\$1,244,487</b>
			<b>TRPA</b>	<b>\$447,260</b>
<b>TOTAL SGR</b>			<b>PCTPA</b>	<b>\$324,819</b>
			<b>TRPA</b>	<b>\$78,527</b>

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 21-38**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 27, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State of Good Repair Program, State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. The State of Good Repair Program has specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 99312.1(c) or as allowed by updates and/or clarifications to the State of Good Repair Program Guidelines issued by the California Department of Transportation.

Allocation to the County of Placer for FY 2021/22 State of Good Repair Program Funds (PUC 99313 & 99314) totaling \$324,819 for transit capital purposes (section 6730b).

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

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

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

**In the matter of:** A Resolution to execute and submit claims for FY 2021-22 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$11,509,669.

Resolution No: \_\_\_\_\_

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 26, 2021 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

\_\_\_\_\_  
Chair, Board of Supervisors

Attest:

\_\_\_\_\_  
Clerk of said Board

---

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

WHEREAS, for the Fiscal Year 2021-22, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$1,070,024 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
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NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2021-22 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "A" through "G" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

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- Exhibit B. PCTPA - Claim for Local Transportation Funds
- Exhibit C. TRPA - Claim for State Transit Assistance Funds
- Exhibit D. PCTPA – Claim for State Transit Assistance Funds
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- Exhibit F. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit G. Annual TDA Claim Form Project and Financial Plan





## ***MEMORANDUM***

**TO:** Placer County Airport Land Use Commission      **DATE:** October 27, 2021  
**FROM:** David Melko, Senior Transportation Planner  
**SUBJECT:** 9:00 A.M. - PUBLIC HEARING: CITY OF LINCOLN GENERAL PLAN  
2050 CONSISTENCY DETERMINATION

### **ACTION REQUESTED**

1. Conduct a public hearing to obtain input on the City of Lincoln General Plan 2050 consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).
2. Adopt Resolution No. 21- 33 finding that the City of Lincoln General Plan 2050, subject to the two conditions outlined in this staff memorandum, is consistent because: a) there would be no direct conflicts with the ALUCP; and b) a mechanism is currently in place for ensuring future land use development within an airport influence area will not conflict with the ALUCP.

### **BACKGROUND**

#### ***Prior City of Lincoln General Plan Consistency Determinations***

The City's General Plan 2050 was determined conditionally consistent by the ALUC in March 2007. The City addressed all the ALUC conditions by March 2008. At that time, the City became responsible for day-to-day implementation of the ALUCP. Soon after ALUC adoption of the 2014 ALUCP, the City submitted General Plan Amendments conforming the General Plan with the ALUCP. The ALUC determined the Amendments were consistent in May 2014. Following review of the General Plan Amendments, the ALUC completed several additional consistency determinations over the ensuing years for the following City planning documents:

- Zoning Ordinance Text Amendments, April 2018
- 2019 Building Code Update, May 2020
- Lincoln Regional Airport Layout Plan, August 2020
- Housing Element 2021 – 2029, January 2021
- Health and Safety Element, January 2021

In addition, approval of several Specific Plans within the Lincoln Regional Airport Influence Area amended the City's General Plan. These Specific Plans were determined consistent by the ALUC subject to conditions, and are identified below:

- Village 7 Specific Plan, September 2016
- Lakeside 6, August 2016
- Village 5 Specific Plan, December 2016
- Independence at Lincoln, December 2016
- Fullerton Ranch Subdivision, March 2017
- Special Use District B Northeast Quadrant Specific Plan, December 2018

### **DISCUSSION**

The City of Lincoln has requested the ALUC to review the General Plan 2050 for a determination of consistency with the recently adopted 2021 ALUCP (Attachment 1). The City's General Plan can be viewed and downloaded at: <http://www.lincolnca.gov/city-hall/departments-divisions/community>

**Placer County Airport Land Use Commission**  
**PUBLIC HEARING: CITY OF LINCOLN GENERAL PLAN**  
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[development/planning/general-plan-2050](http://www.lincolnca.gov/development/planning/general-plan-2050). As previously noted, the General Plan and Land Use and Circulation Diagram and text were amended by the City Council in June 2014 in response to the May 2014 ALUC consistency determination. The Land Use and Circulation Diagram can be viewed and downloaded at: <http://www.lincolnca.gov/home/showdocument?id=1559>.

***Public Notice***

In compliance with public hearing notice requirements, notice was published in the Lincoln News Messenger on October 14, 2021. The hearing notice was also posted on the PCTPA website, the City of Lincoln eBulletin, and emailed to Lincoln airport and community stakeholders.

***State Law***

As required by State law, local jurisdictions with airports are required to review and amend their General Plans for consistency within 180 days of the ALUC's adoption of the ALUCP; or the jurisdiction can adopt findings and override the ALUC; or refer all development proposals within the airport influence area to the ALUC for review until such time that General Plan consistency can be determined. Once a local agency satisfies this consistency requirement, the ALUC's authority to review proposed projects around an airport becomes more limited and as such, becomes the responsibility of the local jurisdiction with land use authority within the specific airport influence area.

***General Plan Consistency Factors***

To make a General Plan consistent with an ALUCP, a city or county may choose one of the following strategies:

- Incorporate policies into existing General Plan Elements.
- Adopt a General Plan Airport Element.
- Adopt the ALUCP as a stand-alone document.
- Adopt an Airport Combining District or Overlay Zoning Ordinance.

The City of Lincoln' approach has been to incorporate policies supporting airport land use compatibility into existing General Plan Elements.

According to the California Airport Land Use Planning Handbook, a General Plan or amendment does not have to be identical to an ALUCP to be consistent. There are two tests to determine whether the City's General Plan is consistent with the ALUCP:

1. No direct conflicts can exist between the ALUCP and the General Plan or amendment; and
2. Delineation of a mechanism or process for ensuring future land use development within an airport influence area will not conflict with the ALUCP.

***General Plan Consistency Evaluation***

**1. No direct conflicts can exist between the ALUCP and the General Plan or amendment.**

The ALUCP addresses four principal airport land use planning concerns: safety, airspace protection, noise, and overflight compatibility. Safety includes risks to the population from aircraft operations and accidents and primarily focus on General Plan land use designations, which do not meet the density (for residential uses), or intensity (for non-residential uses) criteria specified in the

**Placer County Airport Land Use Commission**  
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ALUCP. Airspace protection includes enhancing aircraft safety by protecting navigable airspace around airports. This involves setting appropriate height restrictions. Noise compatibility includes minimizing the effects of aircraft noise on communities adjacent to the airport. Overflight compatibility requires notification to purchasers of residential property about airport proximity, aircraft overflight, and noise exposure.

The City's General Plan Land Use Element, under Section 4.2 was amended in 2014 to read as follows:

“The Land Use and Circulation Diagram depict the Compatibility Map for the Lincoln Regional Airport. This map was prepared as part of the Placer County Land Use Compatibility Plan, which was prepared to promote compatibility between the airport and the surrounding land uses. The City of Lincoln hereby adopts and incorporates the Airport Land Use Compatibility Plan as adopted by the Placer County Airport Land Use Commission and any subsequent amendments into this General Plan. The full text of the current ALUCP and the special development criterion for land uses within the defined airport influence area may be viewed at the Community Development Department. Certain land use actions for property within the airport influence area will require a review by the Airport Land Use Commission for a determination of consistency. The types of actions requiring such review are set forth in the current ALUCP.”

The City recently updated its General Plan Health and Safety Element to include goals and policies specifically addressing airport safety hazards and community noise impacts.

The City's General Plan policies that address airport land use compatibility eliminate direct conflicts and support the policies and criteria of the 2021 ALUCP. The City will, however, need to amend or supplement their General Plan to reflect the new ALUCP for Lincoln Regional Airport. Two conditions are needed to bring the Plan into consistency with the ALUCP:

- **Reflect the new Wildlife Hazard Critical Zone shown on Attachment 2 on General Plan maps.**  
The new Wildlife Hazard Critical Zone and supporting policy prohibits proposed land uses or site features that have the potential to attract potentially hazardous wildlife within Compatibility Zone A and shall also be avoided within the remainder of the Wildlife Hazard Critical Zone as shown on the ALUCP's Airspace Protection Map for the Lincoln Regional Airport.
- **Reflect the updated Compatibility Zone A (south) shown on Attachment 3 on the General Plan Land Use and Circulation Diagram.**  
The southerly portion of Compatibility Zone A is the only zone changed as part of the 2021 ALUCP. Compatibility Zone A (south) is expanded commensurate with the increase in the size of the Runway 33 Protection Zone (RPZ) shown on the Federal Aviation Administration (FAA) approved 2020 Airport Layout Plan (ALP).

**Placer County Airport Land Use Commission**  
**PUBLIC HEARING: CITY OF LINCOLN GENERAL PLAN**  
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**2. Delineation of a mechanism or process for ensuring future land use development within an airport influence area will not conflict with the ALUCP.**

Elimination of direct conflicts between the City’s General Plan and the ALUCP is not enough to guarantee that future land use development will adhere to the compatibility criteria set forth in the ALUCP. An implementation process must also be defined either directly in the General Plan or by reference to a separately adopted ordinance, regulation, or other policy document. There are three facets to the process of ensuring compliance with compatibility criteria:

a. Delineation of compatibility criteria.

Consistency between the General Plan and the ALUCP is established by the City’s General Plan Land Use Element, under Section 4.2. Section 4.2 in effect gives the City a basis for requiring that projects under review comply with the ALUCP.

b. Identification of mechanisms for compliance.

Adoption of the General Plan by the City Council establishes the policy level requirement that all development must be consistent with the ALUCP. Government Code 65860 requires the City's Zoning Ordinance be consistent with the General Plan. The Zoning Ordinance gives the City the mechanism to assure compliance and implement the ALUCP.

c. Indication of review and approval procedures.

Subsequent development approvals and entitlements must also conform to the General Plan and Zoning Ordinance. These documents require conformance with the ALUCP. All private development is subject to some form of City planning review. City review procedures are adequate to assure the applicable ALUCP compatibility criteria will be tied to an individual development and be enforced. Also, per State law, legislative actions that have an impact on the ALUCP must be reviewed by the ALUC for consistency prior to the City Council taking action.

***ALUC Choices of Action.***

The ALUC can find the City of Lincoln General Plan 2050:

1. Consistent with the ALUCP; or
2. Consistent with the ALUCP subject to conditions; or
3. Inconsistent with the ALUCP based on specific conflicts.

***Staff Recommendation***

Staff recommends that the ALUC find that the City of Lincoln General Plan 2050, subject to two conditions outlined in this staff memorandum, is consistent with the ALUCP. City of Lincoln staff and the TAC concur with this recommendation.

Attachment 1 – City of Lincoln Request for Consistency Determination  
Attachment 2 – ALUCP Wildlife Hazard Critical Zone Map  
Attachment 3 – ALUCP Compatibility Zone Map (including Zone A inset)

DM:RC:ML:ss



September 28, 2021

Michael W. Luken, Executive Director  
Placer County Transportation Planning Agency  
299 Nevada Street  
Auburn, CA 95603

RE: City of Lincoln General Plan / ALUCP Consistency Determination

Dear Mr. Luken:

The City of Lincoln is requesting the Placer Airport Land Use Commission (ALUC) make a determination of consistency, per section 2.9.2(b) of the recently adopted Airport Land Use Compatibility Plan (ALUCP) and Public Utilities Code Section 21676(a), for the City of Lincoln General Plan to be consistent with the Compatibility Plan.

The City of Lincoln anticipates the ALUC consistency determination and any recommended amendments to our General Plan will be acted upon by our City Council within 180 days after we receive the consistency determination from the ALUC.

Please feel free to contact me with any questions regarding our consistency determination request. I may be reached at (916) 434-3241. Thank you.

Sincerely,

Steve Prosser  
Community Development Director

cc: City Manager  
City Council

---

600 Sixth Street  
Lincoln, CA 95648  
(916) 434-2400

Administrative Services - City Manager's Office - Community Development  
Fire - Library - Recreation - Police - Public Works



**Legend**

**Boundary Lines**

- Placer County Limits
- Lincoln City Limits
- Lincoln Sphere of Influence
- Existing Airport Property Line
- Future Airport Property Line
- Future Avigation Easement
- Existing Runway 15-33 (6,000 ft.)
- Future Runway 15R-33L (7,000 ft.)
- Future Runway 15L-33R (8,350 ft.)

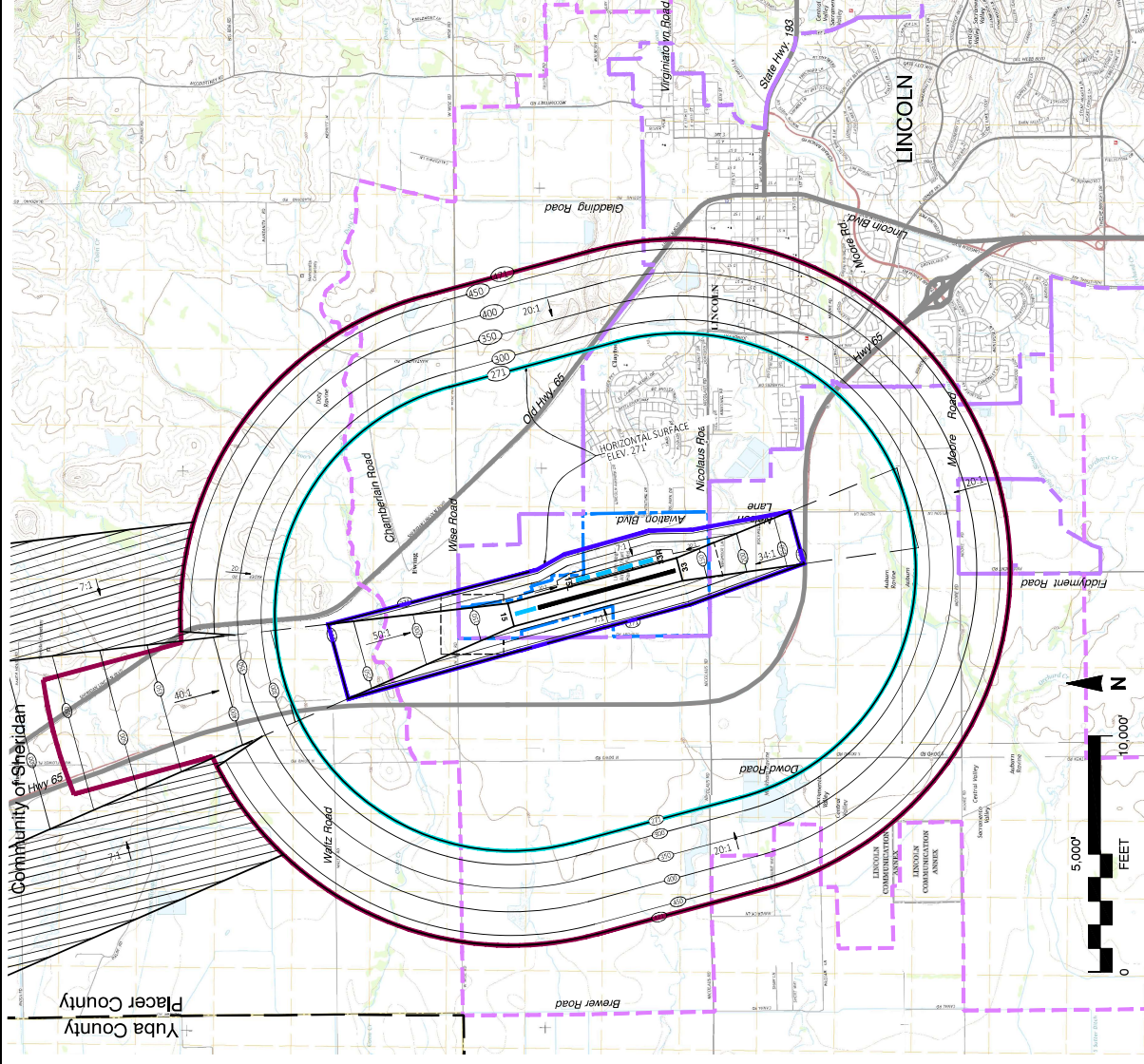
**Compatibility Zones**

- Airport Influence Area (Adopted 2014)
- Airspace Critical Protection Zone (Adopted 2014)
- Wildlife Hazard Critical Zone (Proposed 2021)

**Lincoln Regional Airport  
Land Use Compatibility Plan**  
(Public Review Draft, June 2021)

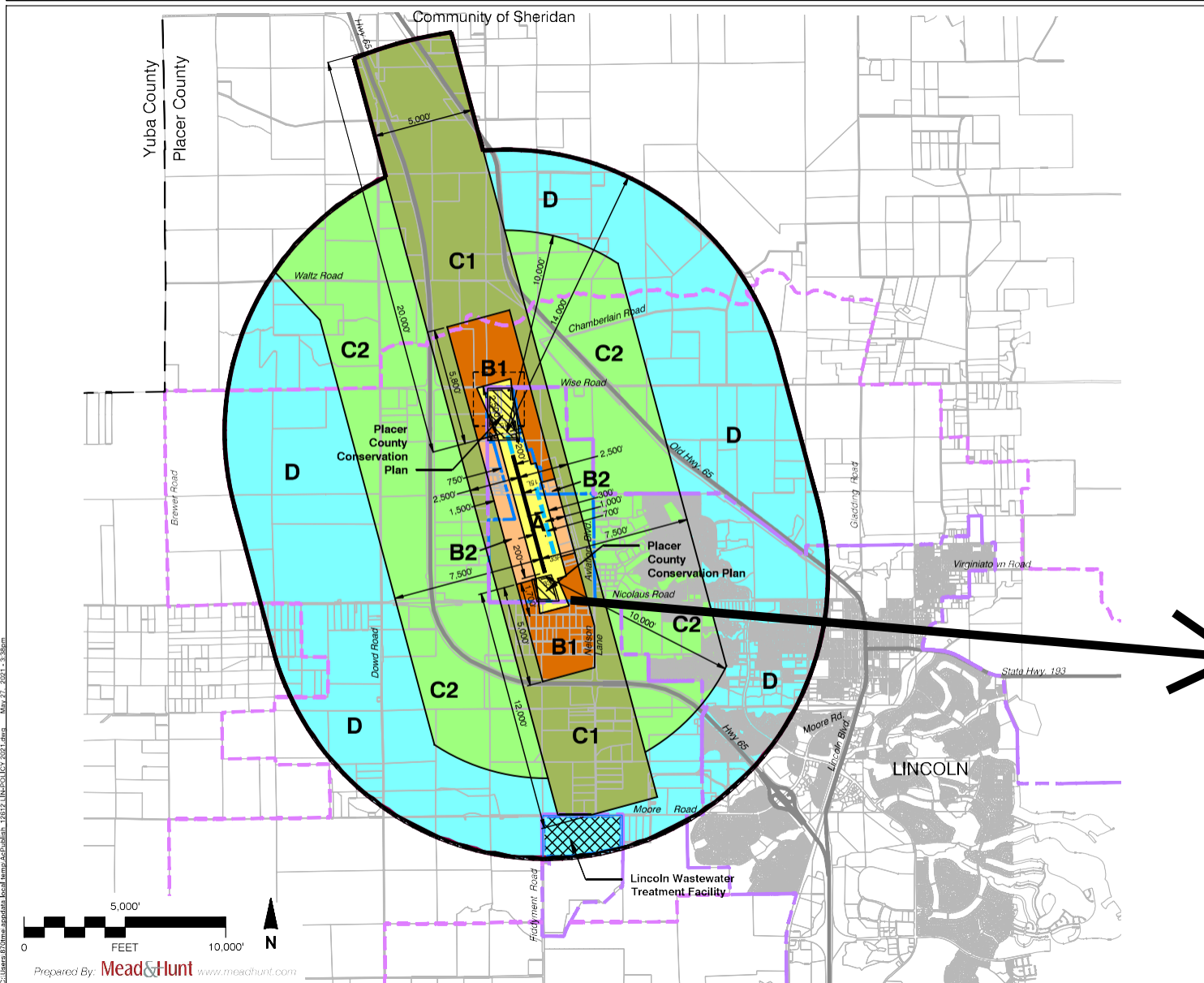
Map LIN-6B

**Airspace Protection Map**  
Lincoln Regional Airport



Prepared By: **Mead&Hunt** [www.mechunt.com](http://www.mechunt.com)

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**Legend**

**Boundary Lines**

- Placer County Limits
- Lincoln City Limits
- Lincoln Sphere of Influence
- Existing Airport Property Line
- Future Airport Property Line
- Future Avigation Easement
- Existing Runway 15-33 (6,000 ft.)
- Future Runway 15R-33L (7,000 ft.)
- Future Runway 15L-33R (3,350 ft.)

**Compatibility Zones<sup>1</sup>**

- Airport Influence Area (Adopted 2014)
- Zone A (Proposed - Zone A at South)
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

Adopted 2014

See Special Conditions Policy Section 6.3

- Placer County Conservation Plan
- Lincoln Wastewater Treatment Facility

**Notes:**

- This ALLUC utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
- Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Lincoln Regional Airport  
Land Use Compatibility Plan**  
(Public Review Draft, June 2021)

Map LIN-6A

**Compatibility Policy Map**  
Lincoln Regional Airport

Agenda Item 3  
Attachment 3

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**PLACER COUNTY AIRPORT LAND USE COMMISSION**

**IN THE MATTER OF: RESOLUTION  
FINDING THE CITY OF LINCOLN  
GENERAL PLAN 2050 CONSISTENT  
WITH THE PLACER COUNTY AIRPORT  
LAND USE COMPATIBILITY PLAN**

**RESOLUTION NO. 21-34**

The following resolution was duly passed by the Placer County Airport Land Use Commission at a regular meeting held October 27, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

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Chair  
Placer County Airport Land Use Commission

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Executive Director

**WHEREAS**, California Government Code, Title 7.91, Section 67910, created the Placer County Transportation Planning Agency as the 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 Placer County Transportation Planning Agency as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, Resolution No. 97-10 designated Placer County Transportation Planning Agency as the Airport Land Use Commission for Placer County; and

**WHEREAS**, the Placer County Airport Land Use Commission is duly formed and operating under the State Aeronautics Act, California Public Utilities Code Section 21001 et seq., including Article 3.5, Sections 21670 – 21679.5 of the Act; and



**WHEREAS**, California Public Utilities Code Section 21670(a) requires Airport Land Use Commissions to prepare Airport Land Use Compatibility Plans for public-use airports to promote compatibility between airports and the land uses surrounding; and

**WHEREAS**, the Placer County Airport Land Use Commission adopted on September 22, 2021, an updated Airport Land Use Compatibility Plan for Lincoln Regional Airport; and

**WHEREAS**, local jurisdictions with airports, such as the City of Lincoln, are required to review and amend their General Plans for consistency within 180 days of an Airport Land Use Commission's adoption of an Airport Land Use Compatibility Plan, or the jurisdiction can adopt findings and override the Airport Land Use Commission, or refer all development proposals within the airport influence area to the Airport Land Use Commission for review until such time that General Plan consistency can be determined; and

**WHEREAS**, at its regular meeting on October 27, 2021, via a noticed public hearing, the Placer County Airport Land Use Commission reviewed and considered the City of Lincoln General Plan 2050 for consistency with the Placer County Airport Land Use Compatibility Plan.

**NOW THEREFORE BE IT RESOLVED** that the Placer County Airport Land Use Commission hereby finds and determines:

1. That the foregoing recitals are true and correct and hereby adopted.
2. That after considering all the evidence presented, the City of Lincoln General Plan 2050, subject to the two conditions identified below, is consistent with the ALUCP because: a) there would be no direct conflicts with the ALUCP; and b) a mechanism is currently in place for ensuring future land use development within an airport influence area will not conflict with the ALUCP. The two required conditions are:
  - Reflect the new Wildlife Hazard Critical Zone on General Plan maps.
  - Reflect the updated Compatibility Zone A (south) on the General Plan Land Use and Circulation Diagram.
3. That this action requires City of Lincoln compliance with the two conditions noted within 180 days of the date of the adoption of the ALUCP and once completed, the City of Lincoln will become responsible for day-to-day implementation of the ALUCP.
4. That pursuant to State law (Public Utilities Code, Chapter 4, Article 3.5, Section 21676(b)), certain legislative actions that have an impact on the ALUCP must be submitted for review by the Airport Land Use Commission for consistency prior to the City Council taking action.





# Placer County Transportation Planning Agency

## *MEMORANDUM*

**TO:** PCTPA Board of Directors **DATE:** October 27, 2021

**FROM:** Aaron Hoyt, Senior Planner

**SUBJECT:** **PUBLIC HEARING: 2021 UNMET TRANSIT NEEDS PROCESS AND SCHEDULE**

### **ACTION REQUESTED**

Conduct a public hearing to obtain public testimony on unmet transit needs that may exist in Placer County.

### **BACKGROUND**

The Unmet Transit Needs (UTN) process is one of the key responsibilities for Regional Transportation Planning Agencies (RTPAs) such as PCTPA. The Transportation Development Act (TDA) provides two funding sources for transit: Local Transportation Funds (LTF) and State Transit Assistance (STA). TDA stipulates that PCTPA must conduct an annual public outreach process to determine whether there are any unmet transit needs that are reasonable to meet in Placer County prior to making LTF allocations not directly related to public transit.

PCTPA focuses on requests for service that meet the adopted definition of an “unmet transit need” and are consistent with the criteria for being considered “reasonable to meet.” Services may include establishing, contracting for, or expanding transportation services. The definition was updated by the Board of Directors on May 14, 2014 and is shown in Attachment 1.

The adopted Unmet Transit Needs Report for FY 2022 included a recommendation to reevaluate the adopted definition and determine whether any changes are needed warranted. Any identified changes will be incorporated in the upcoming Unmet Transit Needs Report for FY 2023.

### **DISCUSSION**

In addition to the public hearing held at the October Board meeting, PCTPA has distributed an online survey throughout September and October. The online survey was advertised through social media, email lists and through recent articles in Gold County Media. Public comments can be submitted during the October 27<sup>th</sup> public hearing, via phone at (530) 823-4032, via e-mail at [ahoyt@pctpa.net](mailto:ahoyt@pctpa.net), and through the on-line survey at [pctpa.net/utn](http://pctpa.net/utn). The public comment period for this year’s unmet transit needs process will conclude on October 31, 2021.

Following the close of the public comment period, PCTPA will summarize and analyze the testimony and prepare a report. The draft report will be reviewed by the Social Services Transportation Advisory Council (SSTAC) in January 2022. The final report will be presented to the TAC and Board in February 2022.

AH:RC:ML

## **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.



**TO:** WPCTSA Board of Directors **DATE:** October 27, 2021

**FROM:** David Melko, Senior Transportation Planner

**SUBJECT:** **WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY FY 2021/22 BUDGET AMENDMENT NO. 1**

**ACTION REQUESTED**

Approve FY 2021/2022 WPCTSA Budget Amendment No. 1.

**BACKGROUND**

WPCTSA must adopt an annual budget and amendments thereto for income and expenditures, based on projections for the coming year, consistent with the adopted Short Range Transit Plan.

FY 2021/2022 Budget Amendment No. 1

Attachment 1 provides the proposed operating budget for FY 2021/22 as provided in Amendment No. 1. Proposed operating revenues total \$2,388,813 compared to the adopted revenues of \$1,759,752; an increase of \$629,061 or about 36 percent. Combined Local Transportation Funds, State Transit Assistance revenues and FY 2020/21 carryover funds make up most of the revenue increases. Projected revenues are consistent with the FY 2021/22 PCTPA Overall Work Program and Budget as recently amended. This increase in revenue allows for funding of some one-time costs not previously possible given revenue projections.

Proposed operating expenditures total \$2,007,642, an increase of \$431,250 or about 27 percent compared to the approved expenditures of \$1,576,392. The large increase in operating expenditures is due to: (1) setting aside additional funds for the next Short-Range Transit Plan updates as part of reinventing transit services; (2) one-time FY 2021-22 funding commitment reflected in the Placer-Sacramento Gateway Plan for the South Placer Transit Project; and (3) a formulaic increase in the agency's operating reserve. A projected end of the year surplus of \$381,171 can be used to mitigate any unforeseen costs of services or can be carried over into FY 2022/23.

Staff recommends the Board approve the FY 2021/2022 WPCTSA Budget Amendment No. 1. The TOWG and TAC concur with the staff recommendation.

DM:RC:ML:ss

**Attachment 1: Western Placer CTSA  
FY 2022 Budget - Proposed**

October 2021

Operating Expenditures	FY 2022 Amendment #1 <i>Proposed</i>	FY 2022 Adopted <i>June 2021</i>	Difference Proposed vs. Adopted
PCTPA Staff Administration- Per PCTPA OWP WE #23,24 (1)	\$ 122,467	\$ 122,467	\$ -
Legal Services	\$ 7,500	\$ 7,500	\$ -
Placer Collaborative Network (PCN) Membership	\$ 250	\$ 250	\$ -
Accounting Services	\$ 500	\$ 500	\$ -
Fiscal Auditors (TDA)	\$ 5,500	\$ 5,500	\$ -
Outreach	\$ 50,000	\$ 50,000	\$ -
Direct Expenses (2)	\$ 7,500	\$ 7,500	\$ -
Subtotal PCTPA Administration	\$ 193,717	\$ 193,717	\$ -
<b>Programs</b>			
MV Transit - Health Express (3)	\$ -	\$ -	\$ -
Seniors First - Health Express Program Management (4)	\$ -	\$ -	\$ -
Seniors First - My Rides (4)	\$ -	\$ -	\$ -
Placer Rides - Independent Living Partnership (5)	\$ 10,000	\$ 10,000	\$ -
Placer Rides - Seniors First (6)	\$ 469,000	\$ 469,000	\$ -
Transit Planning (7)	\$ 15,000	\$ 15,000	\$ -
Short Range Transit Plans (8)	\$ 400,000	\$ 100,000	\$ 300,000
Bus Pass Subsidy Program (9)	\$ 5,000	\$ 5,000	\$ -
South Placer Transit Information Center (Call Center) (10)	\$ 402,649	\$ 402,649	\$ -
Transit Ambassador Program (11)	\$ 45,605	\$ 45,605	\$ -
Mobility Training Program (12)	\$ 79,805	\$ 79,805	\$ -
Placer 211 (13)	\$ 50,000	\$ 50,000	\$ -
South Placer Transit Project Funding Commitment (14)	\$ 75,000	\$ -	\$ 75,000
Subtotal Existing & New Programs	\$ 1,552,059	\$ 1,177,059	\$ 375,000
<b>Subtotal Operating Expenditures</b>	\$ 1,745,776	\$ 1,370,776	\$ -
Operating Reserve (15)	\$ 261,866	\$ 205,616	\$ 56,250
<b>Total Operating Expenditures</b>	\$ 2,007,642	\$ 1,576,392	\$ 431,250

Operating Revenue	Amendment #1	Adopted	Difference
FY 2022 LTF Article 4.5 (16)	\$ 1,563,477	\$ 1,122,380	\$ 441,097
FY 2022 State Transit Assistance PUC 99313 (17)	\$ 121,387	\$ 87,372	\$ 34,015
Interest Income (18)	\$ 350	\$ 6,000	\$ (5,650)
Carryover (19)	\$ 659,599	\$ 500,000	\$ 159,599
Seniors First match toward Placer Rides (20)	\$ 44,000	\$ 44,000	\$ -
<b>Total Operating Revenue</b>	\$ 2,388,813	\$ 1,759,752	\$ 629,061

Operating Revenue to Expenditure Comparison	Amendment #1	Adopted	Difference
<b>Carryover</b>	\$381,171	\$183,360	\$ 197,811

**Notes**

1. Per FY 2021-2022 PCTPA OWP Amendment #1 Work Elements 23 and 24
2. Direct expenses include auto, advertising, meeting, conference & training, postage, printing, and travel.
3. Health Express service will terminate June 30, 2021
4. Health Express and My Rides service will terminate June 30, 2021
5. Per Services Agreement with Independent Living Partnership approved February 2021.
6. Per new agreement with Seniors First adopted in June 2021
7. Set-aside for planning consultant services as needed
8. Set-aside to fund next Short Range Transit Plan update
9. Bus pass reimbursement for participating social service organizations based on approved agreements.
10. Per new agreement with Roseville adopted in June 2021
11. Per new agreement with Roseville adopted in June 2021
12. Per new agreement with Roseville adopted in June 2021
13. Per Placer 211 Agreement with Placer County Health and Human Services approved April 2020
14. One-time FY 2021-22 funding commitment reflected in the Placer-Sacramento Gateway Plan for the South Placer Transit Project
15. The operating reserve is set to 15% of operating expenses
16. Assumes 4.5% Community Transit Allocation based on FY 2021-22 Final LTF Estimate
17. Final Estimate FY 2021-22
18. Interest income FY 2020-21 as of June 30, 2021
19. Carryover FY 2020-21 as of June 30, 2021
20. Agency on Aging Area 4 match for Placer Rides

**TO: PCTPA Board of Directors**

**DATE: October 27, 2021**

**FROM: David Melko, Senior Transportation Planner**

**SUBJECT: MEMORANDUM OF UNDERSTANDING: REGIONAL  
TRANSPORTATION FUNDING / FINANCING PLAN FOR SOUTH  
PLACER / SOUTH SUTTER REGION AND AN IMPLEMENTATION  
PLAN FOR RIEGO ROAD / BASELINE ROAD IMPROVEMENTS**

**ACTION REQUESTED**

Adopt Resolution No. 21-35 authorizing the Executive Director to execute a multi-agency Memorandum of Understanding (MOU) and jurisdiction funding reimbursement agreements between the Placer County Transportation Planning Agency (PCTPA), Placer County, Sutter County, and the City of Roseville (collectively the participating agencies) to: (1) develop the analysis necessary to adopt a regional transportation funding and financing plan; and (2) develop an implementation plan for the Riego Road/Baseline Road improvements.

**BACKGROUND**

Beginning in January 2020, staff from the three participating agencies (Placer County, Sutter County, and the City of Roseville) and PCTPA formed a Project Development Team (PDT) to initiate a Project Study Report (PSR) to scope Riego Road/Baseline Road improvements from SR 99 to Foothills Boulevard. In conjunction with the PDT, a Strategy Team was formed, consisting of corridor development interests. The PSR, approved in October 2020, indicated that Riego Road/Baseline Road needs to be widened and improved to support future planned and approved development, and to provide for a reliable and safe east-west connection to meet anticipated traffic demands in the South Placer and South Sutter region. The PSR process also established a high-level project cost estimate and timeline for the project's environmental review process, the subsequent engineering and design phase, and a construction start date. Completion of the PSR allows the participating agencies and PCTPA to pursue local, state, and federal funding for environmental, design, right-of-way, and construction of the Riego Road/Baseline Road improvements.

At the conclusion of the PSR, the PDT recognized that it would be in their best interest to continue to work cooperatively to design, fund, finance, and determine the timing of construction of Riego Road/Baseline Road improvements located in their respective jurisdictions. The PDT also recognized that it would be in their best interest to work cooperatively to obtain state and federal transportation funding, and to develop a fair and equitable method to fund and finance costs of certain regional transportation improvements necessary to address cumulative traffic impacts within the South Placer and South Sutter region. These regional transportation improvements could include Riego Road/Baseline Road, State Route 99/70, Watt Avenue, and Placer/Sutter Parkway.

**DISCUSSION**

The purpose of the attached MOU is to facilitate a proactive multi-jurisdictional approach amongst the participating agencies and PCTPA to address cumulative transportation impacts from pending

**PCTPA Board of Directors**

**MEMORANDUM OF UNDERSTANDING: REGIONAL TRANSPORTATION FUNDING / FINANCING PLAN FOR SOUTH PLACER / SOUTH SUTTER REGION AND AN IMPLEMENTATION PLAN FOR RIEGO ROAD/BASELINE ROAD**

**October 27, 2021**

**Page 2**

and approved land development within the South Placer and Sutter region. There are three tasks required to advance a regional transportation funding and financing plan and to construct future improvements on Riego Road/Baseline Road. These tasks are:

- Task 1: To meet and confer to develop options and a mutually agreed upon scope and structure of a regional transportation funding and financing plan.
- Task 2: To mutually develop the analysis and any related reports necessary to adopt a regional transportation funding and financing plan.
- Task 3: To develop an implementation plan for the Riego Road/Baseline Road project, including the PA&ED project development phase.

To complete these tasks, the participating agencies and PCTPA agree to form a Project Development Team (PDT). The PDT will meet as necessary to administer and implement this Agreement and take such action(s) as it deems appropriate to advance a regional transportation funding and financing plan and to construct improvements on Riego Road/Baseline Road. A majority of the members of the PDT will constitute a quorum, and consensus of all participating agency representatives will be required for decisions of the PDT. If a decision cannot be made by consensus, then a meeting will be held among the representatives to resolve the disagreement.

Further, the participating agencies authorize PCTPA to perform the following work in support of Task 1:

- 1) Coordinate the efforts amongst the participating agencies to evaluate options and develop a regional transportation funding and financing plan for the South Placer and South Sutter region. PCTPA will schedule and facilitate PDT meetings and synthesize data to identify a mutually agreeable plan. Upon consensus on the plan by the PDT, PCTPA will develop an RFP for any needed consultant services, schedule, and cost estimate to prepare an analysis and reports in support of the plan, and to permit consideration of the plan by the participating agencies' elected bodies.
- 2) PCTPA's cost for this initial work is estimated not to exceed \$60,000, which shall be shared equally by the participating agencies subject to unanimous PDT approval of PCTPA's proposed budget. The total contribution by each participating agency shall not exceed \$20,000.

Subsequent MOUs will be required to initiate Tasks 2 and 3. As such, the MOU does not bind the participating agencies to take any future action beyond Task 1.

Staff recommends that the Board adopt Resolution No. 21-35 authorizing the Executive Director to execute a multi-jurisdictional MOU and jurisdiction funding reimbursement agreements between PCTPA and the participating agencies. By entering this MOU, the participating agencies will fund and PCTPA will take the lead in: (1) developing the analysis necessary to adopt a regional transportation funding and financing plan; and (2) developing an implementation plan for the Riego Road/Baseline Road improvements. PCTPA Technical Advisory Committee (TAC) concurred with the staff recommendation.

DM:RC:ML:ss



**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**IN THE MATTER OF: RESOLUTION  
ADOPTING MEMORANDUM OF UNDERSTANDING:  
REGIONAL TRANSPORTATION FUNDING AND  
FINANCING PLAN FOR SOUTH PLACER AND SOUTH  
SUTTER REGION AND AN IMPLEMENTATION PLAN  
FOR RIEGO ROAD/BASELINE ROAD IMPROVEMENTS**

**RESOLUTION NO. 21-35**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 27, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

**WHEREAS**, future planned and approved development within the South Placer and South Sutter region will result in cumulative traffic impacts in excess of capacity on the regional transportation network; and

**WHEREAS**, failure to expand the capacity of the regional transportation network in the South Placer and South Sutter region will cause unacceptable levels of traffic congestion; and

**WHEREAS**, improved traffic circulation between South Placer County and South Sutter County from State Route 99 in Sutter County to Foothills Boulevard in the City of Roseville is paramount to creating sustainable economic development in the South Placer and South Sutter region; and

**WHEREAS**, existing and future sources of revenue are inadequate to fund substantial portions of the regional transportation network improvements needed to avoid unacceptable levels of traffic congestion and related adverse environmental impacts; and

**WHEREAS**, the County of Placer, the City of Roseville, and the County of Sutter, and the Placer County Transportation Planning Agency mutually desire to create a regional transportation funding and financing plan that will support the construction of needed transportation improvements and maximize the potential to attract state and federal funding by leveraging existing and expanded impact fee programs for improvements on Riego Road/Baseline Road and other roadways that will improve both east/west and north/south traffic circulation in the South Placer and South Sutter region; and

**WHEREAS**, the Placer County Transportation Planning Agency shall facilitate the cooperative efforts of the County of Placer, the City of Roseville, and the County of Sutter to evaluate regional transportation funding and financing options for the South Placer and South Sutter region; and

**WHEREAS**, a Memorandum of Understanding (MOU) has been prepared to facilitate a proactive multi-jurisdictional approach between the County of Placer, the City of Roseville, and the County of Sutter, and the Placer County Transportation Planning Agency to address cumulative transportation impacts from pending and approved land development within the South Placer and Sutter region.

**NOW THEREFORE BE IT RESOLVED** by the Placer County Transportation Planning Agency that:

- 1) The Executive Director is authorized to execute the multi-agency Memorandum of Understanding (MOU) between Placer and Sutter Counties, the City of Roseville, and the Placer County Transportation Planning Agency (attached hereto as Exhibit 1 and incorporated herein by this reference).
- 2) The Placer County Transportation Planning Agency will coordinate the efforts amongst Placer and Sutter Counties, and the City of Roseville to: (1) develop the analysis necessary to adopt a regional transportation funding and financing plan; and (2) develop an implementation plan for the Riego Road/Baseline Road improvements.
- 3) The MOU identifies three tasks required to advance a regional transportation funding and financing plan and to construct future improvements on Riego Road/Baseline Road. The Placer County Transportation Planning Agency cost for Task 1, described in the MOU, is estimated not to exceed \$60,000, which shall be shared equally by Placer and Sutter Counties, and the City of Roseville. The funding contribution provided to PCTPA by each jurisdiction pursuant to the MOU shall not exceed \$20,000. The Executive Director is authorized to execute jurisdiction funding reimbursement agreements.
- 4) Subsequent Memorandum of Understandings will be required prior to initiation of Tasks 2 and 3 described in the MOU. This MOU does not bind the jurisdictions to take any future action beyond Task 1 of the MOU.

**MEMORANDUM OF UNDERSTANDING  
REGIONAL TRANSPORTATION FUNDING AND FINANCING PLAN  
FOR SOUTH PLACER AND SOUTH SUTTER REGION  
AND  
AN IMPLEMENTATION PLAN FOR RIEGO ROAD/BASELINE ROAD**

THIS MEMORANDUM OF UNDERSTANDING (“Agreement”) is made and entered into this \_\_\_\_ day of \_\_\_\_, 2021, (“Execution Date”) by and between the County of Placer, the City of Roseville, and the County of Sutter (collectively the “Participating Agencies”), and the Placer County Transportation Planning Agency (“PCTPA”).

**RECITALS**

**Common Interests**

WHEREAS, improved traffic circulation between South Placer County and South Sutter County from State Route 99 in Sutter County to Foothills Boulevard in the City of Roseville is paramount to creating sustainable economic development in the South Placer and South Sutter region; and

WHEREAS, future planned and approved development within the South Placer and South Sutter region will result in cumulative traffic impacts in excess of capacity on the regional transportation network; and

WHEREAS, failure to expand the capacity of the regional transportation network in the South Placer and South Sutter region will cause unacceptable levels of traffic congestion; and

WHEREAS, traffic impacts of a development project approved in one jurisdiction may overlap or cross the boundary of another jurisdiction; and

WHEREAS, Placer County and the City of Roseville currently collect traffic impact fees to address the regional traffic impacts of planned development through development agreements on a project-by-project basis, including the SPRTA Tier 2 fee program and the City/County Baseline fee program; and

WHEREAS, Sutter County does not currently collect traffic impact fees to address the regional traffic impacts of planned development within the South Sutter region; and

WHEREAS, existing and future sources of revenue are inadequate to fund substantial portions of the regional transportation network improvements needed to avoid unacceptable levels of traffic congestion and related adverse environmental impacts; and

WHEREAS, the Participating Agencies mutually desire to create a regional transportation funding and financing plan that will maximize the potential to attract state and federal funding by leveraging existing and expanded impact fee programs for improvements on Riego Road/Baseline Road and

other roadways that will improve both east/west and north/south traffic circulation in the South Placer and South Sutter region.

**Work Cooperatively Together**

WHEREAS, Placer County and Sutter County have entered into a mutual settlement agreement in June 2009 relating to the Placer Vineyards and Sutter Pointe Specific Plans whereby, among other things, the counties agreed to work diligently and cooperatively to establish a program of fair share mitigation for traffic impacts within and outside their jurisdictional boundaries associated with certain projects; and

WHEREAS, the Participating Agencies recognize that it is in their best interest to work cooperatively together to develop a fair and equitable method to obtain State and federal transportation funding, and to fund and finance costs of certain regional transportation network improvements, possibly including Riego Road/Baseline Road, State Route 99/70, Watt Avenue and Placer/Sutter Parkway, necessary to address cumulative traffic impacts within the South Placer and South Sutter region.

**Riego Road and Baseline Road**

WHEREAS, the Participating Agencies have determined through an approved Project Study Report (October 2020) that Riego Road/Baseline Road needs to be widened and improved to support future planned and approved development, and to provide for a reliable and safe east-west connection to meet anticipated traffic demands in the South Placer and South Sutter region; and

WHEREAS, the Participating Agencies recognize that it is in their best interest to work cooperatively with each other to plan for, design, fund, and finance, and determine the timing of construction of Riego Road/Baseline Road transportation improvements located in the Participating Agencies respective jurisdictions.

**Facilitating Agency and Cost to Study**

WHEREAS, the Participating Agencies agree that PCTPA shall facilitate the cooperative efforts of the Participating Agencies and make every reasonable and timely effort to obtain funding from alternative sources to prepare a scope of work, schedule, and cost to evaluate regional transportation funding and financing options for the South Placer and South Sutter region and to develop an implementation plan for Riego Road/Baseline Road project development phases.

**AGREEMENT**

**SECTION 1. DEVELOPMENT OF STUDIES**

- 1.1 The purpose of this Agreement is to facilitate a proactive multi-jurisdictional approach between the Participating Agencies and PCTPA to address cumulative transportation impacts from pending and approved land development within the South Placer and South Sutter region.

- 1.2 The Participating Agencies agree the following three tasks are needed to advance a regional transportation funding and financing plan and to construct improvements on Riego Road/Baseline Road:
- Task 1: To meet and confer to develop options and a mutually agreed upon scope and structure of a regional transportation funding and financing plan.
  - Task 2: To mutually develop the analysis and any related reports necessary to adopt a regional transportation funding and financing plan.
  - Task 3: To develop an implementation plan for the Riego Road/Baseline Road project, including the Project Approval and Environmental Document (PA&ED) project development phase.
- 1.3 The Participating Agencies agree to continue to work diligently and cooperatively to establish a program of shared mitigation for traffic impacts within and outside their jurisdictional boundaries associated with certain projects including the Placer Vineyards and Sutter Pointe Specific Plans, among others. At this time, specific emphasis would be placed on the Riego Road/Baseline Road project; however other transportation improvements would be considered as agreed upon by the Participating Agencies.
- 1.4 The Participating Agencies agree to form a Project Development Team (PDT) consisting of one representative (and alternates) designated by each Agency. The PDT will meet as necessary to administer and implement this Agreement and take such action(s) as it deems appropriate to advance a regional transportation funding and financing plan and to construct improvements on Riego Road/Baseline Road. A majority of the members of the PDT will constitute a quorum, and consensus of all Participating Agency representatives will be required for decisions of the PDT. If a decision cannot be made by consensus as described, then a meeting will be held among the representatives to resolve the disagreement.
- 1.5 The Participating Agencies authorize PCTPA to perform the following work in support of Task 1:
- 1) Coordinate the efforts amongst the Participating Agencies to evaluate options and develop a regional transportation funding and financing plan for the South Placer and South Sutter region. PCTPA will schedule and facilitate PDT meetings and synthesize data to identify a mutually agreeable plan. Upon consensus on the plan by the PDT, PCTPA will develop an RFP for any needed consultant services, schedule, and cost estimate to prepare an analysis and reports in support of the plan, to permit consideration of the plan by the Participating Agencies' elected bodies.
  - 2) PCTPA's cost for this initial work is estimated not to exceed \$60,000, which shall be shared equally by the Participating Agencies subject to the unanimous approval of PCTPA's proposed budget by the PDT.
- 1.6 The Participating Agencies further agree that the participants will make periodic payments to PCTPA within thirty days of submittal of an invoice by PCTPA. The contribution by each Participating Agency pursuant to this MOU shall not exceed \$20,000. At the conclusion of Task 1, PCTPA will return any surplus funds to the Participating Agencies on a pro-rata basis reflecting the amount of the payments made by each of the Participating Agencies.

- 1.7 A subsequent Memorandum of Understanding is required prior to initiation of Tasks 2 and 3 identified above. This Agreement does not bind the Participating Agencies to take any future action beyond Task 1 to evaluate, establish, or implement the regional transportation funding and financing plan for the South Placer and South Sutter region or to conduct the Riego Road/Baseline Road PA&ED project development phase.
- 1.8 The Participating Agencies shall have the right to request and review any and all documents and records that are created pursuant to this Agreement.

**SECTION 2. MISCELLANEOUS**

- 2.1 Effective Date. This Agreement is effective after execution by all the Participating Agencies and PCTPA and shall continue in effect until terminated by all the parties through mutual agreement.
- 2.2 Amendments. Any amendments to this Agreement shall be made by all Participating Agencies and PCTPA in writing.
- 2.3 Execution. The Board of Supervisors of the County of Placer, the City Council of the City of Roseville, and the Board of Supervisors of the County of Sutter, and the Board of Directors of the PCTPA have each authorized execution of this Agreement as evidence by the authorized signatures below.
- 2.4 Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which, 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.
- 2.5 Integrated Agreement. This is an integrated agreement and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the last date set out below:

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY:**

Approved as to Form:

By: \_\_\_\_\_  
 Michael W. Luken  
 Executive Director

By: \_\_\_\_\_  
 DeeAnne Gillick  
 Legal Counsel, PCTPA

**COUNTY OF PLACER:**

Approved as to Form:

By: \_\_\_\_\_  
Ken Grehm  
Director, Department of Public Works

By: \_\_\_\_\_  
County Counsel, Placer County

**CITY OF ROSEVILLE:**

Approved as to Form:

By: \_\_\_\_\_  
Dominick Casey  
City Manager

By: \_\_\_\_\_  
Michelle Sheidenberger  
City Attorney

**COUNTY OF SUTTER:**

Approved as to Form:

By: \_\_\_\_\_  
Dan Flores, Chair  
Sutter County Board of Supervisors

By: \_\_\_\_\_  
County Counsel, Sutter County

**TO:** PCTPA Board of Directors **DATE:** October 27, 2021

**FROM:** David Melko, Senior Transportation Planner

**SUBJECT:** **PROJECT AGREEMENTS, CERTIFICATIONS, PERMITS, CEQA  
NOTICES, DOCUMENTS, AND AMENDMENTS, FOR PCTPA PROJECTS**

**ACTION REQUESTED**

Adopt Resolution No. 21-39 authorizing the Executive Director to execute project agreements, certifications, permits, CEQA notices, documents, any amendments thereto, and similar commitments necessary to complete the following four projects: Interstate 80 Auxiliary Lanes, Highway 49 Gap Closure, Highway 65 Widening, and Riego Road/Baseline Road.

**BACKGROUND**

Resolution No. 21-07 currently provides a blanket authorization for the Executive Director to enter into various programmatic agreements with Caltrans for federal-aid transportation programs. PCTPA is currently the implementing agency for the planning, environmental, final design, and right-of-way phases for the three projects: Interstate 80 Auxiliary Lanes, Highway 49 Gap Closure, and Highway 65 Widening, and may become the implementing agency by agreement for Riego Road/Baseline Road..

**DISCUSSION**

Projects where PCTPA is the implementing agency require it execute specific project agreements, certifications, permits, CEQA notices, documents, and any amendments thereto, for review by Caltrans on behalf of the Federal Highway Administration (FHWA) for projects that use or are eligible to use federal or State funding sources, or that involve modification of existing improvements within or adjacent to State highway rights-of-way. In addition, there are numerous agencies with project specific permitting or regulatory authority or that have mitigation oversight or an advisory interest that require execution of similar type of agreements and documents.

Generally, these project agreements, certifications and other forms require PCTPA to document compliance with federal and State regulations and guidelines, including the acquisition of real property interests. For example, project right-of-way or utility certifications assure FHWA and Caltrans that any physical obstructions, including utilities, have been or will be removed, relocated, or protected, as required, and that any assistance necessary for relocation of displaced tenants or allowance for business loss has been provided for in accordance with all applicable federal and State guidelines. Likewise, agencies with project specific permitting or regulatory authority or that have mitigation oversight, or an advisory interest may require similar compliance with pertinent statutes, ordinances, and regulations.

Caltrans requires a Board resolution authorizing the Executive Director to enter into these agreements. Currently delegating the responsibility to the Executive Director to sign programmatic agreements has proven efficient. Staff recommends approval of Resolution 21-39 authorizing the Executive Director to execute said documents for the four projects noted above, subject to review and approval by Legal Counsel. The PCTPA Technical Advisory Committee (TAC) concurred with the staff recommendation.

DM:RC:ML:ss



**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**IN THE MATTER OF: AUTHORIZING  
EXECUTIVE DIRECTOR TO EXECUTE  
PROJECT AGREEMENTS, CERTIFICATIONS,  
PERMITS, CEQA NOTICES, DOCUMENTS,  
AND AMENDMENTS FOR PCTPA PROJECTS**

**RESOLUTION NO. 21-39**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 27, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

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Placer County Transportation Planning Agency  
Chair

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Executive Director

**WHEREAS**, the Placer County Transportation Planning Agency is eligible to receive federal and State funding for certain transportation projects; and

**WHEREAS**, various right-of-way and utility agreements, certifications, permits, CEQA notices, and documents must be processed for federal and State funding to be used on transportation projects; and

**WHEREAS**, the Placer County Transportation Planning Agency is the implementing agency for the planning, environmental, final design, and right-of-way phases for the following three projects: Interstate 80 Auxiliary Lanes, Highway 49 Gap Closure, and Highway 65 Widening, and may become the implementing agency by agreement for Riego Road/Baseline Road; and

**WHEREAS**, the Board of Directors Resolution 21-07 authorized the Executive Director to execute all Master Agreements, Program Supplements, Fund Transfer Agreements, Baseline Agreements or Cooperative Agreements; and

**WHEREAS**, the Board of Directors wishes to delegate to the Executive Director the authority to execute project agreements, certifications, permits, CEQA notices, documents, any amendments thereto, and similar commitments necessary to complete specific projects, as required by the California Department of Transportation, the Federal Highway Administration, and/or agencies with permitting or regulatory authority in which there is an oversight or an advisory interest.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Board of Directors authorizes the Executive Director to execute project agreements, certifications, permits, CEQA notices, documents, any amendments thereto, and similar commitments necessary to complete the following four projects:

1. Interstate 80 Auxiliary Lanes Project.
2. Highway 49 Sidewalk Gap Closure Project.
3. Highway 65 Widening Project.
4. Riego Road/Baseline Road.

**TO:** PCTPA Board of Directors **DATE:** October 27, 2021

**FROM:** Rick Carter, Deputy Executive Director

**SUBJECT:** **BOARD INPUT ON INTERREGIONAL HIGHWAY AND INTERCITY RAIL NEEDS, AND POTENTIAL HIGHWAYS TO BOULEVARD PILOT PROJECT LOCATIONS FOR INCLUSION IN THE 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

**ACTION REQUESTED**

Review and provide direction to staff on the proposed interregional highway and rail needs, and potential highway to boulevard pilot project locations for inclusion in the 2022 Regional Transportation Improvement Plan (RTIP).

**BACKGROUND**

Every two years, the California Transportation Commission (CTC) adopts a Fund Estimate of State Transportation Improvement Program (STIP) funding available over the following five years. The STIP funding is made up of two components: 75% comes from the RTIPs provided by each of the 58 counties, and 25% comes from Caltrans' Interregional Transportation Improvement Program (ITIP). The RTIP share is broken down by formula to specify a target "county share" amount for each Regional Transportation Planning Agency (RTPA), such as Placer, to program in their RTIP. The ITIP funding is for interregional highways and intercity rail, among other uses, and is typically programmed by Caltrans. As part of the 2022 STIP, the CTC made a new request of RTPAs to provide "a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region" and to "identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program".

**DISCUSSION**

**Interregional Highway and Intercity Rail Needs**

As part of the 2022 STIP cycle, the CTC has asked that RTPAs to discuss their region's interregional highway and intercity rail priority needs in their RTIPs. Because Caltrans identifies these needs throughout the state for incorporation into the STIP, the RTIP does not typically include a discussion of these needs. PCTPA staff sought input from member Cities and the County; the PCTPA Technical Advisory Committee (TAC) concurred with the staff recommendation. The proposed needs are included in Attachment 1 and summarized below.

- Reconstruction of the 80/65 interchange
- Widening and operation improvements on SR65 from Galleria Blvd to Lincoln Blvd
- Feasibility analysis of managed lanes on I-80 from the western county line to the SR65 interchange
- Improvements on SR89 and 267 to support improved transit service in the Resort Triangle
- 3rd track expansion of the UPRR line between Roseville and Sacramento
- Feasibility studies for expanded passenger rail service to Tahoe/Reno/Sparks

Potential Candidates for a State Highways to Boulevards Conversion Pilot Program

The CTC asked for potential locations for a state highways to boulevards pilot program. CTC and Caltrans staff provided only general guidance on what constituted a highways to boulevard project as the program has not been fully developed yet. Limited guidance is available from Caltrans' Climate Action Plan for Transportation Infrastructure (CAPTI) which notes that highways have divided communities and amplified racial inequalities. CAPTI notes exploring a pilot program; it states "The pilot program could start by working with local and regional entities to generate lists of potential locations that have been identified as barriers to local communities, as well as explore improvements to the relinquishment process to turn over state facilities to local ownership and control. These projects could include conversion or capping of urban freeways that could free up additional land for affordable housing and could also include conventional highways in less urbanized areas that may pose a barrier to multimodal travel across the community." Staff from agencies in Placer County did not identify any locations for removal of existing urban freeways. Caltrans staff had posited the pilot program could potentially include constructing bicycle and pedestrian facilities on state highways through highly developed areas or, though less likely, constructing bicycle and pedestrian overcrossing of freeways to connect communities. Staff is proposing a list of these types of projects to encourage them within a pilot program. PCTPA staff sought input on the list from the Cities and County and the PCTPA Technical Advisory Committee (TAC) concurred with the staff recommendation. The proposed locations are included in Attachment 1 and summarized below.

- Construct continuous bicycle lanes and pedestrian facilities on Highway 49 in the City of Auburn between Lincoln Way and Dry Creek Rd (PM 2.3 to 7.5)
- Constructing bicycle and pedestrian overcrossing near the following locations:
  - I-80 near Cirby Way
  - I-80 near Rocklin Rd/ Sierra College
  - SR65 near Blue Oaks Blvd
  - SR65 near Galleria Blvd

The adopted RTIP is due to Caltrans on December 15, 2021. Staff is seeking any Board input on the priority needs and proposed highways to boulevard project locations prior to seeking adoption on the RTIP at the December 1, 2021 Board Meeting.

RC:ML:ss

## **PROPOSED RESPONSES FOR THE 2022 RTIP**

10/27/2021

### **Interregional Transportation Improvement Program (ITIP) Funding and Needs**

**Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region.**

#### **Interregional Highway Needs:**

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

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

#### **Intercity Rail Needs:**

The UPRR line parallels I-80 throughout Placer County and serves as a transcontinental rail route accommodating freight and passenger services. The J. R. Davis Yard, located in the City of Roseville in Placer County, is the largest classification yard on the West Coast. Approximately 98 percent of all UPRR traffic in Northern California is moved through this yard. The Capitol Corridor intercity passenger rail service runs daily service between Auburn to San Jose, through Sacramento and the East Bay. Because of the heavy freight use, only 1 round trip per day operates between Placer County and downtown Sacramento. The most significant need is the addition of 17.8 miles of track between Roseville and Sacramento, as identified in the California State Rail Plan, to expand intercity passenger rail service to Placer County to 10 round trips a day. The \$170 million Phase 1 project will construct 6.8 miles of track to accommodate 2 additional round trips but currently has a \$60 million funding gap which is delaying construction. The Phase 2 project is estimated at \$295 million.

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

### **Highways to Boulevards Conversion Pilot Program**

**Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).**

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

There are numerous locations within the urbanized areas where the I-80 and SR 65 freeways act as a physical barrier dividing the community. The following locations have been identified for pedestrian and bicycle overcrossings to provide connectivity across the freeway but lack funding:

I-80 near Cirby Way  
I-80 near Rocklin Rd/ Sierra College  
SR65 near Blue Oaks Blvd  
SR65 near Galleria Blvd

No locations have been identified for removal of urban freeways or relinquishment of the highway to the local agency.

**TO:** PCTPA Board of Directors

**DATE:** October 27, 2021

**FROM:** Mike Luken, Executive Director

**SUBJECT:** AMENDMENT #1 FY 2021/22 OVERALL WORK PROGRAM (OWP) AND BUDGET

**ACTION REQUESTED**

Adopt Resolution 21-41 authorizing the Executive Director to submit the attached Amendment #1 of the 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 and a final OWP by June of each year. The draft was approved by the Board in February, Caltrans comments were received and incorporated into the final draft approved by the Board in May.

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 Amendment #1 Final OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. Amendment #1 reflects financial and programmatic changes taken place since the final OWP was approved by the Board, including an increase in carryover LTF funding from last year just realized with the closeout of the prior fiscal year and due to uncertainties presented by the economic impact of Covid-19. Thankfully this carryover resulted in a significant increase in sales tax revenue generated in Placer County and corresponding LTF revenue.

**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 all 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, has completed 100 percent design, in finalizing needed right-of-way, will be readied for construction bid documents by staff, consultant and Caltrans. Construction could begin in 2023.
- 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. An MOU with Roseville, Placer County, Sutter County and PCTPA is being considered for approval to develop a framework for funding the PA/ED and potentially subsequent phases of the project. PCTPA staff costs will be reimbursed via language in this MOU.

**PCTPA Board of Directors**  
**AMENDMENT #1 FY 2021/22 OWP and BUDGET**  
**October 2021**  
**Page 2**

- State Route 49 Sidewalk Gap Closure (WE 44) is currently nearing 90% design. Construction is fully funded through a state grant, and construction is anticipated to start in 2022. Caltrans, the consultant team and staff are grappling with changes in field implemented by Caltrans in their rehabilitation of Highway 49 which will impact design plans prepared by the consultant.

The Regional Transportation Funding Strategy (WE 61) includes updating the expenditure plan this fiscal year with a series of virtual outreach events which are now complete. This year's preliminary work will lead to full scale activities in the spring. Polling was done in June where 64% of the South County District supported a conceptual measure. Due to the impacts of the Covid-19 variant, staff recommended a slight pause and delay of polling from October 1 to November 30 with outreach going into maintenance mode until January 2022. No change in the budget is needed as resources will be delayed to that larger planned outreach starting after the first of the year. If conditions do not justify moving forward for a 2022 measure, staff will return to the Board with an amendment to the FY21-22 OWP incorporating a smaller sustained strategy to maintain educational components until a full 2024 outreach program could commence.

The Placer-Sacramento Action Plan (WE 46) has effectively narrowed 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.

Staff and a consultant team completed the update the Airport Land Use Plan for the Auburn and Lincoln airports (WE 27). General Plan consistency is now being processed for Auburn, Lincoln and Placer County along varying schedules.

The SPRTA Transportation Demand Model and Fee Update Project started in January 2021. Over the coming 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. These agencies are working together on submitting a Caltrans Sustainable Communities Planning Grant request this month to study an expansion of rail service from Auburn to Reno.

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).



**PCTPA Board of Directors**  
**AMENDMENT #1 FY 2021/22 OWP and BUDGET**  
**October 2021**  
**Page 3**

***Staffing***

Staffing levels remain the same as with 7.0 full time equivalent staff, including plans to refill an Associate/Senior planner position in December 2021. The budget also reflects the increased costs of a transition of our retiring Fiscal Administrative Officer to our new hire Jodi Lacosse by having both on staff for a training period from August through the end of September.

***Budget***

Staff is pleased to again provide the Board with a balanced budget of \$6,198,275, which is a 17% increase from the final FY 2021-22 OWP approved in May. The Agency's \$830,000 contingency fund was increased by \$236,881 to \$1,016,881 and is still prudent in this uncertain fiscal environment. As in previous years, the contingency fund is used for cash flow. Staff is still finalizing a line of credit for Board consideration to better reserve the contingency fund balance for emergency purposes.

The FY 2021/22 budget includes approximately 47.9% (\$2,972,026) 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.

The PCTPA TAC reviewed the draft Amendment #1 document on October 12, 2021, and recommends the Board approve the document as presented in this staff report.

ML:ss

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**IN THE MATTER OF: APPROVING THE FINAL  
FISCAL YEAR 2021/22 AMENDMENT #1 OVERALL  
WORK PROGRAM AND BUDGET**

**RESOLUTION NO. 21-41**

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held October 27, 2021, by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

\_\_\_\_\_  
Paul Joiner, Chair  
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 29532.1c identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin; and

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

**WHEREAS**, the Fiscal Year (FY) 2021/22 Overall Work Program and Budget (OWP) is the primary management tool for the PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

**WHEREAS**, the Final FY 2021/22 OWP was approved on May 26, 2021, submitted to Caltrans for comment and Caltrans’ comments were incorporated into the Final Document; and

**WHEREAS**, the Amendment #1 of the FY 2021/22 OWP adjusts staff time, professional services, and funding between work elements based on projections for FY 2021/22.

**NOW, THEREFORE, BE IT RESOLVED** that PCTPA hereby approves Amendment #1 of the Final FY 2021/22 OWP.



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY



# OVERALL WORK PROGRAM AND BUDGET

## AMENDMENT #1 FISCAL YEAR 2021/22

*October 27, 2021*

<b>WORK ELEMENT</b>	<b>TITLE</b>	<b>PAGE NO.</b>
<b>05</b>	<b>Agency Administration: Indirect Labor</b>	<b>1</b>
<b>10</b>	<b>Agency Administration: Overall Work Program</b>	<b>3</b>
<b>11</b>	<b>Transportation Development Act Admin</b>	<b>4</b>
<b>12</b>	<b>Intergovernmental Coordination</b>	<b>6</b>
<b>13</b>	<b>Intergovernmental Advocacy</b>	<b>8</b>
<b>14</b>	<b>Communications and Outreach</b>	<b>10</b>
<b>15</b>	<b>Building Administration</b>	<b>13</b>
<b>20</b>	<b>SACOG/MPO Planning Integration</b>	<b>14</b>
<b>23</b>	<b>Consolidated Transportation Services Agency (CTSA) Administration</b>	<b>18</b>
<b>24</b>	<b>Transit Planning</b>	<b>20</b>
<b>27</b>	<b>Airport Land Use Commission/Aviation Planning</b>	<b>21</b>
<b>33</b>	<b>Bikeway Planning</b>	<b>23</b>
<b>35</b>	<b>Rail Program</b>	<b>25</b>
<b>40</b>	<b>Placer Parkway</b>	<b>27</b>
<b>41</b>	<b>I-80/SR 65 Interchange Improvements</b>	<b>29</b>
<b>42</b>	<b>Highway 65 Widening</b>	<b>31</b>
<b>43</b>	<b>I-80 Auxiliary Lanes</b>	<b>32</b>
<b>44</b>	<b>SR 49 Sidewalk Gap Closure</b>	<b>34</b>
<b>46</b>	<b>Mobility Action Plan</b>	<b>36</b>
<b>47</b>	<b>Riego Road/Baseline Road Widening Project</b>	<b>38</b>
<b>50</b>	<b>Project Programming and Reporting</b>	<b>40</b>
<b>61</b>	<b>Regional Transportation Funding Program</b>	<b>44</b>
<b>80</b>	<b>Freeway Service Patrol (FSP)</b>	<b>46</b>
<b>100</b>	<b>South Placer Regional Transportation Authority (SPRTA) Administration</b>	<b>48</b>

# 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**

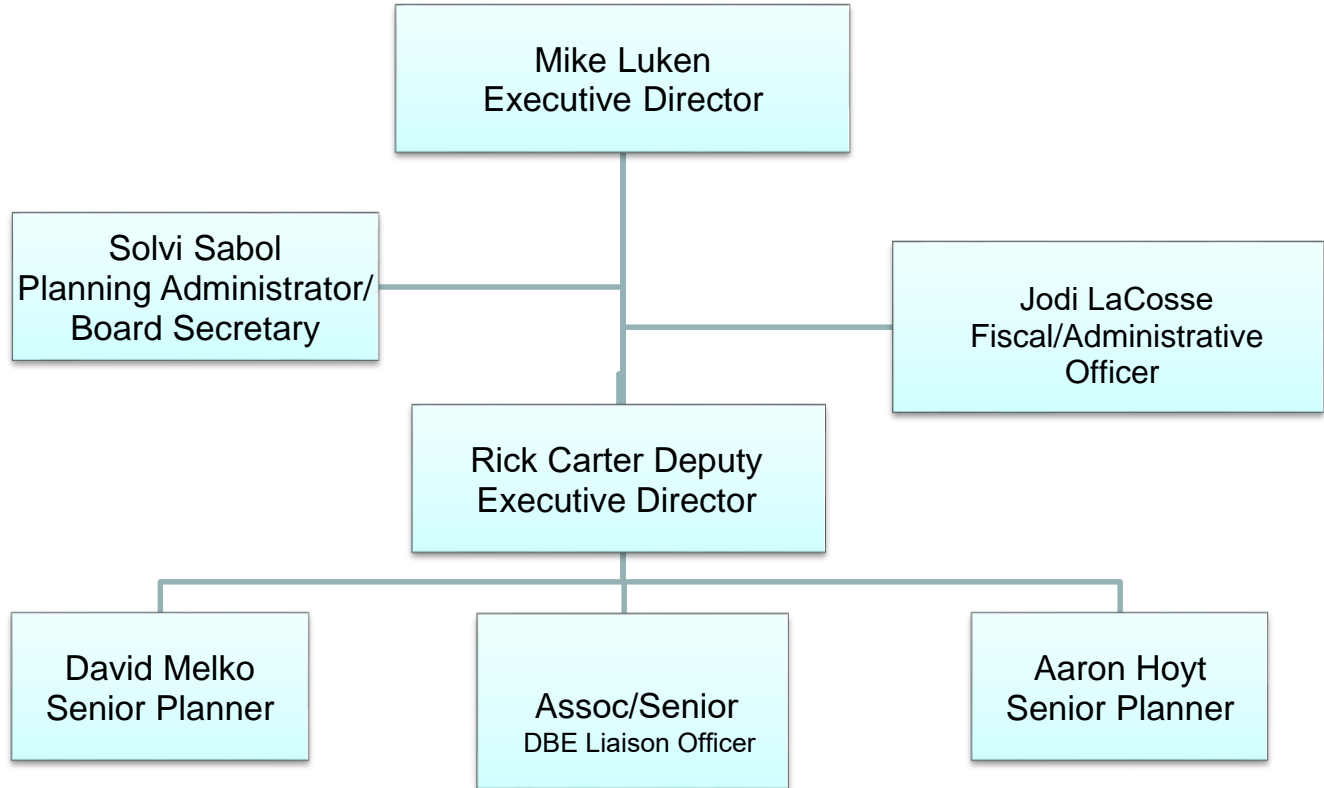
In an ongoing effort to encourage participation of all communities in the transportation planning process, and in compliance with Title VI, the PCTPA solicits input through various policy, technical, and public forums. Outreach to the United Auburn Indian Community is specifically included.

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.

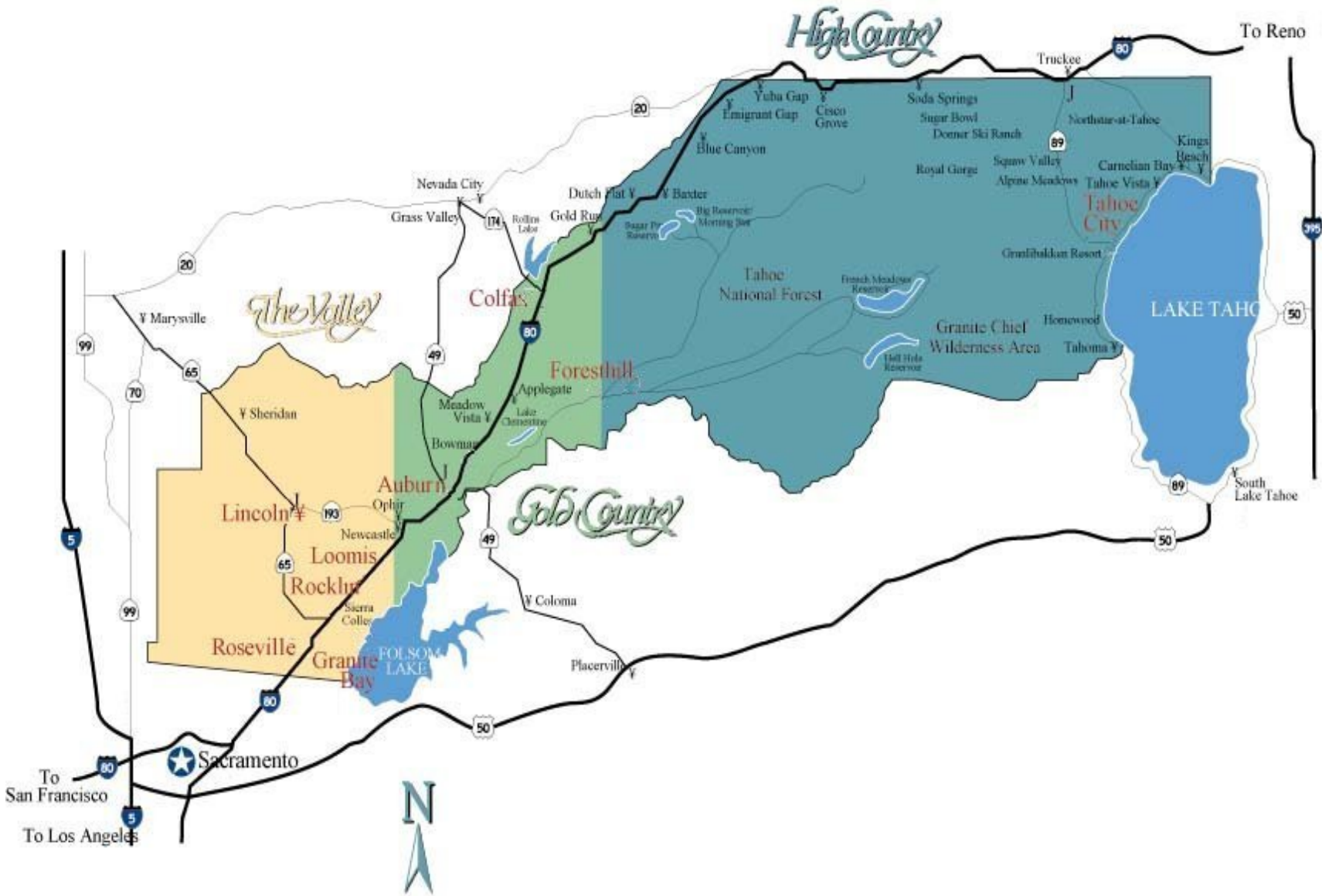
The community information and participation effort has been enhanced by expansion of the agency web page and social media on the Internet, to provide citizens with greater access to agency documents and activities, establishment of a speaker's bureau, and greater emphasis on working with local media 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)
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- 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"> <li>• Corridor Studies</li> <li>• Operational Studies</li> <li>• Preliminary Investigations</li> </ul>
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"> <li>▪ Overall Work Programs (OWP) Development, Review, and Monitoring</li> <li>▪ Regional Transportation Plan (RTP) Development, Review, and Monitoring</li> <li>▪ Participation in Annual Coordination Meetings with Caltrans and Partners</li> <li>▪ Coordination with Caltrans via Technical and Policy Advisory Committees, and ad hoc meetings to discuss projects, plans, issues, etc.</li> <li>▪ Participation in Caltrans Headquarters Office of Regional Planning led meetings to discuss new and revised guidelines and updates to the Planning Program.</li> </ul>
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	\$326,780-305,620	PCTPA	\$326,780-305,620

**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	\$43,398 37,298	PCTPA	\$68,398 37,298
Rural Planning Assistance Funds	\$25,000		
TOTAL	\$68,398 62,298		\$68,398 62,298
Percent of budget:			
1.15 %			4.22%

## **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 - 25 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**
- Evaluate PCTPA's adopted unmet transit needs definition and determine if any updates are necessary **August 2021-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 **March 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>\$185,205,190,438</u>	PCTPA	<u>\$102,321,407,553</u>
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Triennial Performance Auditor	40,000
		Fiscal Audit Consultant	<u>41,385</u>
<b>TOTAL</b>	<u>\$185,205,190,438</u>		<u>\$185,205,190,438</u>
Percent of budget: <del>3.72%</del> <u>3.11%</u>			

## **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	\$ <u>62,81472,953</u>	PCTPA	\$ <u>72,814782,953</u>
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
TOTAL	\$ <u>82,81492,953</u>		\$ <u>82,81492,953</u>
Percent of budget:	<del>1.81</del> <u>1.39</u> %		

## **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 virtual Cap-to-Cap and State legislative advocacy effort July 2021 – September 2021, January 2022 – June 2022
- Participate in the Placer Business Alliance Washington DC trip – October 2021
- 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**
- Complete a request for approval and recommend the Board hire/rehire a Federal Advocate October 2021
- 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**

**WORK ELEMENT 13 (continued)**  
**INTERGOVERNMENTAL ADVOCACY**

**PRODUCTS:**

- Attend Self-Help Counties Focus on the Future Conference **November 2021**
- 2021 Federal Legislative Platform **February 2022**
- 2021 State Legislative Platform **February 2022**
- 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	<u>\$159,827</u> <del>115,865</del>	PCTPA	<u>\$32,578</u> <del>32,865</del>
Interest	<u>2,000</u>	Travel and Conference Expenses	10,000
		<u>Legislative Tracking Services</u>	<u>\$4,650</u>
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	<u>\$3,399</u> <del>2,300</del>
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	<u>\$75,000</u> <del>36,500</del>
<b>TOTAL</b>	<u>\$161,827</u> <del>117,865</del>		<u>\$161,827</u> <del>117,865</del>
Percent of budget:			
<u>2.30%</u> <del>2.71%</del>			

## **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](http://www.pctpa.net) **Ongoing**
- Post Board agenda, ~~and~~ minutes, and meeting recordings 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	\$ <u>150,322,104,454</u>	PCTPA	\$ <u>74,922,79,054</u>
CMAQ	<u>40,500</u>	Communications Consultant	47,500
		<u>Graphics Consultant</u>	<u>\$25,000</u>
		<u>Grant Writer</u>	<u>\$25,000</u>
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support	<u>2,000</u>
TOTAL	\$ <u>190,822,144,954</u>		\$ <u>190,822,144,954</u>
Percent of budget: <del>2.83%</del> <u>3.20%</u>			

**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>\$17,255</u> <del>\$17,329</del>	PCTPA	<u>\$17,255</u> <del>\$17,329</del>
TOTAL	<u>\$17,255</u> <del>\$17,329</del>		<u>\$17,255</u> <del>\$17,329</del>
Percent of budget:			
0.34% 0.29%			

## **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~~November 18, 2019. 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:

- 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.
- 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.



## **WORK ELEMENT 20 (continued)**

### **SACOG/MPO PLANNING INTEGRATION**

- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - 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.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
  - As required under the FAST Act, SACOG is required to update and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Activities will include inclusion of Placer County data into the metrics and updates to the Project Performance Assessment tool created by SACOG.

#### **PREVIOUS WORK:**

##### PCTPA

- Participated in SACOG’s Next Generation Transit Study **July 2020 – ~~March~~ September 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 2020 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 – June 2022**
- Coordinate with SACOG on the kick-off and data collection effort of the SACOG 2024 MTP/SCS **July 2021 – June 2022**

## **WORK ELEMENT 20 (continued)**

### **SACOG/MPO PLANNING INTEGRATION**

#### SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
  - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2021 – June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
  - Collecting and updating Land Use inventories used in 2020 Base Year **July 2021 – June 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - 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**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
  - Monitor, track, and update safety performance data for PM1. **June 2021 - February 2022**
  - Monitor, track, and update safety performance data, bridge conditions, and regional system performance metrics. **June 2021 - February 2022**
  - Develop draft CMAQ Performance Plan **Multi-year**

#### **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 2045 RTP Public Outreach Plan **June 2022**

##### SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
  - Support provided and outcomes memo **September 2021, December 2021, March 2022, June 2022**
- Data Development, Monitoring, and Support – PCTPA (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**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - 2024 MTP/SCS Process Map and Outreach Schedule **June 2022**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
  - Establish Regional Targets or Support Statewide PM1 Safety Targets for 2021 **March 2022**
  - Update Project performance assessment (PPA) tool and interactive spatial performance metric display **June 2022**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
LTF	\$ <u>45,318</u> 70,143	SACOG	\$432,029
Rural Planning Assistance	397,000	PCTPA	<u>\$67,288</u> 92,114
Planning, Programming, and Monitoring (PPM)	<u>60,000</u>	Legal	1,000
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$ <u>502,318</u> 527,143		\$ <u>502,318</u> 527,143
Percent of budget: <del>10.29%</del> <u>8.43%</u>			

## **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 Placer Rides, Transit Ambassador Program, and the South Placer Transportation Call Center, Bus Pass Subsidy, and Mobility Management programs 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](http://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>\$84,419</u>	PCTPA	<u>\$150,015 84,419</u>
<u>LTF</u>	<u>\$65,596 \$65,459</u>		
TOTAL	<u>\$150,015 84,419</u>		<u>\$150,015 84,419</u>
Percent of budget: <del>1.65%</del>			
<u>2.52%</u>			

## WORK ELEMENT 24 TRANSIT PLANNING

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

### BACKGROUND:

PCTPA actively works with its member agencies and transit operators to improve the public transit system in Placer County. With an increased focus on alternatives to driving alone at the state and federal level, PCTPA’s work to expand travel options in Placer County has become a larger part of the agency’s work. The COVID-19 epidemic only exacerbated the need for Placer County to rethink how it provides transit services. This Work Element includes general transit planning and coordination, as well as the implementation of a key regional transit improvement, the South Placer Transit Project. 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 and . 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, Placer County, and other pertinent parties to implement the South Placer Transit Project **Ongoing**
- Provide support for federal and state grant applications for transit capital and operating funding **Ongoing**
- Work with SACOG, Caltrans, the City of Roseville, and Placer County 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	\$59,705,416.67	PCTPA	\$82,254,642.15
WPCTSA	\$38,048	Transit Consultant	15,000
		Meetings, Travel, and Notifications	500
TOTAL	\$97,753,797.15		\$97,753,797.15
Percent of budget:	1.56% 1.64%		

## **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<sup>[DMI]</sup> for local jurisdictions **Ongoing/as needed**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **As needed**
- Complete the ALUCP Update to reflect the Auburn and Lincoln Airport Layout Plans and Narrative Report Updates **July 2021 – November 2021**
- Provide training for jurisdiction staff to conduct airport land use compatibility reviews. November 2021 – June 2022
- Update ALUC fee structure. July 2021 – January 2022

**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**
- Jurisdiction airport land use compatibility training November 2021 – ~~January~~ June 2022
- Updated ALUC fee structure November 2021 – January 2022

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$123,023,136,712</u>	PCTPA	<u>\$55,022,712,212</u>
ALUC Fees	5,000	Legal	1,000
		Airport Conformity Consultant	<u>\$7,500</u> <u>10,000</u>
		Meetings, Travel, and Notifications	\$2,000
		ALUCP Consultant	<u>60,000</u>
TOTAL	<u>\$128,023,141,712</u>		<u>\$128,023,141,712</u>
Percent of budget: <del>2.77%</del>			
<u>2.15%</u>			



## **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 enthusiast 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 **Ongoing**
- Coordinate with local jurisdictions to develop and secure grant funding for regional bikeway 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**

**WORK ELEMENT 33 (continued)**  
**BIKEWAY PLANNING**

- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**
- Participate in SACOG Regional Parks and Trails Strategic Development Plan ~~As needed~~ **July 2021 – June 2022**
- 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 complete streets funding **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$ <u>14,80713,705</u>	PCTPA	\$ <u>16,30715,204</u>
CMAQ	<u>2,000</u>	Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$ <u>16,80715,705</u>		\$ <u>16,80715,704</u>
Percent of budget:	<del>0.31%</del>		
	<u>0.28%</u>		

## **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, including changes to Amtrak bus services **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 and video(s) focused on Placer County- **July 2021 – June 2022**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	<u>\$26,564</u> <del>\$31,120</del>	PCTPA	<u>\$31,351</u> <del>37,620</del>
CMAQ	7,500	Legal	500
CCJPA	<u>9,213</u>	Marketing Consultant	<u>\$10,926</u> <del>7,500</del>
		Meetings, Travel, and Notifications	<u>500</u>
<b>TOTAL</b>	<u>\$43,277</u> <del>\$46,120</del>		<u>\$43,277</u> <del>\$46,120</del>
Percent of budget: <del>0.90%</del> 0.73%			

## **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:**

- Evaluate a proposed shift in the identified corridor and provide environmental review of the proposed corridor if necessary. August 2021 – December 2022
- 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**

### **PRODUCTS:**

- Tier 1 environmental document revision (addendum, subsequent or supplemental) August 2021 - December 2022, if needed

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
SPRTA Mitigation Fees	<u>\$16,004</u> <del>\$42,008</del>	PCTPA	<u>\$40,505</u> <del>41,508</del>
<u>Developer Contribution</u>	<u>\$25,000</u>	Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$41,004</u> <del>42,008</del>		<u>\$41,004</u> <del>\$42,008</del>
Percent of budget:	<del>0.82%</del> <u>0.69%</u>		

## **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~~2021/22 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](http://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)**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	\$0	PCTPA	<u>\$19,208</u> <del>\$19,597</del>
SPRTA Mitigation Fees	<u>21,709</u> <del>22,097</del>	Legal	2,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$21,709</u> <del>\$22,097</del>		<u>\$21,709</u> <del>\$22,097</del>
Percent of budget:	0.43 %		
	<u>0.36%</u>		



**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	\$19,208 \$19,597
		Legal	1,000
SPRTA	\$21,209	Meetings, Travel, and	1,000
	\$21,597	Notifications	
TOTAL	\$21,209		\$21,209 \$21,597
	\$21,597		
Percent of budget: <del>0.42 %</del>			
0.36%			

## 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 5<sup>th</sup> 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.~~ and Office of Engineer review to get the project Ready to List.

#### 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, and complete Office of Engineer review to get the project Ready to List **July 2021 – ~~October 2021~~ June 2022**
- 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)**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	<u>\$31,000</u> <del>\$15,051</del>	PCTPA	<u>\$130,301</u> <del>\$122,756</del>
Federal HIP	<u>\$349,200</u> <del>321,205</del>	Design and Right of Way Consultant	\$80,000
SPRTA (Dokken ROW)	<u>\$38,600</u> <del>50,000</del>	Meetings, Travel, and Notifications	\$1,000
SPRTA (PG&E)	<u>\$103,000</u> <del>\$100,000</del>	Caltrans Office of Engineer	175,000
		Legal	7,500
		<u>PG&amp;E ROW</u>	<u>128,000</u>
<b>TOTAL</b>	<u>\$521,800</u> <del>\$386,256</del>		<u>\$521,800</u> <del>\$386,256</del>
Percent of budget:			
<u>7.54%</u> <del>8.75%</del>			

## **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~~ completed the necessary environmental clearance in December 2019. Continued effort to complete the, design, and right of way phases will ~~to~~ support construction of the project using ~~the~~ a \$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 significantly complete -the right-of-way engineering phases in preparation for Caltrans to prepare and release a bid package for construction in FY 22/23.

#### **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~~ June 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-June 2022**~~1~~
- Right of Way Acquisition **FY 2021/22 – FY 22/23**
- Right of Way Certification **~~November~~ January 2022**
- Ready to List **~~December 2021~~ March 2022**
- Consultant assistance with construction bid package **~~February~~ May 2022**
- 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**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
LTF	<del>\$12,479</del> <u>\$9,544</u>	PCTPA	<del>\$95,966</del> <u>\$93,091</u>
CMAQ (PSE)	<del>\$315,547</del> <u>186,014</u>	Design & ROW consultant	<del>\$450,527</del> <u>\$530,000</u>
ATP Federal-State Grant Funds	<u>\$350,000</u>	ROW Capital	<u>\$400,000</u>
CMAQ (ROW)	<u>\$400,000</u>	Meetings, Travel, and Notifications	\$1,000
		Legal	<u>\$1,000</u>
TOTAL	<del>\$625,091</del> <u>\$948,493</u>		<del>\$625,091</del> <u>\$948,493</u>
Percent of budget:	<del>12.20%</del> 15.91%		

**FY 22/23**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
LTF	<del>\$9,204</del> <u>\$10,000</u>	PCTPA	<del>\$92,751</del> <u>\$25,498</u>
CMAQ (ROW)	<del>\$315,547</del> <u>\$1,317,498</u>	Design & ROW consultant	<del>\$530,000</del> <u>\$300,000</u>
ATP Federal Grant Funds	<u>\$300,000</u>	ROW Capital	<u>\$1,000,000</u>
		Meetings, Travel, and Notifications	\$1,000
		Legal	<u>\$1,000</u>
TOTAL	<del>\$624,751</del> <u>\$1,327,498</u>		<del>\$624,751</del> <u>\$1,327,498</u>
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 (PCTPA)**
- Worked closely with project partners to reduce number of potential projects from around 140 down to 12 potential priority projects **December 2020 (Consultant and PCTPA)**

#### **WORK PROGRAM:**

- Administer Caltrans grant **July 2021 – February 2022 (PCTPA)**
- 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 (Consultant and PCTPA)**
- 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 (Consultant and PCTPA)**
- Develop virtual reality simulation of key transportation projects **July 2021 – February 2022 (Consultant)**

#### **PRODUCTS:**

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

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

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
LTF	<u>\$48,060</u> <del>\$26,720</del>	PCTPA	<u>\$105,445</u> <del>\$76,416</del>
Caltrans Sustainable Communities Grant	<u>\$362,100</u> <del>203,915</del>	Consultant	<u>\$302,715</u> <del>\$152,219</del>
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	<u>\$410,160</u> <u>\$230,635</u>		<u>\$410,160</u> <u>\$230,635</u>
Percent of budget: 4.50% <u>6.88%</u>			

## 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 evaluate regional transportation funding and financing options for South Placer and South Sutter counties and begin the PA&ED phase ~~July – December 2021~~ June 2022
- Evaluate regional transportation funding and financing options for South Placer and South Sutter counties ~~November 2021 – June 2022~~
- Initiate consultant selection processes, as needed for ~~PA&ED 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 MOU with jurisdictions for regional transportation funding and financing options for South Placer and South Sutter counties and PA&ED phase ~~July – December~~ November 2021
- Regional transportation funding and financing options evaluation and Riego Road/Baseline Road Widening consultant work products, **In accordance with work program**
- Regional transportation funding and financing options and PA&ED -consultant contract(s) **To Be determined**
- Newsletters, press releases, and outreach materials **Ongoing**



<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
LTF	\$14,789,673.72	PCTPA	\$74,789,673.72
Agency Contribution	\$60,000		
<b>TOTAL</b>	<b>\$74,789,673.72</b>		<b>\$74,789,673.72</b>
Percent of budget: <del>1.31%</del> 1.25%			

## **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~~ including State SCCP, TCEP, LPP, and ATP; and Federal RAISE 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 **September 2021 – June 2022 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**
- ~~Coordinate with Caltrans~~ ~~Participate in~~ ~~on the~~ Highway 49 Safety Audit Review and Implementation with Caltrans **July 2021 – June 2022 Ongoing per Caltrans schedule**

**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	<u>\$53,575</u> <del>\$54,293</del>	PCTPA	<u>\$116,575</u> <del>\$117,293</del>
STIP Programming (PPM)	64,000	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	<u>\$117,575</u> <del>\$118,293</del>		<u>\$117,575</u> <del>\$118,293</del>
Percent of budget:	2.31% <u>1.97%</u>		

## **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	\$553,237 \$449,549	PCTPA	\$391,088 \$357,172
LTF Contribution from South County Agencies	\$677,881 <u>707,536</u>	Legal	10,000
		Outreach Consultant/Direct Costs/Events,Printing	369,000
		Mall Kiosk Rent	24,000
		Sales Tax Consultant	37,313
		Polling Consultant	92,000
		Bonding Consultant	<u>100,000</u> <del>60,000</del>
		Traffic Cameras	90,000
		Economic Impact Analysis	112,500
		Meetings, Travel, and Notifications, Misc Costs	5,100
TOTAL	\$1,231,118 \$1,157,085		\$1,231,118 \$1,157,085
Percent of budget:			
<del>22.58%</del> 20.65%			

## **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**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
LTF	<u>\$47</u> <u>\$12,866</u>	PCTPA	<u>\$52,030</u> <u>\$66,778</u>
FSP State Allocation	<u>\$391,971</u> <u>\$440,352</u>	FSP contractor	<u>\$504,913</u> <u>\$488,228</u>
CMAQ Grant <u>21-22</u>	<u>\$124,058</u> <u>\$110,088</u>	Sacramento Transportation Authority Support	5,800
<u>CMAQ Grant 20-21</u>	<u>\$49,167</u>	Legal	500
		FSP Brochures	1,500
		Meetings, travel, and notifications	<u>500</u>
TOTAL	<u>\$565,243</u> <u>\$563,306</u>		<u>\$565,243</u> <u>\$563,306</u>
Percent of budget: <del>10.99%</del> <u>9.48%</u>			

## **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 **May 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 **June 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 - June 2022**
- Base and Horizon Year SPRTA TDF Model **October 2021**
- SPRTA Tier I and II Regional Fee Program Updates **June 2022**

**FY 21/22**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	<u>\$364,272</u>	PCTPA	<u>\$140,681</u>
	<u>369,802</u>		<u>\$121,212</u>
		Model and Fee Update	<u>\$223,590</u>
		Consultant	<u>\$248,590</u>
TOTAL	<u>\$364,272</u>		<u>\$364,272</u>
	<u>\$369,802</u>		<u>\$369,802</u>
Percent of budget: <del>7.22%</del> <u>6.11%</u>			

## COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ATP	Active Transportation Program
CALCOG	California Association of Councils of Governments
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
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
HIP	Highway Improvement Program
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LCTOP	Low Carbon Transit Operations Program Allocation
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
Prop 1B	Proposition 1B (November 2006 Transportation Bond Funding)
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account Program
RFP	Request for Proposal
RPA	Rural Planning Assistance Funds
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
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
TIGER	Transportation Investment Generating Economic Recovery
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency

**Table 1**

**Budget Summary  
FY 2021/22**

<b>Expenditures</b>	<b>FY 2021/22 Amend 1</b>	<b>FY 2021/22 Final</b>	<b>Difference</b>
Salary	\$906,590	\$985,055	(\$78,465)
Benefits	\$552,875	\$592,596	(\$39,721)
Direct (Table 2)	\$4,005,447	\$3,274,564	\$730,883
Indirect (Table 3)	\$496,481	\$337,715	\$158,766
<b>Total</b>	<b>\$5,961,393</b>	<b>\$5,189,930</b>	<b>\$771,463</b>
<b>Revenues</b>	<b>FY 2021/22 Amend 1</b>	<b>FY 2021/22 Final</b>	<b>Difference</b>
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,360,509	\$925,319	\$435,190
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUC Fees	\$5,000	\$5,000	\$0
STIP Planning Funds	\$144,000	\$144,000	\$0
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$263,732	\$266,785	(\$3,053)
SB 1 FSP Grants	\$128,239	\$173,567	(\$45,328)
CMAQ Grants - FSP 20-21	\$124,058	\$110,088	\$13,970
CMAQ Grant - FSP 21-22	\$49,167	\$0	\$49,167
Building Administration	\$17,255	\$8,535	\$8,720
Capitol Corridor Marketing Match	\$9,213	\$7,500	\$1,713
Interest	\$2,000	\$2,000	\$0
SPRTA Administration	\$364,272	\$351,809	\$12,463
SPRTA - I80/SR 65 IC	\$21,709	\$22,097	(\$388)
SPRTA - Placer Parkway	\$16,004	\$42,008	(\$26,004)
SPRTA - SR 65 Widening	\$21,209	\$21,597	(\$388)
SPRTA - I-80 Aux Lanes	\$141,600	\$50,000	\$91,600
HPP Section 1702 - I-80 Auxiliary Lanes	\$0	\$221,205	(\$221,205)
HIP Grant - I-80 Auxiliary Lanes	\$349,200	\$100,000	\$249,200
CMAQ Grant - SR 49 Sidewalks	\$586,014	\$315,547	\$270,467
ATP State Funding - SR 49 Sidewalks	\$350,000	\$300,000	\$50,000
Caltrans Sustainable Communities Grant	\$362,100	\$203,915	\$158,185
Western Placer CTSA JPA Administration	\$84,419	\$84,419	\$0
CTSA - Transit Planning	\$38,048	\$38,048	\$0
Baseline/Riego Road-Preliminary Work	\$60,000	\$0	\$60,000
Placer Parkway Amendment	\$25,000	\$0	\$25,000
LTF Additional Contribution from Jurisdictions-WE61	\$677,881	\$707,536	(\$29,655)
LTF Carryover	\$50,646	\$49,431	\$1,215
<b>Total</b>	<b>\$6,198,275</b>	<b>\$5,097,406</b>	<b>\$1,100,869</b>
<b>Contingency Fund Balance</b>	<b>FY 2021/22 Amend 1</b>	<b>FY 2021/22 Final</b>	<b>Difference</b>
PCTPA	\$1,016,881	\$780,000	\$236,881
Nevada Station	\$50,000	\$50,000	\$0
<b>Total</b>	<b>\$1,066,881</b>	<b>\$830,000</b>	<b>\$236,881</b>
<b>Revenue to Expenditure Comparison</b>	<b>FY 2021/22 Amend 1</b>	<b>FY 2021/22 Final</b>	<b>Difference</b>
Surplus/(Deficit)	\$0	\$0	\$0

**Table 2**

<b>Direct Costs</b>				
<b>FY 2021/22</b>				
	<b>FY 2021/22</b>	<b>FY 2021/22</b>		
	<b>Amend 1</b>	<b>Final</b>	<b>Difference</b>	<b>Source</b>
TDA Fiscal Audits (WE 11)	\$41,385	\$41,385	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$40,000	\$40,000	\$0	LTF
Federal Advocacy Services (WE 13)	\$75,000	\$36,500	\$38,500	LTF
State Advocacy Services (WE 13)	\$30,000	\$30,000	\$0	LTF
CalCOG Membership (WE 13)	\$3,399	\$2,300	\$1,099	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Legislative Tracking Services (WE 13)	\$4,650	\$0	\$4,650	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	\$47,500	\$0	LTF
Graphics Consultant	\$25,000	\$0	\$25,000	LTF
Grant Writer	\$25,000	\$0	\$25,000	LTF
SACOG Payment (WE 20)	\$432,029	\$432,029	\$0	LTF, RPA
Transit Consultant (WE 24)	\$15,000	\$15,000	\$0	CTSA
ALUCP Update Consultant (WE 27)	\$60,000	\$60,000	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$7,500	\$2,500	ALUC fees, LTF
Bicycle Map Printing (WE 33)	\$0	\$0	\$0	LTF
Capitol Corridor Marketing (WE 35)	\$10,926	\$7,500	\$3,426	CMAQ, LTF, CCJPA
SR 65 Widening Consultant - Design/ROW (WE 42)	\$0	\$0	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - Design (WE 43)	\$50,000	\$50,000	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)	\$30,000	\$30,000	\$0	HPP, RPS9, HIP
I-80 Auxiliary Lanes - Caltrans Advertise/Award (WE 43)	\$175,000	\$175,000	\$0	HPP, RPS9, HIP
I-80 Auxiliary Lanes - PG&e ROW (WE 43)	\$128,000	\$0	\$128,000	SPRTA, HIP
SR 49 Sidewalk Consultant - Design (WE 44)	\$450,527	\$40,000	\$410,527	CMAQ
SR 49 Sidewalk Consultant - ROW Capital (WE 44)	\$400,000	\$490,000	(\$90,000)	CMAQ
PSCMP Consultant (WE 45)	\$0	\$0	\$0	LTF
PSMAP Consultant (WE 46)	\$302,715	\$152,219	\$150,496	Caltrans Grant
Riego/Baseline Widening (WE 47)	\$0	\$0	\$0	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50, 61 80)	\$29,100	\$29,100	\$0	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$25,000	\$25,000	\$0	LTF, RPA, CMAQ, HPP, SPRTA
Sales Tax Consultant (WE 61)	\$0	\$0	\$0	LTF
Outreach Consultant (WE 61)	\$90,000	\$90,000	\$0	LTF
Paid Digital Ads/Streaming (WE 61)	\$49,000	\$49,000	\$0	LTF
Video Production (WE 61)	\$48,000	\$48,000	\$0	LTF
Direct Mail (WE 61)	\$46,000	\$46,000	\$0	LTF
Mall Kiosk Rent/Design (WE 61)	\$24,000	\$24,000	\$0	LTF
Billboards-Static/Electronic (WE 61)	\$61,000	\$61,000	\$0	LTF
Website (WE 61)	\$6,000	\$6,000	\$0	LTF
SR 65 Traffic Camera (WE 61)	\$90,000	\$90,000	\$0	LTF
Events (WE 61)	\$48,000	\$48,000	\$0	LTF
Economic Impact Analysis (WE 61)	\$112,500	\$112,500	\$0	LTF
Polling Consultant (WE 61)	\$92,000	\$92,000	\$0	LTF
Sales Tax Update (WE 61)	\$37,313	\$37,313	\$0	LTF
Funding Program Bonding Consultant (WE 61)	\$100,000	\$60,000	\$40,000	LTF
Printing (WE 61)	\$21,000	\$21,000	\$0	LTF
FSP Brochure (WE 80)	\$1,500	\$1,500	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$504,913	\$488,228	\$16,685	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee Update Consultant (WE 100)	\$223,590	\$248,590	(\$25,000)	SPRTA
<b>TOTAL</b>	<b>\$4,005,447</b>	<b>\$3,274,564</b>	<b>\$730,883</b>	

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**

<b>Indirect Cost Budget FY 2021/22</b>				
	FY 2021/22	FY 2021/22		
<b>CALTRANS ICAP INDIRECT</b>	<b>Amend 1</b>	<b>Final</b>	<b>Variance</b>	<b>Variance %</b>
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$13,600	\$13,600	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$10,000	\$10,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$20,000	\$10,000	\$10,000	100.00%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$5,000	\$2,500	\$2,500	100.00%
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	\$18,130	\$0	100.00%
INDIRECT LABOR - <i>Note 1</i>	\$326,780	\$179,945	\$146,836	81.60%
<b>Subtotal</b>	\$456,010	\$296,675	\$159,336	53.71%
INDIRECT COST ADJUSTMENT FROM FY 19/20	(\$141,775)	(\$141,775)	\$0	0.00%
<b>ICAP ALLOWABLE TOTAL</b>	<b>\$314,235</b>	<b>\$154,900</b>	<b>\$159,336</b>	
<b>TOTAL INDIRECT</b>				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
OFFICE SPACE	\$165,246	\$165,246	\$0	0.00%
<b>SUBTOTAL</b>	<b>\$182,246</b>	<b>\$182,246</b>	<b>\$0</b>	<b>0.00%</b>
<b>INDIRECT COST BUDGET TOTAL</b>	<b>\$496,481</b>	<b>\$337,146</b>	<b>\$159,336</b>	<b>47.26%</b>

*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	(1)	TOTAL
5	Agency Admin - Indirect	\$0								\$ 326,780	(1)	\$326,780
10	Agency Admin - OWP	\$43,398	\$25,000									\$68,398
11	TDA Implementation	\$185,205										\$185,205
12	Intergovernmental Coordination	\$62,814		\$20,000								\$82,814
13	Intergovernmental Advocacy	\$159,827								\$2,000	(2)	\$161,827
14	Communications/Outreach	\$150,322					\$40,500					\$190,822
15	Building Administration	\$0								\$17,255	(4)	\$17,255
20	SACOG/MPO Planning Integration	\$45,318	\$397,000	\$60,000								\$502,318
23	CTSA Administration	\$65,596							\$84,419			\$150,015
24	Transit Planning	\$59,705							\$38,048			\$97,753
27	Airport Land Use Commission	\$123,023								\$5,000	(6)	\$128,023
33	Bikeway Planning	\$14,807					\$2,000					\$16,807
35	Capitol Corridor/Rail	\$26,564					\$7,500			\$9,213	(3)	\$43,277
40	Placer Parkway	\$0				\$16,004				\$25,000		\$41,004
41	I-80/SR 65 Interchange	(\$0)				\$21,709						\$21,709
42	SR 65 Widening	(\$0)				\$21,209						\$21,209
43	I-80 Auxiliary Lanes	\$31,000				\$141,600				\$349,200	(10)	\$521,800
44	SR 49 Sidewalks	\$12,479					\$586,014			\$350,000	(13)	\$948,493
46	Mobility Action Plan	\$48,060			\$362,100							\$410,160
47	Riego/Baseline Widening	\$14,789								\$60,000	(11)	\$74,789
50	Project Programming and Reporting	\$53,575		\$64,000								\$117,575
61	Transportation Funding Program	\$553,237								\$677,881	(14)	\$1,231,118
80	Freeway Service Patrol	\$47					\$173,225	\$391,971				\$565,243
100	SPRTA Administration	\$0				\$364,272						\$364,272
	Unallocated Revenue/Reserve	(\$492)										(\$492)
	<b>Total</b>	<b>\$1,649,274</b>	<b>\$422,000</b>	<b>\$144,000</b>	<b>\$362,100</b>	<b>\$564,794</b>	<b>\$809,239</b>	<b>\$391,971</b>	<b>\$122,467</b>	<b>\$1,495,549</b>		<b>\$5,961,394</b>

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) Addtl LTF-Rsvl,Rock,Linc, Cnty for WE61



**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	1.44	\$326,780								(1)	\$326,780	see Table 3
10 Overall Work Program	0.20	\$51,041	\$10,989	\$6,368							\$68,398	1.15%
11 TDA Implementation	0.34	\$76,355	\$16,440	\$9,526		\$81,385		\$500	\$1,000	(6)	\$185,205	3.11%
12 Intergovernmental Coordination	0.20	\$54,336	\$11,699	\$6,779					\$10,000	(6)	\$82,814	1.39%
13 Intergovernmental Advocacy	0.08	\$24,311	\$5,234	\$3,033		\$105,000			\$24,249	(3),(8),(10)	\$161,827	2.71%
14 Communications/Outreach	0.23	\$55,909	\$12,038	\$6,975		\$97,500			\$18,400	(2),(7),(9)	\$190,822	3.20%
15 Building Administration	0.05	\$12,876	\$2,772	\$1,606						(6)	\$17,255	0.29%
20 SACOG/MPO Planning Integration	0.20	\$50,213	\$10,811	\$6,264	\$432,029			\$1,000	\$2,000	(6)	\$502,318	8.43%
23 CTSA Administration	0.47	\$111,946	\$24,103	\$13,966							\$150,015	2.52%
24 Transit Planning	0.24	\$61,380	\$13,216	\$7,658		\$15,000			\$500	(6)	\$97,753	1.64%
27 ALUC/Aviation Planning	0.16	\$41,060	\$8,840	\$5,122		\$70,000		\$1,000	\$2,000	(6)	\$128,023	2.15%
33 Bikeway Planning	0.05	\$12,169	\$2,620	\$1,518					\$500	(6)	\$16,807	0.28%
35 Capitol Corridor Rail	0.09	\$23,395	\$5,037	\$2,919		\$10,926		\$500	\$500	(6)	\$43,277	0.73%
40 Placer Parkway	0.11	\$30,226	\$6,508	\$3,771					\$500	(6)	\$41,004	0.69%
41 I-80/SR 65 Interchange	0.05	\$14,334	\$3,086	\$1,788				\$2,000	\$500	(6)	\$21,709	0.36%
42 SR 65 Widening	0.05	\$14,334	\$3,086	\$1,788		\$0		\$1,000	\$1,000	(6)	\$21,209	0.36%
43 I-80 Auxiliary Lanes	0.38	\$97,234	\$20,935	\$12,131		\$383,000		\$7,500	\$1,000	(6)	\$521,800	8.75%
44 SR 49 Sidewalks	0.32	\$71,613	\$15,419	\$8,934		\$850,527		\$1,000	\$1,000	(6)	\$948,493	15.91%
46 Mobility Action Plan	0.31	\$78,686	\$16,942	\$9,817		\$302,715			\$2,000	(6)	\$410,160	6.88%
47 Riego/Baseline Widening	0.21	\$55,810	\$12,016	\$6,963		\$0				(6)	\$74,789	1.25%
50 Project Programming and Reporting	0.38	\$86,992	\$18,730	\$10,853					\$1,000	(6)	\$117,575	1.97%
61 Transportation Funding Program	0.99	\$291,930	\$62,855	\$36,420		\$824,813		\$10,000	\$5,100	(6)	\$1,231,118	20.65%
80 Freeway Service Patrol	0.15	\$38,827	\$8,360	\$4,844		\$504,913		\$500	\$7,800	(4),(6),(11)	\$565,243	9.48%
100 SPRTA Administration	0.45	\$104,981	\$22,603	\$13,097		\$223,590					\$364,272	6.11%
<b>Total</b>	<b>7.14</b>	<b>\$1,459,958</b>	<b>\$314,341</b>	<b>\$182,140</b>	<b>\$432,029</b>	<b>\$3,469,369</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$79,049</b>		<b>\$5,961,886</b>	<b>100.00%</b>

\* 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	2992	20.15%	1.44		\$326,780	18.29%
10	Agency Admin - OWP	415.077	2.80%	0.20		\$51,041	2.86%
11	TDA Implementation	698.923	4.71%	0.34		\$76,355	4.27%
12	Intergovernmental Coordination	411	2.77%	0.20		\$54,336	3.04%
13	Intergovernmental Advocacy	163.154	1.10%	0.08		\$24,311	1.36%
14	Comm/Outreach	486.308	3.28%	0.23		\$55,909	3.13%
15	Building Administration	104	0.70%	0.05		\$12,876	0.72%
20	SACOG/MPO Plan Integration and Support	409.462	2.76%	0.20		\$50,213	2.81%
23	CTSA Administration	979.923	6.60%	0.47		\$111,946	6.27%
24	South Placer Transit Project	506.577	3.41%	0.24		\$61,380	3.44%
27	ALUC/Aviation Planning	341.577	2.30%	0.16		\$41,060	2.30%
33	Bikeway Planning	106.577	0.72%	0.05		\$12,169	0.68%
35	Capitol Corridor Rail	186.577	1.26%	0.09		\$23,395	1.31%
40	Placer Parkway EIR	223.154	1.50%	0.11		\$30,226	1.69%
41	I-80/SR 65 Interchange	100	0.67%	0.05		\$14,334	0.80%
42	SR 65 Widening	100	0.67%	0.05		\$14,334	0.80%
43	I-80 Auxiliary Lanes	796.308	5.36%	0.38		\$97,234	5.44%
44	SR 49 Sidewalks	656.308	4.42%	0.32		\$71,613	4.01%
46	Mobility Action Plan	637.692	4.29%	0.31		\$78,686	4.40%
47	Riego/Baseline Widening	445.692	3.00%	0.21		\$55,810	3.12%
50	Project Programming and Reporting	782.615	5.27%	0.38		\$86,992	4.87%
61	Regional Funding Program	2065.23	13.91%	0.99		\$291,930	16.34%
80	Freeway Service Patrol	309.462	2.08%	0.15		\$38,827	2.17%
100	SPRTA Administration	930.462	6.27%	0.45		\$104,981	5.88%
	<b>Total</b>	<b>14848.1</b>	<b>100.0%</b>	<b>7.14</b>		<b>\$1,786,738</b>	<b>100.0%</b>

**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	15492	20761
Deputy Executive Director	Deputy Director	1	12344	16248
Senior Transportation Planner	Senior Planner	2	9195	11735
Associate Planner	Associate Planner	0	7249	9252
Assistant Planner	Assistant Planner	1	5557	7091
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	9274	11836
Planning Administrator/Board Secretary	Executive Assistant	1	6782	8656
			FY 2021/22 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	41.83	53.37
Planning Intern	Planning Intern	0	24.04	30.67

**TO:** PCTPA Board of Directors **DATE:** October 27, 2021

**FROM:** DeeAnne Gillick, Senior Counsel, Sloan Sakai Yeung & Wong

**SUBJECT:** AB 361 REMOTE TELECONFERENCING

**ACTION REQUESTED**

Approve Resolution No. 21-40 making findings and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor's COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

**BACKGROUND**

PCTPA has been conducting its public meetings under the Governor's Executive Orders issued in connection to the COVID-19 pandemic and its related health and safety risks which allowed legislative bodies to hold meetings exclusively by teleconference. In recent months PCTPA Board meetings have been utilizing a hybrid model allowing either in person attendance or electronic attendance by Board members and the public. Effective October 1, 2021, Assembly Bill (AB) 361 allows local legislative bodies to continue to hold modified remote meetings during a proclaimed state of emergency, if state or local officials have imposed or recommended measures related to physical distancing which warrant holding meetings remotely.

Governor Newsom's Emergency Orders modified certain requirements of the Brown Act related to open public meetings which continue under the provisions of AB 361 to allow for the following relaxed teleconference rules:

- Waives the requirement that there be a physical meeting location open to the public to attend Board meetings and comment during the meeting;
- Waives the requirement that the agenda identify and notice each teleconference location of each member of the Board that is participating by teleconference;
- Waives the requirement that each teleconference location be accessible to the public;
- Waives the requirement that members of the public be able to address the Board at each teleconference location;
- Waives the requirement that local agencies post agendas at all teleconference locations;
- Waives the requirement that at least a quorum of the Board participate from within the boundaries of the territory of the Board's jurisdiction;

AB 361 imposes additional rules for certain teleconference meetings as follows:

- Agencies cannot require that written comments be submitted in advance of a meeting, and agencies may only close the comment period at the same time it is closed during the meeting.
- The public must be given an opportunity to comment directly during the meeting and public comment periods. There must be a live time, call in or internet based public comment option.

**PCTPA Board of Directors**  
**AB 361 Remote Teleconferencing**  
**October 27, 2021**  
**Page 2**

- In the event of a disruption in broadcasting the meeting, the legislative body shall take no further action until meeting access is restored to the public.

In order for the Board to continue the relaxed teleconference meeting rules under AB 361, the Board meetings must meet one of the following provisions:

(A) The local agency is holding a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; or

(B) The local agency is holding a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or

(C) The local agency is holding a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

The AB 361 modified teleconference meeting rules can only be used in the event there is a Governor issued state of emergency. The Governor's COVID-19 state of emergency satisfies this requirement.

The second prong of item (A) above is satisfied currently as state officials imposed and recommended measures to promote social distancing. California Division of Occupational Safety and Health ("Cal/OSHA") regulations related to COVID-19 recommend physical distancing and regulates "close contact" which occurs when individuals are within six feet of another in certain circumstances. Staff prepared the agenda and noticed this October 2021 Board meeting due to satisfying this provision of AB 361 authorizing relaxed teleconference meeting rules.

### **DISCUSSION**

If the Board desires to continue to meet utilizing the above-described relaxed teleconference meeting rules, AB 361 requires an ongoing finding every 30 days that the Board has reconsider the circumstances of the state of emergency and that the state emergency continues to impact the ability to "meet safely in person," or that state or local officials continue to recommend measures to promote social distancing. Gov. Code § 54953(e)(3).

If the Governor's state of emergency remains and the Cal OSHA Regulations related to physical distancing remain in place, the ongoing findings can be made by the Board. It is recommended that the Commission take action at each meeting making continued findings related to the COVID-19 situation.

COVID-19 continues to pose significant health risks and is highly contagious. The proliferation of the Delta variant of the virus continues to pose significant risks. Deaths and illnesses due to the virus continue and modified procedures and restrictions apply due to these health and safety concerns.

At the next regularly scheduled Board meeting in December 2021 the Board will consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further findings related to Board meetings pursuant to the provisions of AB 361.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**IN THE MATTER OF: RESOLUTION  
MAKING FINDINGS AND DECLARING  
ITS INTENT TO CONTINUE REMOTE  
TELECONFERENCE MEETINGS PURSUANT  
TO GOVERNMENT CODE SECTION 54953(e)**

**RESOLUTION NO. 21-40**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 27, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

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Chair  
Placer County Transportation Planning Agency

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Executive Director

**WHEREAS**, the Placer County Transportation Planning Agency (PCTPA) is committed to preserving and nurturing public access and participation in meetings of the Board; and

**WHEREAS**, all legislative body meetings of PCTPA are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and observe the Board conduct its business; and

**WHEREAS**, Governor Newsom signed AB 361, amending the Brown Act, including Government Code section 54953(e), which makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

**WHEREAS**, a required condition of AB 361 is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

**WHEREAS**, such conditions now exist in the State, specifically, the Governor of the State of California proclaimed a state of emergency on March 4, 2020, related to the threat of COVID-19, which remains in effect; and

**WHEREAS**, California Department of Public Health and the federal Centers for Disease Control and Prevention caution that the Delta variant of COVID- 19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and

**WHEREAS**, the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations at Title 8 Section 3205 recommends physical distancing in the workplace as precautions against the spread of COVID-19 and imposes certain restrictions and requirements due to a “close contact” which occurs when individuals are within six feet of another in certain circumstances; and

**WHEREAS**, the proliferation of the Delta variant of the virus continues to pose imminent risk to health and safety and the Board hereby recognizes the proclamation of state of emergency by the Governor of the State of California and the regulations of Cal/OSHA recommending physical distancing; and

**WHEREAS**, to allow for physical distancing and remote meeting attendance, the Board intends to invoke the provisions of AB 361 as provided in Government Code section 54953, subd. (e) and such meetings of the Board of PCTPA and any legislative bodies of PCTPA shall comply with the requirements to provide the public with access to the meetings as prescribed in section 54953, subd. (e)(2).

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Directors of Placer County Transportation Planning Agency as follows:

1. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

2. The meetings of the Board may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e)(2), due to the current Governor’s state of emergency proclamation and Cal/OSHA recommendations for social distancing satisfying subdivision (e)(1)(A), of section 54953 of the Government Code.

3. Staff is hereby directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Board and all PCTPA legislative bodies in accordance with subdivision (e) of Government Code section 54953 for remote teleconference meetings.

4. Staff is further directed to continue to monitor the health and safety conditions related to COVID-19, the status of the Governor’s state of emergency proclamation, the state regulations related to social distancing, and the local orders related to health and safety, and present to the Board at its next regularly scheduled meeting the related information and recommendations for continued remote meetings pursuant to the provisions of paragraph Government Code section 54953, subdivision (e)(3), and to consider extending the time during which the Board may continue to meet by teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.



**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**

**October 12, 2021 – 3:00 pm**

**ATTENDANCE**

**Technical Advisory Committee (TAC)**

Mengil Deane, City of Auburn  
Mohan Bonala, Caltrans  
Kevin Yount, Caltrans  
Carl Moore, City of Colfax  
Araceli Cazarez, City of Lincoln  
Roland Neufeld, City of Lincoln  
Steve Prosser, City of Lincoln  
Merrill Buck Town of Loomis  
Justin Nartker, City for Rocklin  
Ted Williams, City of Rocklin  
Mike Dour, City of Roseville  
Mark Johnson, City of Roseville  
Jake Hanson, City of Roseville  
Jason Shykowski, City of Roseville  
Mike Dour, City of Roseville  
Mark Johnson, City of Roseville  
Jason Shykowski, City of Roseville  
Amber Conboy, Placer County  
Ken Grehm Placer County  
Richard Moorehead, Placer County  
Will Garner, Placer County  
Katie Jackson, Placer County

**Staff**

Aaron Hoyt  
Jodi LaCosse  
Mike Luken  
David Melko  
Solvi Sabol  
Rick Carter

This meeting was conducted via video conference call.

**FSTIP CMAQ / STBG Discussion**

Mike Luken explained that we've had a streamlined process for allocating CMAQ and RSTP funds for well over 25 years. We ensure that jurisdictions' projects are covered in the MTP and MTIP however we maintain the ability to locally prioritize projects and allocate funding. Recently, FHWA performed an audit of two agencies in the state and issued a corrective action that is required to obtain compliance with the FAST Act. FHWA has concerns and questions with the ability to suballocate CMAQ and RSTP funds. The impact could be twofold: 1) worse case we would have to go through SACOG or 2) modify the process so that we meet the federal requirements. Mike said we have been working closely with James Corless, SACOG, and Woody Deloria, EDCTC on how to best address this issue. It's expected



that we will need to update our process with the next funding round. Rick Carter explained that the process at this stage is in flux. From the STBG standpoint, the types of projects likely won't change, however we may need to do more in terms of performance-based documentation. Mike said this will be a standing item to on the PCTPA TAC agenda for the next year.

### **FY 2021/22 Overall Work Program (OWP) and Budget – Amendment #1**

Mike Luken previously provided the OWP and Budget – Amendment #1. Most of the changes are related to staff changes. Mike explained we had a training and transition period with the Fiscal Administrative Officer position. He said this type of staff change effects every work element. Mike said we are bringing forward a balanced budget. He added that we are transferring a good portion into our contingency budget which is budgeted at \$1,016,881 in Amendment #1.

### **2022 RTIP Regional Needs**

Rick Carter explained that our RTIP is due to Caltrans in December. The RTIP guidelines specify that submittals include 1) the most significant interregional highway and intercity rail needs within the region and 2) any state routes within the region that might be potential candidates for a Highways to Boulevard Conversion Pilot Program. Last week we sent out proposed language identifying potential language to address these requirements. These are being brought to the TAC and Board for consideration.

#### **Proposed Interregional Highway and Intercity Rail Needs (summarized)**

- Reconstruction of the 80/65 interchange
- Widening and operation improvements on SR65 from Galleria Blvd to Lincoln Blvd
- Feasibility analysis of managed lanes on I-80 from the western county line to the SR65 interchange
- Improvements on SR89 and 267 to support improved transit service in the Resort Triangle
- 3rd track expansion of the UPRR line between Roseville and Sacramento

#### **Proposed Highways to Boulevard Pilot Program (summarized)**

- Construct continuous bicycle lanes and pedestrian facilities on Highway 49 in the City of Auburn between Lincoln Way and Dry Creek Rd (PM 2.3 to 7.5)
- Constructing bicycle and pedestrian overcrossing near the following locations:
  - I-80 near Cirby Way
  - I-80 near Rocklin Rd/ Sierra College
  - SR65 near Blue Oaks Blvd
  - SR65 near Galleria Blvd

The TAC concurred.

### **WPCTSA – FY 2021/22 Budget Amendment #1**

David Melko showed the CTSA FY 2021/22 Budget – Amendment #1 explaining the first FY 2021/22 budget, adopted in June 2021, relied on preliminary LTF and STA apportionment data. He explained that PCTPA and CTSA have a staffing agreement and the top several rows of the budget deal with administration costs. David noted three program changes: 1) increasing the Short-Range Transit Plan budget from \$100,000 to \$400,000 given the emphasis to 'reinvent transit' locally, 2) one-time FY 2021-22 funding commitment reflected in the Placer-Sacramento Gateway Plan for the South Placer Transit Project; and 3) an increase in the agency's operating reserve. There was agreement that the Short-Range Transit Plans slated to begin in 2023 could begin sooner and will be brought up at the next Transit Operators Working Group (TOWG) meeting. The TAC concurred to bringing the WPCTSA – FY 2021/22 Budget Amendment #1 to the Board this month.

### **MOU for the Regional Transportation Funding and Financing Plan for the South Placer and South Sutter Region and Riego-Baseline Road Implementation Plan**

David Melko provided the MOU last week for TAC review. David explained that this MOU between PCTPA, Placer County, Sutter County, and the City of Roseville would ultimately serve to improve Riego Road/Baseline Road, State Route 99/70, Watt Avenue, and Placer/Sutter Parkway. The MOU identified three tasks pertaining to a regional transportation funding and financing plan. PCTPA will be performing the work in Task 1 pertaining to developing options and scope and structure of a regional transportation funding and financing plan. This multi-jurisdictional MOU is going to the PCTPA Board for their approval this month. The TAC concurred.

### **Authorizing Executive Director to Execute Project Agreements, Certifications, Permits, Documents and Amendments for PCTPA Projects**

David Melko explained that we currently have an umbrella resolution which allows for the executive director to enter into master-type agreements. Our legal counsel and Caltrans recommended that we delegate authority to the executive director to execute project-type agreements. We are bringing this resolution to the Board this month. The TAC concurred.

### **ALUCP Lincoln General Plan Consistency Determination**

David Melko explained that we adopted the updated 2021 Airport Land Use Compatibility Plan (ALUCP) last month. Local jurisdictions with airports are required to amend their General Plan for consistency within 180 days of adoption. The City of Lincoln submitted their 2050 General Plan for a consistency determination. David explained there are two tests to determine whether a general plan is consistent with the ALUCP: 1) that no direct conflicts exist between the ALUCP and the General Plan and 2) that a delineation of a mechanism or process is in place to ensure that future land use development within an airport influence area will not conflict with the ALUCP. Based on these determinations, staff is recommending that the City's General Plan is consistent with required conditions that 1) reflect the new Wildlife Hazard Critical Zone on General Plan and 2) reflect the updated Compatibility Zone A (south) on the General Plan Land Use and Circulation Diagram. The TAC concurred.

### **LTF FY 2016-20 Pedestrian/Bicycle Discretionary Allocation**

Aaron Hoyt explained that annually in Placer as a whole, we take two percent of LTF funds off the top and dedicate this to pedestrian/bicycle activities. The monies are rolled into a five-year fund estimate that provides a set revenue for jurisdictions to make multiple claims against or one large project. Twenty Five Percent (25%) of the funds are set aside as discretionary funding that is used to weather funding shortfalls, cashflow, and special project request. Aaron recently asked the TAC to nominate eligible pedestrian/bicycle projects that could be funded with the approximately \$620,000 in ped/bike discretionary funding that had accumulated from the 2016-2020 five-year Pedestrian/Bicycle Allocation Plan. Since then, every jurisdiction submitted a project which cumulatively totaled approximately \$1.2 million. The project needs and funding was discussed with every jurisdiction to arrive at the funding recommendations. Both Placer County and the City of Auburn agreed to allocate their portion of pedestrian/bicycle funding to the Highway 49 Sidewalk Gap Closure project which currently has a design phase funding shortfall. The TAC concurred with the discretionary funding recommendations.

### **LTF FY 2021-25 Pedestrian/Bicycle Allocation Plan**

Aaron Hoyt provided the 2021 – 2025 five-year Pedestrian/Bicycle Allocation Plan noting the first column shows the discretionary funding from the 2016-2020 Pedestrian/Bicycle Allocation Plan. For fiscal years 2021 through 2025, each jurisdiction gets a proportional share of the ped/bike revenue based on population. We are assuming a two percent growth rate starting in FY 2022/23. The total estimated funding through FY 2024/25 is \$3,367,402. We are asking the Board to approve the LTF Pedestrian/Bicycle five-year cash management plan. The TAC concurred.

### Caltrans District 3 Update

Kevin Yount, District 3, reported on the following:

- FY 2022-23 Sustainable Transportation Planning Grant Application Guide Release and Call-for-Applications are due on Wednesday October 27th by 5 p.m. Prereview are due to him or Fallon by tomorrow.

### Other Info / Upcoming Deadlines

- a) SB 1 Annual Report: Aaron said we'll be working with jurisdictions in SB 1 projects that have been completed as part of the SB 1 annual report that we will bring to our Board.
- b) SACOG Regional Parks and Trails Master Plan: SACOG staff is working with cities and counties on a multiregional parks and trail plan being led by Victoria Caccatore at SACOG. To find out more about the plan or become involved, please contact Aaron Hoyt.
- c) Public Hearing: 2021 Annual Unmet Transit Needs (UTN): Aaron said we are currently taking comments for our UTN process. As of today, we've received 104 comments. The comment period closes on October 30. We will have a public hearing at this month's Board meeting.
- d) Triennial Performance Audit Contract Award: David said we will be awarding this contract to LSC and bringing this Letter of Task Agreement to our Board this month. LSC will be contacting the jurisdictions for data.
- e) Personnel Policies Update: Jodi LaCrosse, Fiscal Administrative Officer, explained that we will be bringing a resolution to our Board that establishes a vesting schedule for retiree benefits. Will require them to have 10 years of service credit with the last five years at PCTPA. This affects all hires after December 1, 2021.

**PCTPA Board Meeting:** Wednesday, October 27, 2021 at 9:00 am

**Next TAC Meeting:** Tuesday, November 16, 2021 at 3:00 pm

The TAC meeting concluded at approximately 4:35 p.m.

RC:ML:ss

**TO: PCTPA Board of Directors**

**DATE: October 27, 2021**

**FROM: David Melko, Senior Transportation Planner  
Aaron Hoyt, Senior Planner**

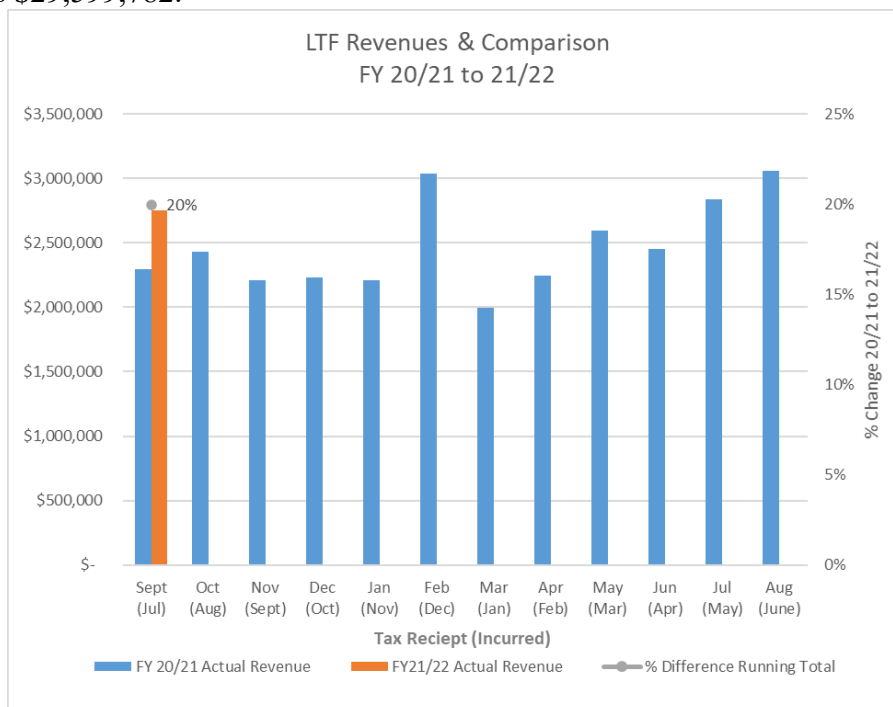
**SUBJECT: STATUS REPORT**

**1. Freeway Service Patrol (FSP)**

The FY 2021/22 1<sup>st</sup> Quarter statistical summary for Placer FSP is attached. For the 1<sup>st</sup> Quarter there were 797 total assists. This compares to 765 assists during the 1<sup>st</sup> Quarter FY 2020/21. During the 1<sup>st</sup> Quarter, 36 assists occurred on Sundays; and 10 assists occurred on the 4<sup>th</sup> of July and Labor Day holidays. 33 survey comments were submitted for the 1<sup>st</sup> quarter. All motorists rated the service as “excellent.”

**2. FY 2021/22 Local Transportation Fund (LTF) Estimate Update**

The Local Transportation Fund (LTF) was established in 1971 with the enactment of the Transportation Development Act (TDA). LTF is derived from ¼ cent of the statewide general sales tax collected by the California Department of Tax and Fee Administration (CDTFA) and is returned to the county of origin two months after collection. The chart below summarizes the FY 2021/22 LTF revenues collected to date and provides a comparison to FY 2020/21. The first payment of the fiscal year totaled \$2,753,023, which is 20% higher than the August 2020 tax receipt. The total estimated revenue for FY 2021/22 is \$29,599,782.



**PCTPA FSP 1st Quarter ((2021/22) Statistical Summary**

Total Assists = 797 and Total Surveys = 33

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	55.7%	437	Found by You	67.1%	535	Yes, very	100.0%	33
Sport Utility Vehicle/Crossover	21.2%	166	Dispatched by CHP	20.8%	166			
Pickup Truck	19.4%	152	Partner Assist	11.0%	88	<b>How did FSP know you needed help?</b>	<b>Percent</b>	<b>Count</b>
Other	1.3%	10	Directed by CHP Officer	0.4%	3	Driver saw me	84.9%	28
Truck - Over 1 Ton	38.0%	3	Revisit	0.6%	5	Others	15.2%	5
Big Rig	0.9%	7						
Motorcycle	0.6%	5	<b>Vehicle Action</b>	<b>Percent</b>	<b>Count</b>	<b>How would you rate this service?</b>	<b>Percent</b>	<b>Count</b>
RV/Motorhome	0.4%	3	Towed to Drop Zone	19.8%	158	Excellent	100.0%	33
Truck - Under 1 Ton	0.3%	2	Traffic Control	23.7%	189			
Blank	1.5%	12	Tagged Vehicle	7.0%	56	<b>How did you hear about FSP?</b>	<b>Percent</b>	<b>Count</b>
			Quick Fix / Repair	19.6%	156	Other	6.1%	2
<b>Vehicle Problem</b>	<b>Percent</b>	<b>Count</b>	Called for Private Assistance	1.9%	15	Hadn't heard until today	75.8%	25
Accident	23.5%	187	None - Not Needed	8.0%	64	Was helped previously	6.1%	2
Mechanical	24.7%	197	None - Motorist Refused Service	3.1%	25	Have see trucks driving around	9.1%	3
Flat Tire	22.2%	177	Debris Removal	0.5%	4	Brochure	3.0%	1
Abandoned	7.4%	59	Escort Off Freeway	2.1%	17			
Out of Gas	7.4%	59	Towed Off Freeway	6.8%	54	<b>How long did you wait before FSP arrived?</b>	<b>Percent</b>	<b>Count</b>
Driver Related	2.6%	21	Other	2.6%	21	Less than 5	21.2%	7
Overheated	3.5%	28	Provided Transportation	0.5%	4	5 - 10 minutes	33.3%	11
Debris	0.9%	7	Partner Assist	4.3%	34	10 - 15 minutes	33.3%	11
Other	1.1%	9				15 - 20 minutes	3.0%	1
Unsecured Load	0.6%	5	<b>Vehicle Location</b>	<b>Percent</b>	<b>Count</b>	20 - 30 minutes	0.0%	0
None - Not Needed	3.9%	31	Right Shoulder	81.5%	640	30 - 45 minutes	6.1%	2
Electrical	0.8%	6	Left Shoulder	7.8%	61	Over One Hour	3.0%	1
Car Fire	0.1%	1	In Freeway Lane(s)	4.1%	32			
Partner Assist	1.1%	9	Ramp/Connector	6.6%	52	<b>Other Metrics</b>		
Locked Out	0.1%	1	Unable to Locate	0.0%	0	Average Duration (Minutes)		13.9
			Blank	1.5%	12	Overtime Assists		14
						Overtime Blocks		25
<b>Source: <a href="http://www.sacfsp.com/admin">http://www.sacfsp.com/admin</a></b>			<b>Total Comments</b>	NA	25	Multi-Vehicle Assist		120

## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** October 5, 2021  
**RE:** September 2021 Communications & Public Outreach 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 September 2021.

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

Below are activity summaries of AIM's work during the month of September:

### **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.

Key social media posts included:

- Capitol Corridor/ Amtrak App promotion
- Caltrans District 3 traffic alerts
- What's Happening Roseville
- I-80 Traffic Alerts
- PCTPA Transit Needs Assessment
- Game Day Express promotion
- Roseville Street resurfacing
- Bell Road Interchange Project

**Current social media page statistics include:**

- Facebook – 1,856 Followers
  - *Previously: 1,853*
- Twitter – 1,330 Followers
  - *Previously: 1,325*
- Instagram – 1,018 Followers
  - *Previously 1,019 Followers*

**Key website analytics include:**

- 1,180 users visited pctpa.net in September
  - 85.7% New Visitors, 14.3% Returning Visitors
- Total page views for the PCTPA website during September: 3,280
  - 25% of views were on the Main Page
  - 6% of views were on Agendas 2021 Page
  - 4% of views were on the Recruitment Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during September: 40



**October 5, 2021**

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

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

**RE:** September Summary of Activities for Funding Strategy Outreach Effort

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**Stakeholder Outreach – In Progress**

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

**Partner Collaboration – In Progress**

- Continued Traffic Camera Partnership Outreach
- Coordinated Sponsorships on Behalf of the Agency
- Staffed Events with Roseville, Rocklin and Lincoln Chambers of Commerce
- Held Stakeholder Meeting

**Earned Media/Collateral Development/Paid Advertising – In Progress**

- Mall Kiosk
- Digital Billboards Continued
- Earned Media Program Planning
- Traffic Camera Pitches
- Rocket TV Launched

**Account Management – Complete**

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Planned for Maintenance Mode
- Presented Maintenance Mode to Board
- Prepared monthly report



<p>January 2021</p>	<ul style="list-style-type: none"> <li>● Bi-Weekly Client Meeting</li> <li>● Monthly Report</li> <li>● Message Refinement</li> <li>● Digital/Streaming Platform Ad Concepts/Production</li> <li>● Mall Kiosk Production</li> <li>● Earned Media – COVID-19 and Transportation in South Placer – Bumped to February due to message changes</li> <li>● Traffic Camera Partnership Discussion</li> <li>● Elected, Civic, Business, Community Leader Engagement</li> </ul>
<p>February 2021</p>	<ul style="list-style-type: none"> <li>● <del>Bi-Weekly Client Meeting</del></li> <li>● <del>Monthly Report</del></li> <li>● <del>Earned Media – COVID-19 and Transportation in South Placer</del></li> <li>● <del>Digital Ad/Streaming Platform Ad Production</del></li> <li>● <del>Electronic/Static Billboards production</del></li> <li>● <del>Mall Kiosk production</del></li> <li>● <del>Elected, Civic, Business, Community Leader Engagement</del></li> <li>● <del>Stakeholder Meeting Prep</del></li> </ul>
<p>March 2021</p>	<ul style="list-style-type: none"> <li>● <del>Bi-Weekly Client Meeting</del></li> <li>● <del>Monthly Report</del></li> <li>● <del>Digital Ad Ads Run</del></li> <li>● <del>Electronic/Static Billboards</del></li> <li>● <del>Mall Kiosk Production Completed</del></li> <li>● Growing Up Roseville, Style and Other Placer Magazine Partnership- In Progress</li> <li>● <del>Earned Media – Gold Country &amp; KCRA</del></li> <li>● <del>Traffic Camera Partnership – In Progress</del></li> <li>● <del>Elected, Civic, Business, Community Leader Engagement</del></li> <li>● <del>Refresh Video Production and Completion</del></li> </ul>
<p>April 2021</p>	<ul style="list-style-type: none"> <li>● <del>Bi-Weekly Client Meeting</del></li> <li>● <del>Monthly Report</del></li> <li>● <del>Digital Ad/Streaming Platform Ads Run</del></li> <li>● <del>Electronic/Static Billboards</del></li> <li>● <del>Mall Kiosk</del></li> <li>● <del>Stakeholder Meeting Email Content</del></li> <li>● <del>Earned Media – Community Nights</del></li> <li>● <del>Growing Up Roseville, Style and Other Placer Magazine Partnership</del></li> </ul>

	<ul style="list-style-type: none"> <li>● <del>Traffic Camera Planning</del></li> <li>● <del>Elected, Civic, Business, Community Leader Engagement</del></li> </ul>
May 2021	<ul style="list-style-type: none"> <li>● <del>Bi-Weekly Client Meeting</del></li> <li>● <del>Monthly Report</del></li> <li>● <del>Digital Ad/Streaming Platform Ads Run</del></li> <li>● <del>Polling</del></li> <li>● <del>Electronic/Static Billboards</del></li> <li>● <del>Mall Kiosk</del></li> <li>● <del>Sports Partnerships- Bumped to Fall</del></li> <li>● <del>Growing Up Roseville, Style and Other Placer Magazine Partnership</del></li> <li>● <del>Traffic Camera Prep</del></li> <li>● <del>Elected, Civic, Business, Community Leader Engagement</del></li> <li>● <del>Preparation for Research Program</del></li> <li>● <del>Stakeholder Meeting</del></li> </ul>
June 2021	<ul style="list-style-type: none"> <li>● <del>Bi-Weekly Client Meeting</del></li> <li>● <del>Monthly Report</del></li> <li>● <del>Polling Presentation to Board</del></li> <li>● <del>Electronic/Static Billboards</del></li> <li>● <del>Mall Kiosk</del></li> <li>● <del>Stakeholder Meeting</del></li> <li>● <del>Research Presentation Meetings</del></li> <li>● <del>Participated in Board Meeting</del></li> <li>● <del>Held Stakeholder Meeting</del></li> <li>● <del>Elected, Civic, Business, Community Leader Engagement</del></li> </ul>
July 2021	<ul style="list-style-type: none"> <li>● <del>Bi-Weekly Client Meeting</del></li> <li>● <del>Monthly Report</del></li> <li>● <del>Electronic/Static Billboards</del></li> <li>● <del>Mall Kiosk</del></li> <li>● <del>Traffic Camera Live</del></li> <li>● <del>Elected, Civic, Business, Community Leader Engagement</del></li> <li>● <del>Partnership Meetings with Randy Peters and Mikuni</del></li> <li>● <del>Budget Meetings</del></li> <li>● <del>Giveaway Ordering</del></li> <li>● <del>Park Pulse</del></li> <li>● <del>Concerts in the Park Roseville</del></li> <li>● <del>Roseville Movie Night</del></li> </ul>

# FSB

PUBLIC AFFAIRS

<p>August 2021</p>	<ul style="list-style-type: none"> <li>● <del>Bi-Weekly Client Meeting</del></li> <li>● <del>Monthly Report</del></li> <li>● <del>Electronic/Static Billboards</del></li> <li>● <del>Mall Kiosk</del></li> <li>● <del>Traffic Camera Live</del></li> <li>● <del>Elected, Civic, Business, Community Leader Engagement</del></li> <li>● <del>Partnership Meetings with Randy Peters-Roseville/Lincoln Chamber</del></li> <li>● <del>Maintenance Mode Planning</del></li> <li>● <del>Women's Empowerment Event</del></li> </ul>
<p>September 2021</p>	<ul style="list-style-type: none"> <li>● <del>Biweekly Client Meeting</del></li> <li>● <del>Monthly Report</del></li> <li>● <del>Roseville Chamber SPLASH</del></li> <li>● <del>City of Rocklin Movie Night</del></li> <li>● <del>Rocklin Chamber Hot Chili Cool Cars</del></li> <li>● <del>Lincoln Chamber Showcase</del></li> <li>● <del>Rocket TV</del></li> <li>● <del>Traffic Camera Pitching/Promotions</del></li> <li>● <del>Earned Media Traffic Camera Press Release Development</del></li> <li>● <del>Stakeholder Meeting</del></li> <li>● <del>Mall Kiosk</del></li> <li>● <del>Digital Billboards</del></li> <li>● <del>Elected, Civic and Stakeholder Engagement</del></li> </ul>
<p>October 2021</p>	<ul style="list-style-type: none"> <li>● Biweekly Client Meeting</li> <li>● Monthly Report</li> <li>● Rocket TV</li> <li>● Traffic Camera Pitching/Promotions</li> <li>● Earned Media</li> <li>● Traditional Media Placements</li> <li>● Digital Billboards</li> <li>● Mall Kiosk</li> <li>● Elected, Civic and Stakeholder Engagement</li> </ul>
<p>November 2021</p>	<ul style="list-style-type: none"> <li>● Biweekly Client Meeting</li> <li>● Monthly Report</li> <li>● Rocket TV Traffic Camera/Promotions</li> <li>● Earned Media</li> <li>● Traditional Media Placements</li> <li>● Mall Kiosk</li> <li>● Elected, Civic and Stakeholder Engagement</li> <li>● Polling (Last Week)</li> </ul>

December 2021	<ul style="list-style-type: none"> <li>• Biweekly Client Meeting</li> <li>• Monthly Report</li> <li>• Polling (First Two Weeks)</li> <li>• Rocket TV</li> <li>• Traffic Camera/Promotions</li> <li>• Mall Kiosk</li> <li>• Elected, Civic and Stakeholder Engagement</li> <li>• Polling Meetings</li> </ul>
January 2022	<ul style="list-style-type: none"> <li>• Biweekly Client Meeting</li> <li>• Monthly Report</li> <li>• Rocket TV</li> <li>• Earned Media</li> <li>• Traffic Camera/Promotions</li> <li>• Stakeholder Meeting</li> <li>• Mall Kiosk</li> <li>• Elected, Civic and Stakeholder Engagement</li> </ul>
February 2022	<ul style="list-style-type: none"> <li>• Biweekly Client Meeting</li> <li>• Monthly Report</li> <li>• Rocket TV</li> <li>• Earned Media</li> <li>• Traffic Camera/Promotions</li> <li>• Rocklin, Roseville, Lincoln Community Dinners</li> <li>• AIM Marketing Program</li> <li>• Production of new Digital Advertising Content</li> <li>• Mall Kiosk</li> <li>• Elected, Civic and Stakeholder Engagement</li> </ul>
March 2022	<ul style="list-style-type: none"> <li>• Biweekly Client Meeting</li> <li>• Monthly Report</li> <li>• Rocket TV</li> <li>• Earned Media</li> <li>• Traffic Camera/Promotions</li> <li>• Rocklin, Roseville, Lincoln Community Dinners</li> <li>• Paid Digital Advertising Launch</li> <li>• Direct Mail Piece</li> <li>• AIM Marketing Program</li> <li>• Mall Kiosk</li> <li>• Elected, Civic and Stakeholder Engagement</li> </ul>

# FSB

PUBLIC AFFAIRS

April 2022	<ul style="list-style-type: none"><li>• Biweekly Client Meeting</li><li>• Monthly Report</li><li>• Rocket TV</li><li>• Earned Media</li><li>• Traffic Camera/Promotions</li><li>• Rocklin, Roseville, Lincoln Community Dinners</li><li>• Paid Digital Advertising</li><li>• AIM Marketing Program</li><li>• Mall Kiosk</li><li>• Elected, Civic and Stakeholder Engagement</li></ul>
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Item	Budget	Spent
Retainer	\$90,000	\$30,000
Events	\$48,000	\$28,396.63
Billboards	\$61,000	\$28,311.49
<b>TOTAL</b>		<b>\$86,708.12</b>



(703) 340-4666

[www.keyadvocates.com](http://www.keyadvocates.com)

September 30, 2021

To: PCTPA  
From: Sante Esposito  
Subject: September Issues Report

**NOTE: Issue of the day – what will the House do with the bipartisan infrastructure bill (BIF) that passed the Senate? Will there be a delay in the vote? Or will the vote occur today and what will be the outcome given that Democratic progressives have stated that they will not vote for the bill unless it is either coupled with the \$3.5T bill (BBB) or a framework is agreed upon regarding consideration of BBB. In her press conference at 10:45AM today, the Speaker said that they are moving forward in a positive way; that the plan is to vote on BIF today; and that they will do the \$3.5T bill. Regarding the latter, she did not say when and regarding her comment on a vote today she seemed to hold the door open for a delay. We will provide updates. Pending that, the following report reflects the situation as of today, noon EST.**

## **Infrastructure Bills**

Two - the first, the “Infrastructure Investment and Jobs Act” aka **BIF** (Bipartisan Infrastructure Framework) – a core infrastructure bill – passed by the Senate and pending in the House. The second, the “Build Back Better” aka **BBB** - human infrastructure plus other core infrastructure items bill - is pending in both Houses given passage of the budget resolution which set in motion drafting of the bill.

### **BIF - Infrastructure Investment and Jobs Act: Core Infrastructure Bill**

On August 10 the Senate passed its bipartisan core infrastructure bill - with all Democrats and 19 Republicans supporting - totaling \$550B in new spending for FY22-26. The bill is both an authorization and an appropriation bill. That means that it will make “real” money available (not just authorize it).

Core infrastructure highlights include:

- \$110B for Roads, Bridges and Major Infrastructure Projects
- \$40B for Bridges
- \$16B for Major Surface Transportation Projects
- \$11B for Transportation Safety

- \$39B for Transit
- \$66B for Passenger and Freight Rail
- \$65B for Broadband
- \$17B for Ports
- \$25B for Airports
- \$7.5B for Zero and Low-Emission Buses and Ferries
- \$7.5B for Plug-In Electric Vehicle Chargers
- \$65B to Rebuild the Electric Grid
- \$21B for Superfund and Brownfield sites

Regarding the House, on August 24 the House agreed to vote on the Senate passed core infrastructure bill on September 27. That did not happen and discussions have been ongoing since involving the President, the House Democratic leadership, various factions of the House Democrats and key senators, as noted above.

### **BBB - Build Back Better Act: Human Infrastructure Bill**

Both Houses passed a \$3.5T budget resolution which unlocks the ability for Senate Democrats to use reconciliation (only requires a simple majority for passage, not 60 votes) to pass a human infrastructure bill on a party-line vote addressing health care, aid for families, the climate crisis and more (including funding for core infrastructure programs). With passage of the budget resolution by both chambers, bill drafting was set in motion with a due date of Sept.15.

In the House, all committees met the Sept. 15 deadline, none in the Senate. The issues with some Senate Democrats - Manchin, Sinema and Sanders, for example – are the \$3.5T cost of the bill (Manchin has proposed \$1.5T), the timing (Manchin has proposed starting debate tomorrow), and some of the policy assumptions (Sanders wants to expand Medicare coverage). The Senate is now waiting to see what the House does with BIF.

Of interest in the House, the Transportation and Infrastructure Committee included \$4B for reduction of carbon in the surface transportation sector, \$4B to support affordable and safe transportation access, and \$6B to advance local surface transportation projects.

To finance the committee proposals, the Ways and Means Committee adopted a number of major tax provisions.

### **FY22 Appropriations Generally**

Today, Congress is expected to pass a Continuing Resolution funding the government at current levels until Dec.3, thereby avoiding a government shutdown and allowing time for completion of individual FY22 appropriations bills. To date, the House has passed 9 of 12 FY22 appropriations bills, with one ready to go and 2 un-decided. The Senate Appropriations Committee has marked up its FY22 Energy and Water, Agriculture and VA bills.

### **FY22 Transportation Appropriations**

The House has passed its FY22 Transportation Appropriations Bill which provides \$106.7B for DOT programs – an increase of \$19B for FY21 and \$18.7B above the President’s budget request for FY22. Highlights are \$1.2B for National Infrastructure Investment Grants, \$61.9B for state highway formula programs, \$625M for passenger rail, \$2.7B for Amtrak, and \$15.5B for transit.

### **Senate Highway Bill**

The Senate FAST Act reauthorization bill is included in the Senate passed core infrastructure bill. To review, on May 26, the Senate Environment and Public Works Committee marked up its portion of the FAST Act reauthorization. It is substantially similar to the bill, S. 3202, that EPW approved on a bipartisan basis and unanimously nearly two years ago. That bill authorized \$287B in highway spending, 90- percent of which would be distributed to the states by formula. The bill featured a title on climate change that authorized \$10.8B for various programs addressing resiliency and \$1B (note the new bill increases that to \$2.5B) for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provided billions for curbing emissions, reducing congestion and truck idling. It also streamlined infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill authorized \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

### **House Highway Bill**

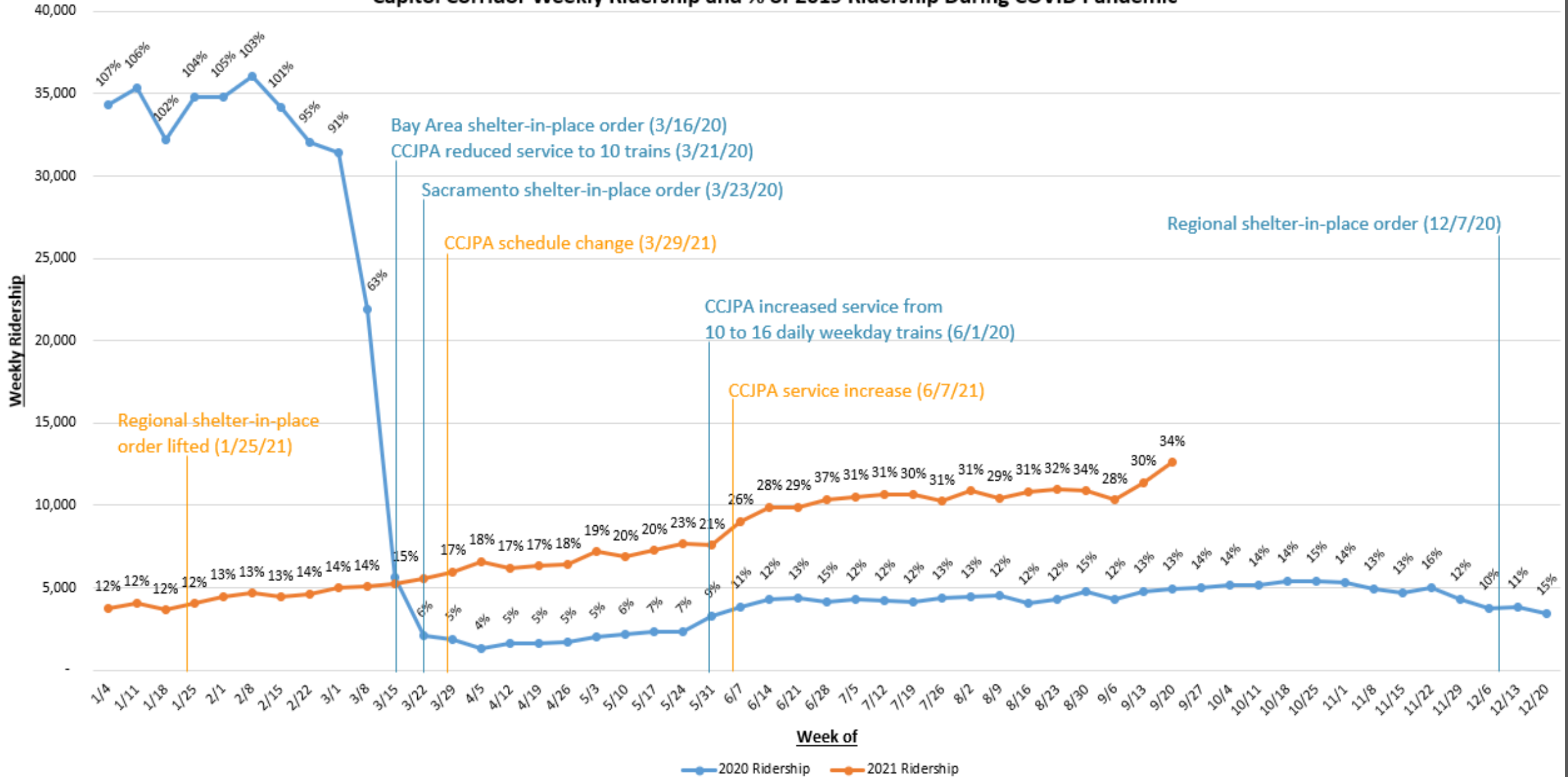
On July 1, the House passed the Transportation and Infrastructure Committee’s “INVEST in America Act” a five-year \$547B surface transportation reauthorization bill that includes \$343B for roads, bridges and safety (\$32B for bridge funding to ensure bridges in communities of all sizes are safer, more reliable, and more resilient; \$4B in electric vehicle charging infrastructure; \$8.3B for activities targeted to reduce carbon pollution; and, \$6.2B for mitigation and resiliency improvements); \$109B for transit (scales up investment in zero-emission transit vehicles and streamlines the Capital Investment Grant program) and, \$95B for passenger and freight rail (\$32B for Amtrak; funding for corridor planning and development of high-speed rail projects; and, improves rail safety by addressing highway-rail grade crossings needs, requiring additional rail safety inspectors, addressing trespasser and suicide fatalities, and eliminating gaps in railroad safe.

### **Bill Tracking**

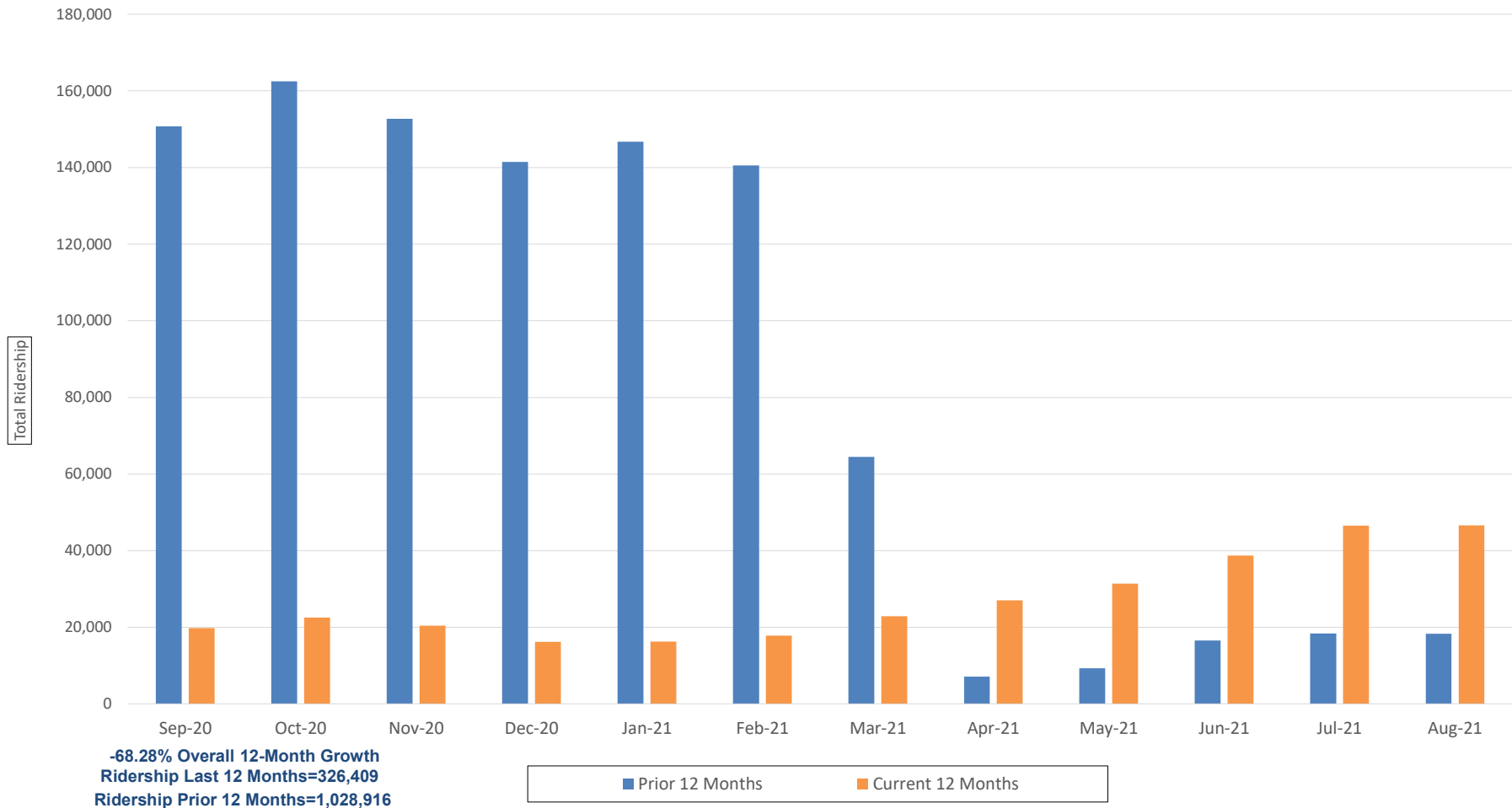
We are taking a different approach on bill tracking. Hundreds of bills (not counting numerous reports, markups, publications and congressional record citations) are introduced and the numbers increase daily. Many are not relevant to our issues and most never get beyond the introduction stage. Therefore, what we are going to do is focus on bills that are marked up by committees and/or come to our attention and identify and report on those of interest. Markup of a bill demonstrates a level of importance and interest.



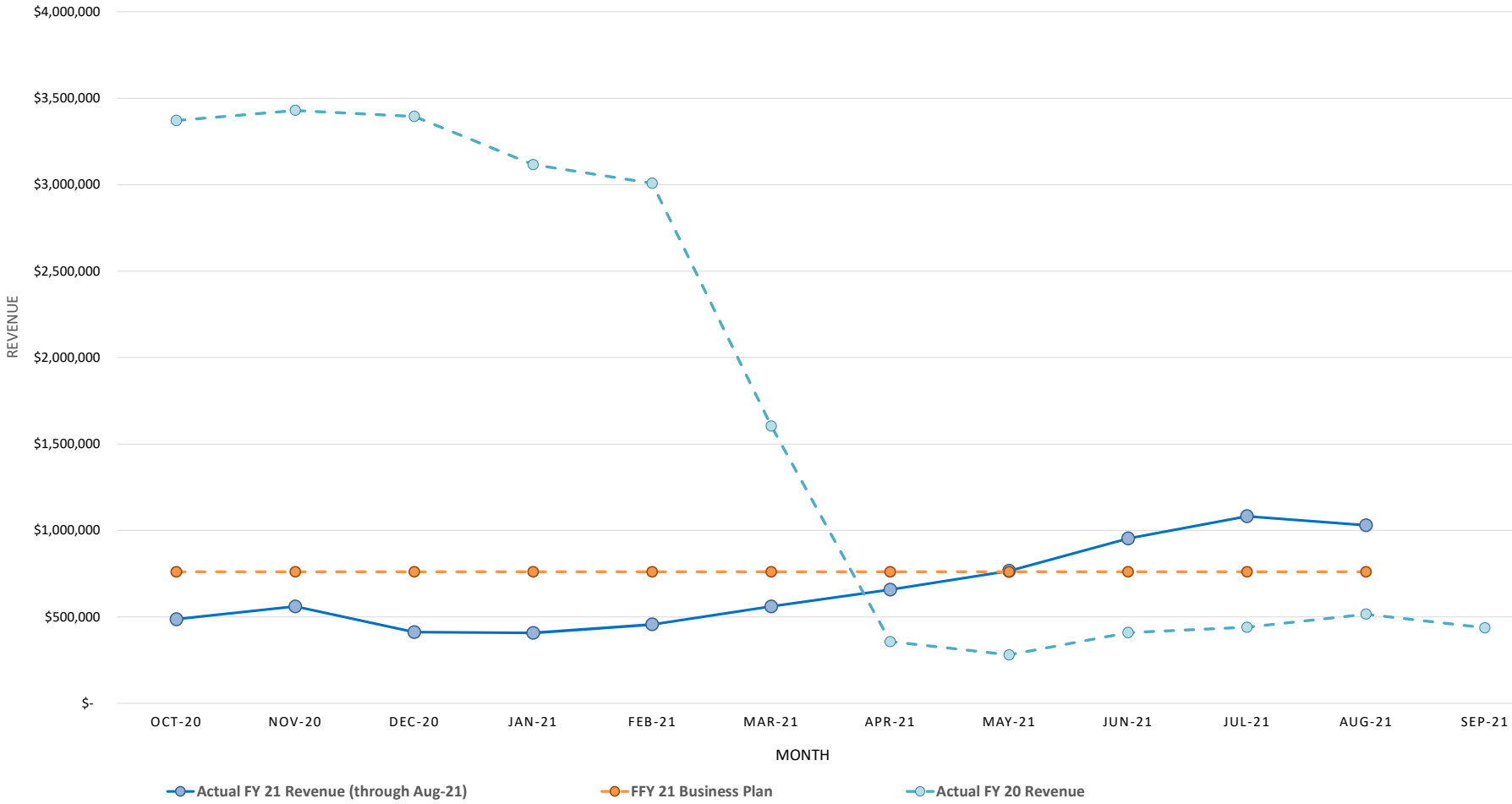
### Capitol Corridor Weekly Ridership and % of 2019 Ridership During COVID Pandemic



**CAPITOL CORRIDOR RIDERSHIP (SEPTEMBER 2020 - AUGUST 2021)**  
*COMPARING PREVIOUS 12 MONTH PERIOD TO CURRENT 12 MONTH PERIOD*



**CAPITOL CORRIDOR REVENUE (FFY 2020 - 2021)**  
*FFY 21 ACTUALS, COMPARED TO FFY 21 BUSINESS PLAN FORECASTS & FFY 20 ACTUALS*





# TRAIN PERFORMANCE FY21 (Oct-Aug 2021)

*FY 21 Actuals & Percent Change from FY21 Business Plan, FY 20 Actuals*

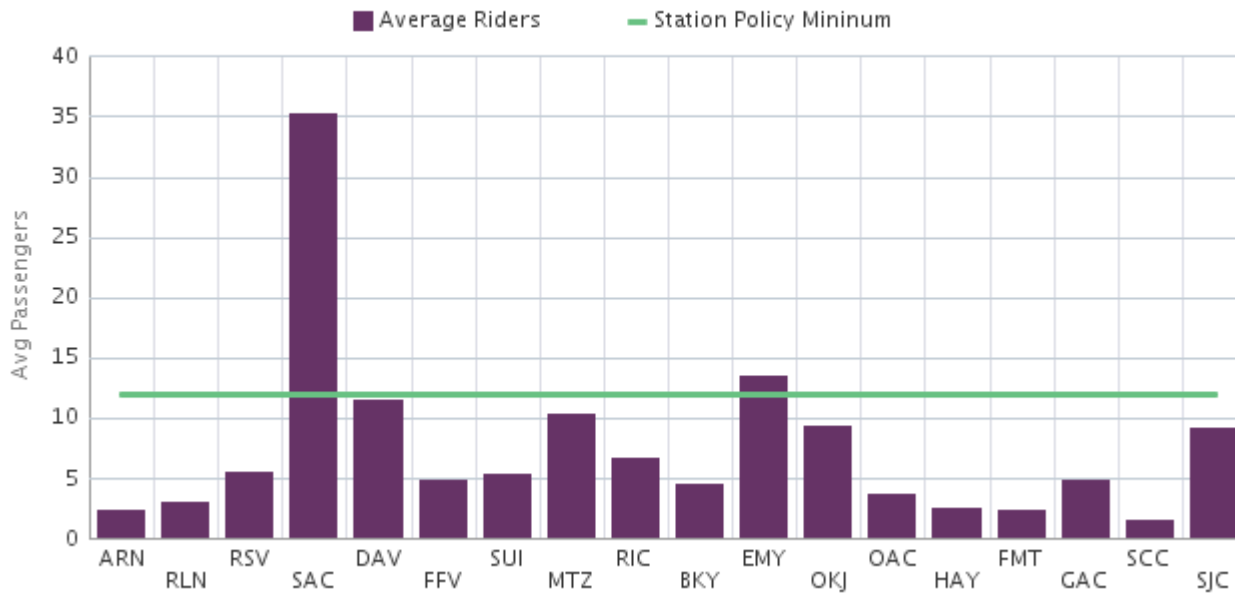
Performance Model	Ridership	Revenue	End-Point OTP	Passenger OTP	System Operating Ratio
<i>Actual FY 21 Performance</i>	306,585	\$ 7,372,704	90%	92%	19%
<b>FY 21 Business Plan Forecasted</b>	<b>346,873</b>	<b>\$ 8,365,500</b>	<b>90%</b>	<b>90%</b>	<b>52%</b>
<i>FY 21 Actual vs FY 21 Business Plan (% Change)</i>	<b>-12%</b>	<b>-12%</b>	<b>1%</b>	<b>2%</b>	<b>-64%</b>
<i>FY 21 vs FY 20 Actual Performance (% Change)</i>	<b>-81%</b>	<b>-79%</b>	<b>2%</b>	<b>4%</b>	<b>-69%</b>

# Capitol Corridor Station Activity - Minimum Station boarding and alightings

## Highest Average Number of Passengers on a train by Station

FYTD 21/October 1, 2020 - September 30, 2021

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	923	481	2	N
BKY	13,281	12,921	5	N
DAV	34,642	31,798	11	N
EMY	37,754	40,143	13	N
FFV	14,208	14,031	5	N
FMT	4,748	4,354	2	N
GAC	10,042	9,106	5	N
HAY	5,249	4,736	3	N
MTZ	29,022	31,041	10	N
OAC	7,398	8,429	4	N
OKJ	27,174	26,871	9	N
RIC	18,360	20,317	7	N
RLN	1,071	749	3	N
RSV	1,796	1,442	5	N
SAC	103,612	100,741	35	Y
SCC	3,290	2,829	2	N
SJC	20,003	16,001	9	N
SUI	15,257	15,947	5	N

Year of Service	Projected Ridership (Boardings + Alightings) Per Train Stop (>20 daily trains)*	Projected Ridership (Boardings + Alightings) Per Train Stop (20+ daily trains)*
1	Equal to or greater than 7	Equal to or greater than 8
2	Equal to or greater than 8	Equal to or greater than 10
5 or more	Equal to or greater than 12	Equal to or greater than 15

\*Per train ridership thresholds parsed to reflect service frequency differences

# 2021 On Board Survey



## KEY SURVEY TAKEAWAYS

We Continue to Attract  
New Riders

Sacramento Remains  
Our Top Station

Customer Satisfaction  
Remains High

People Aren't Riding  
as Frequently

The Majority of Riders  
Choose the Train Over  
Other Travel Options

MODE OF  
CHOICE

60%

chose  
the train over  
their car

NEW  
RIDERS

33%

Rode the train  
for first-time in  
past year

HIGH  
SATISFACTION

88%

"Satisfied" or  
"Very Satisfied"  
with service