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# A G E N D A

**Wednesday, August 22, 2018 – 9:00 a.m.**

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

- A. Flag Salute**
- B. Roll Call**
- C. Closed Session – Conference Room A** **Action**  
Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9):  
  
NAME OF CASE: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)
- D. Approval of Minutes: June 27, 2018** **Action**  
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. Consent Calendar** **Action**  
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.
1. Public Transit Modernization Improvement Service Efficiency Account (PTMISEA) Authorized Agent Pg. 8
  2. Master Agreement and Letter of Task Agreement for Accounting and Actuarial Valuation Services for FY 2018/19 – MacLeod Watts, Inc.: \$975 Pg. 9
  3. Highway Infrastructure Program (HIP) Apportionments
  4. Reprogram PCTPA Congestion Mitigation & Air Quality (CMAQ) Funds from Highway 49 Sidewalk Gap Closure to City of Auburn Nevada Street Pedestrian and Bicycle Facilities

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
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5. Reprogram Roseville Congestion Mitigation & Air Quality (CMAQ) Funds from Dry Creek Greenway Class 1 Bike Trail to Oak Street Extension of Miners Ravine Trail
  6. FY 2018/19 Final Finding of Apportionment for the Local Transportation Fund (LTF) Pg. 10
  7. FY 2018/19 PCTPA Claim for Local Transportation Funds (LTF) - \$870,344 Pg. 12
  8. FY 2018/19 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$906,609 Pg. 14
  9. FY 2018/19 Senate Bill 1 State of Good Repair (SGR) Fund Allocation - \$480,148 Pg. 17
  10. SB1 Reporting Format Pg. 22
- H. Final Short-Range Transit Plans 2018-2025 for Auburn Transit, Placer County Transit, Roseville Transit, and the Western Placer Consolidated Transportation Services Agency** Action Pg. 24

**ADJOURN AS THE**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**CONVENE AS THE**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

- I. Consent Calendar** Action Pg. 63  
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.
1. Authorize filing FY 2018/19 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$906,609 Pg. 64
- J. Final Short-Range Transit Plan 2018-2025 for the Western Placer Consolidated Transportation Services Agency** Action Pg. 65

**ADJOURN AS THE**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**CONVENE AS THE**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

- K. Update on Coordination between 2040 Regional Transportation Plan and SACOG Metropolitan Transportation Plan** Info Pg. 73
- L. Title IV Public Participation Plan** Info Pg. 82
- M. Executive Director's Report**
1. Sustainable Communities Grant

**Board of Directors Meeting Agenda**  
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**N. Board Direction to Staff**

**O. Informational Items**

	<b>Info</b>
1. TAC Minutes – August 7, 2018	Pg. 84
2. Status Reports	
a. PCTPA	Pg. 87
b. AIM Consulting – June July 2018	Pg. 105
c. Key Advocates – June & July 2018	Pg. 111
d. Capitol Corridor Monthly Performance Report	Pg. 120
3. Newspaper Articles	Pg. 126

**Upcoming PCTPA Board Meetings – 2018**

Wednesday, September 26, 2018

Wednesday, October 24, 2018

Wednesday, December 5, 2018

*The Placer County Community Development Resource 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](mailto:ssabol@pctpa.net)) or in person as soon as possible and preferably at least 72 hours prior to the meeting.*



## **ACTION MINUTES of June 27, 2018**

A regular meeting of the Placer County Transportation Planning Agency Board convened on Wednesday, June 27, 2018 at 9:00 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

<b>ROLL CALL:</b>	Ken Broadway	Aaron Hoyt
	Steve Harvey, Vice Chair	Shirley LeBlanc
	Jim Holmes	Mike Luken
	Cheryl Maki	Celia McAdam
	Susan Rohan	Luke McNeel-Caird
	Ron Treabess	David Melko
	Kirk Uhler	Solvi Sabol

### **CLOSED SESSION**

The Board convened to Closed Session regarding Conference with Legal Counsel - Existing Litigation.

**ACTION:** The PCTPA Board returned from closed session. Vice Chair Harvey announced no reportable action was taken.

### **APPROVAL OF MINUTES – MAY 23, 2018**

Upon motion by Holmes and second by Treabess, the minutes of May 23, 2018 were unanimously approved.

### **AGENDA REVIEW**

Mike Luken explained that the Resolution referenced on the agenda on Item F, was incorrectly shown as Resolution 18-01. Luken stated the Resolution was 18-20 not 18-01.

### **PRESENTATION: ADOPTION OF RESOLUTION 18-20 IN RECOGNITION OF CELIA McADAM**

Board Member Jim Holmes presented Celia McAdam with Resolution 18-20 in recognition of 20 years of outstanding service as PCTPA's Executive Director.

**ACTION:** Upon motion by Broadway and second by Holmes, the Board unanimously passed Resolution 18-20.

## **PUBLIC COMMENT**

There was no public comment received.

## **PUBLIC HEARING: DRAFT SHORT RANGE TRANSIT PLANS**

**ACTION REQUESTED:** Conduct a public hearing for the Auburn Transit, Placer County Transit, Roseville Transit and Western Placer Consolidated Transportation Services Agency (WPCTSA) draft Short Range Transit Plans (SRTP). *Staff presenting: David Melko, Senior Transportation Planner.*

**ACTION:** A public workshop was conducted generating comments from Tink Miller, Placer Independent Resource Services and Janice LaRoux, First 5. Board Member Ken Broadway confirmed with David Melko that he received a letter from a Rocklin resident regarding the Lincoln/Rocklin/ Sierra College bus route, specifically how the bus route flows from Industrial Boulevard. Board Member Broadway requested that the comments in this letter be reviewed as part of the SRTP process.

## **CONSENT CALENDAR**

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.

1. Letter of Task Agreement 18-01 between the Placer County Transportation Planning Agency and the Truckee-North Tahoe Transportation Management Agency for FY 2018/19: \$6,400
2. Letter of Task Agreement 18-01 between the Placer County Transportation Planning Agency and LSC Transportation Consultants, Inc. for Short-Range Transit Plans: \$6,824
3. FY 2018/19 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000
4. PCTPA FY 2019 Federal Transit Administration (FTA) Section 5311 Program of Projects: \$477,082
5. Letters of Task Agreements for Communications and Outreach Services for FY 2018/19 – AIM Consulting, Inc.: \$45,000 and \$12,500
6. Letter of Task Agreement between the Placer County Transportation Planning Agency and the Capitol Corridor Joint Powers Authority (CCJPA) for the Capitol Corridor Marketing Program in Placer County for FYs 2018/19: \$7,500
7. Letter of Task Agreement for Accounting and Actuarial Valuation Services for FY 2018/19 – Bickmore: \$975
8. Letter of Task Agreement for Federal Legislative Advocacy Services for FY 2018/19 – Key Advocates, Inc.: \$36,000
9. Letter of Task Agreement for Airport Land Use Consulting Services for FY 2018/19: Mead & Hunt – \$7,500
10. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2018/19: Richardson & Company LLP - \$55,200
11. Letter of Task Agreement for Legal Services for FY 2018/19 – Sloan Sakai Yeung & Wong: \$69,000
12. Letter of Task Agreement for State Legislative Advocacy Services for FY 2018/19 – Smith, Watts & Hartmann: \$30,000
13. Actuarial Valuation Report of Other Post-Employment Benefit Programs as of June 30, 2017

**ACTION:** Upon motion by Rohan and second by Broadway, the Consent Calendar was unanimously approved.

**ADJOURN AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**CONVENE AS THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**CONSENT CALENDAR**

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.

1. Letter of Task Agreement for Legal Services for FY 2018/19 – Sloan Sakai Yeung & Wong LLP: \$5,000
2. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2018/19 – Richardson & Company: \$5,970

**ACTION:** Upon motion by Uhler and second by Harvey, the Western Placer Consolidated Transportation Services Agency Consent Calendar was unanimously approved.

**FY 2018/19 BUDGET**

**ACTION REQUESTED:** Adopt FY 2018/19 Budget and authorize the Executive Director to negotiate and sign a Partnership Agreement with Seniors First Inc. for the MyRides and Health Express Programs. *Staff presenting: David Melko, Senior Transportation Planner.*

**ACTION:** Upon motion by Holmes and second by Treabess, the Board unanimously adopted the FY 2018/19 WPCTSA Budget and authorized the Executive Director to negotiate and sign a Partnership Agreement with Seniors First, Inc. for the MyRides and Health Express Program.

**ADJOURN AS THE PLACER COUNTY WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**CONVENE AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**LEGISLATIVE STRATEGY – SALES TAX DISTRICT**

**ACTION REQUESTED:** 1) Authorize the Executive Director to proceed with forming a coalition and obtaining an author for the proposed legislation allowing a sub-county sales tax district; and 2) release the firm of TBWB from their current contract and circulate a request for proposals in the Fall 2018 for outreach services to support transportation projects in Placer County in anticipation of a future transportation sales tax measure. *Staff presenting: Mike Luken, Executive Director.*

Public comment was received from Michael Garabedian, Placer Group Sierra Club and Marcus Lo Duca, North State Building Industry Association.

**ACTION:** Upon motion by Holmes and second by Broadway, the Board unanimously authorized the Executive Director to proceed with forming a coalition and obtaining an author

for the proposed legislation allowing a sub-county sales tax district; and 2) released the firm of TBWB from their current contract and proceed with circulating a request for proposals in the fall 2018 for outreach services to support transportation projects in Placer County in anticipation of a future transportation sales tax measure.

**DRAFT FINAL PLACER COUNTY REGIONAL BIKEWAY ACCEPTANCE PLAN ACCEPTANCE**

**ACTION REQUESTED:** Accept the Draft Final Placer County Regional Bikeway Plan as complete pending any recommended changes for purposes of the Caltrans Regional Planning Assistance grant program. *Staff presenting: Aaron Hoyt, Senior Planner. Consultant: Matt Braughton, Kittleson and Associates*

Public comment was received from Kathleen Bartlett, Placer County resident.

**ACTION:** Upon motion by Uhler and second by Maki the Board unanimously accepted the Draft Final Placer County Regional Bikeway Plan as complete pending any recommended changes for purposes of the Caltrans Regional Planning Assistance grant program.

**HIGHWAY 49 SIDEWALK GAP CLOSURE UPDATE**

**ACTION REQUESTED:** None. For information and discussion only.

A presentation was made to the Board on the Highway Sidewalk Gap Closure project. *Staff presenting: Aaron Hoyt, Senior Planner*

Public comment was received from Tink Miller, Placer Independent Resource Services.

**EXECUTIVE DIRECTORS' REPORT**

Mike Luken noted that the Board received a printed quarterly update of the I-80/SR 65 Phase 1 project. Additionally Luken said that we are working with Fox 40 on a morning segment to promote the project and inform the public about how it will positively impact Placer County. Luken reported that we are working with Caltrans on the Colfax roundabout project. Lastly, Luken explained that we are coordinating with the City of Roseville on a renewed effort to work with our partners at Capitol Corridor Joint Powers Authority (CCJPA) on Phase 2 of the Third Track Project.

Mike Luken introduced our newest staff member, Kathleen Hanley, Assistant Planner.

Mike Luken reported that at this time we do not have any items that warrant a July meeting. The Board agreed to cancel the meeting and reconvene on August 22<sup>nd</sup>.

The meeting was adjourned at approximately 11:15 a.m.

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Mike Luken, Executive Director

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Bridget Powers, Chair

A video of this meeting is available online at <http://pctpa.net/agendas2018/>.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors

**DATE:** August 7, 2018

**FROM:** Michael Luken, Executive Director

**SUBJECT:** CONSENT CALENDAR

Below are the Consent Calendar items for the August 22, 2018 agenda for your review and action.

1. Public Transit Modernization Improvement Service Efficiency Account (PTMISEA) Authorized Agent  
The Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) requires the Board of Directors to designate the Executive Director as the authorized agent for PTMISEA funds. With the retirement of Celia McAdam as Executive Director we need to update the Executive Director designation for this program. Staff recommends that the Board approve the designation of Michael Luken, Executive Director, as the authorized agent for PTMISEA funds.
2. Master Agreement and Letter of Task Agreement for Accounting and Actuarial Valuation Services for FY 2018/19— MacLeod Watts, Inc.: \$975  
Staff recommends approval of the attached Letter of Task Agreement with MacLeod Watts, Inc. to provide accounting and actuarial services related to Government and Accounting Standards Board (GASB) Statement No. 68 pension reporting for the fiscal year ending June 30, 2018 for an amount not to exceed \$975. This agreement represents the transfer of services by consulting actuary, Catherine MacLeod, from Bickmore (previously approved by the PCTPA Board at the June 27, 2018 meeting) to MacLeod Watts as Bickmore no longer provides pension or actuarial services. Staff recommends Board approval.
3. Highway Infrastructure Program (HIP) Apportionments  
The 2018 Federal Appropriations Act included on-time additional funding under the Highway Infrastructure Program. The total apportionment to California was approximately \$185 million, with \$886,297 distributed to PCTPA based on Caltrans distribution formula. The HIP funding has specific deadlines on expenditures and no deadline extensions are allowed. Therefore, PCTPA Board approval is requested to allocate \$300,000 of HIP funding to the ongoing environmental and design of the Highway 49 Sidewalk Gap Closure project. The PCTPA TAC has concurred with this request and staff recommends Board approval. The remaining \$586,297 will be allocated at a future PCTPA Board meeting.



4. Reprogram PCTPA Congestion Mitigation & Air Quality (CMAQ) Funds from Highway 49 Sidewalk Gap Closure to City of Auburn Nevada Street Pedestrian and Bicycle Facilities

On September 27, 2017, the PCTPA Board approved CMAQ project funding recommendations for FY 2019/20 through FY 2021/22. The City of Auburn is currently moving forward with construction of the Nevada Street Pedestrian and Bicycle Facilities, however, additional funding is needed to award the construction contract. The City of Auburn has an Active Transportation Program (ATP) grant in the amount of \$800,000 that will be lost if the project is not constructed, which would negatively affect other Placer County jurisdictions ability to secure future ATP grants. To ensure the project is delivered, the City of Auburn is dedicating \$500,000 from their general fund. To close the funding gap needed for construction, PCTPA Board approval is requested to reprogram \$300,000 CMAQ funds approved for the PCTPA Highway 49 Sidewalk Gap Closure to construction funding for the City of Auburn Nevada Street Pedestrian and Bicycle Facilities. The PCTPA TAC has concurred with this request and staff recommends Board approval.

5. Reprogram Roseville Congestion Mitigation & Air Quality (CMAQ) Funds from Dry Creek Greenway Class 1 Bike Trail to Oak Street Extension Of Miners Ravine Trail

On November 12, 2012, the PCTPA Board approved CMAQ project funding recommendations for FY 2014/15 through FY 2015/16. The City of Roseville is requesting PCTPA approval to reprogram \$600,000 CMAQ funds approved for construction of the Dry Creek Greenway Class 1 Bike Trail to construction funding for the Oak Street Extension of Miners Ravine Trail. Staff recommends Board approval.

6. FY 2018/19 Final Finding of Apportionment for the Local Transportation Fund (LTF)

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

The final finding of apportionment for the FY 2018/19 includes a small carryover balance from FY 2017/18 and recommends a three percent growth in revenue rather than three and one-half percent assumed in the preliminary allocation. Staff reduced the growth rate over concerns of sales tax receipts tapering off and to better align with local agency projections. Staff recommends that the Board approve the attached final finding of LTF apportionment for FY 2018/19 totaling \$24,322,819. The PCTPA TAC concurred with this recommendation at its August 7, 2018 meeting.

7. FY 2018/19 PCTPA Claim for Local Transportation Funds (LTF) - \$870,344

Staff recommends approval of the attached PCTPA LTF claim for FY 2018/19 in the amount of \$870,344 per the FY 2018/19 Final Apportionment of Local Transportation

Funds pending approval at this August 22, 2018 Board meeting. PCTPA previously claimed the \$475,000 Administration allocation at the June 27, 2018 Board meeting. Staff recommends approval.

8. FY 2018/19 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$906,609  
Western Placer CTSA is submitting a claim for \$906,609 in LTF funds for FY 2018/19 for transit purposes. The Western Placer CTSA claim is in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends conditional approval, subject to the Western Placer CTSA authorization to submit said LTF claim.
9. FY 2018/19 Senate Bill 1 State of Good Repair (SGR) Fund Allocation - \$480,148  
Senate Bill 1 (SB-1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, improve trade corridors and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB-1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$105 million has been made available for FY 2017/18 to eligible recipients according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office Revised Allocation Estimate for FY 2018/19, the County's share of the statewide total is \$480,148. The attached fund allocation identifies the formula allocation of funds and projects proposed for funding. The Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for preventive bus maintenance associated with contracted services.

Staff recommends that the Board approve the FY 2018/19 SGR Fund Allocation and associated project list and adopt resolution 18-23 designating the Executive Director as the Authorized Agent to execute grant related documents and to comply with the required Certifications and Assurances of the Senate Bill 1 State of Good Repair Program.

10. SB1 Reporting Format

Many counties, cities, RTPA's and COG's are reporting on the use of SB1 funds to provide transparency for the use of these funds to demonstrate that they are being used wisely. Statewide websites have proven difficult and actually may give the public the unintended impression that these funds are being used in an improper manner. Staff recommends that a one-page format similar to the attached example from Alameda County be implemented to provide transparency how these funds are being used in Placer County. This document would be available via the PCTPA website and jurisdictional websites if desired. No planned distribution of a printed document is forecast.

**Division of Mass Transportation  
Public Transportation Modernization, Improvement, and  
Service Enhancement Account (PTMISEA)  
Authorized Agent Form**



Authorized Agent

AS THE Executive Director  
(Chief Executive Officer / Director / President / Secretary)

OF THE Placer County Transportation Planning Agency (PCTPA)  
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds provided by the California Department of Transportation, Division of Mass Transportation. This form is valid at the beginning of Fiscal Year 2010-2011 until the end of the PTMISEA Program. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself.

Michael Luken, Executive Director OR  
(Name and Title of Authorized Agent)

\_\_\_\_\_  
(Name and Title of Authorized Agent) OR

\_\_\_\_\_  
(Name and Title of Authorized Agent)

Michael Luken Executive Director  
(Print Name) (Title)

\_\_\_\_\_  
(Signature)

Approved this 22<sup>nd</sup> day of August, 2018



BRIDGET POWERS  
City of Auburn  
STEVE HARVEY  
City of Colfax  
STAN NADER  
City of Lincoln  
BRIAN BAKER  
Town of Loomis  
KEN BROADWAY  
City of Rocklin  
SUSAN ROHAN  
City of Roseville  
JIM HOLMES  
KIRK UHLER  
Placer County  
RON TREABESS  
Citizen Representative  
MIKE LUKEN  
Executive Director

August 22, 2018

Catherine MacLeod, FSA, EA, MAAA, FCA  
MacLeod Watts, Inc.  
5200 SW Macadam Avenue, Suite 310  
Portland, OR 97239

**RE: LETTER OF TASK AGREEMENT #18-01 BETWEEN MACLEOD WATTS, INC.  
AND THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Dear Ms. MacLeod:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and MacLeod Watts, Inc.” dated August 22, 2018.

1. Incorporated Master Agreement: This letter of task agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by MacLeod Watts to provide actuarial and accounting consulting services under PCTPA Work Element 99 – Agency Administration.
2. Term: Consultant services are to commence August 22, 2018 and shall be completed in such a sequence as to assure that timelines are met. This contract shall end on June 30, 2019. Extensions to this contract may be made with the agreement of both parties. During the term of this contract, Consultant shall not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will perform technical services to provide actuarial and accounting information, including calculations, draft Note Disclosures and draft Required Supplementary Information Schedules needed to facilitate Government and Accounting Standards Board (GASB) Statement No. 68, *Accounting and Financial Reporting for Pensions*, reporting requirements for the fiscal year ending June 30, 2018. Shirley LeBlanc, PCTPA Fiscal/Administrative Officer, will act as Project Manager. Your proposal for GASB 68 actuarial services, dated June 21, 2018, is an integral part of this agreement and further clarifies the scope of services to be conducted.
4. Personnel: Catherine MacLeod, Principal, will provide primary consultant services. Consultant will provide administrative support and overhead expenses.
5. Compensation: For services rendered, Consultant will receive a sum not to exceed \$975 unless authorized in advance by the PCTPA Executive Director. Consultant shall invoice on a monthly basis for work completed. A ten percent (10%) retainer will be withheld on this specific project and will be released upon the satisfactory completion of the GASB 68 accounting report. Invoices will be paid within thirty (30) days of receipt.

If this letter of task agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to Shirley LeBlanc, 530-823-4034.

Sincerely,

Accepted by:

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

\_\_\_\_\_  
Catherine L. MacLeod Date  
Principal and Consulting Actuary  
MacLeod Watts, Inc.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)**

**FINAL FINDINGS OF APPORTIONMENT FOR FY 2018/2019**

**LOCAL TRANSPORTATION FUND (LTF)**

August 2018

		FY 2017/2018 Estimated Fund Balance Subtotal <sup>(1)</sup>	FY 2018/2019 Revenue Subtotal	FY 2018/2019 Apportionment Total
<b>PLACER COUNTY LTF REVENUE ESTIMATE</b>		\$330,445	\$23,992,374	<b>\$24,322,819</b>
TRPA Revenue Estimate <sup>(2)</sup>	2.8598%		\$686,144	\$686,144
TRPA LTF Fund Balance		\$25,163		\$25,163
<b>TRPA TOTAL</b>			\$686,144	<b>\$711,307</b>
County Auditor Administrative Costs			\$257	\$257
<b>BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA</b>				<b>\$711,050</b>
PCTPA Revenue Estimate	97.1402%		\$23,306,231	\$23,306,231
PCTPA LTF Fund Balance		\$305,282		\$305,282
<b>PCTPA TOTAL</b>			\$23,306,231	<b>\$23,611,513</b>
County Auditor Administrative Costs			\$8,743	\$8,743
PCTPA Administrative and Planning Costs <sup>(3)</sup>			\$475,000	\$475,000
Pedestrian and Bicycle Allocation <sup>(4)</sup>		\$6,106	\$456,449.77	\$462,555
Community Transit Service Article 4.5 Allocation <sup>(5)</sup>		\$11,967	\$894,642	\$906,609
<b>BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA</b>		<b>\$287,209</b>	<b>\$21,471,397</b>	<b>\$21,758,606</b>

Apportionment of FY 2018/2019 PCTPA LTF Revenue Estimate by Jurisdiction					
Jurisdiction	Population January 1, 2018	Percent (%)	FY 2018/19 Allocation Subtotal	FY 2017/18 Carryover Apportionment <sup>(6)</sup>	Revenue Apportionment
<b>PLACER COUNTY</b>	102,173	27.00%	\$5,797,683	\$77,691	\$5,875,374
<b>AUBURN</b>	14,611	3.86%	\$829,084	\$10,882	\$839,966
<b>COLFAX</b>	2,150	0.57%	\$121,999	\$1,598	\$123,597
<b>LINCOLN</b>	48,591	12.84%	\$2,757,238	\$37,184	\$2,794,422
<b>LOOMIS</b>	6,824	1.80%	\$387,220	\$5,230	\$392,450
<b>ROCKLIN</b>	66,830	17.66%	\$3,792,188	\$49,731	\$3,841,919
<b>ROSEVILLE</b>	137,213	36.26%	\$7,785,986	\$104,893	\$7,890,879
<b>TOTAL</b>	<b>378,392</b>	<b>100.00%</b>	<b>\$21,471,397</b>	<b>\$287,209</b>	<b>\$21,758,606</b>

Apportionment of FY 2018/2019 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution <sup>(7)</sup>	Available to Claimant
<b>PLACER COUNTY</b>	\$5,875,374	(\$235,015)	\$5,640,359
<b>AUBURN</b>	\$839,966	(\$33,599)	\$806,367
<b>COLFAX</b>	\$123,597	(\$4,944)	\$118,653
<b>LINCOLN</b>	\$2,794,422	(\$111,777)	\$2,682,645
<b>LOOMIS</b>	\$392,450	(\$15,698)	\$376,752
<b>ROCKLIN</b>	\$3,841,919	(\$153,677)	\$3,688,242
<b>ROSEVILLE</b>	\$7,890,879	(\$315,635)	\$7,575,243
<b>TOTAL</b>	<b>\$21,758,606</b>	<b>(\$870,344)</b>	<b>\$20,888,262</b>

**NOTES:**

- 1) FY 2017/2018 LTF balance based on August 6, 2018 estimated fund balance provided by Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see calculation below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2018/2019 Final Overall Work Program and Budget, May 2018.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.  
FY 2018/2019 Article 4.5 allocation is set at 4%.
- 6) FY 2017/18 carryover apportionment (see next page) uses May 2017 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of FAST-Act planning requirements.

January 1, 2018 DOF Population Estimates <sup>1</sup>		
TRPA Population <sup>2</sup>	11,140	2.8598%
PCTPA Population	378,392	97.1402%
<b>TOTAL</b>	<b>389,532</b>	<b>100.00%</b>

Sources:

1. Table E-1: City/County Population Estimates January 1, 2017 to January 1, 2018, DOF, May 1, 2018.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2018, DOF, May 16, 2018.

7-Aug-18

**Calculation of FY 2017/18 PCTPA LTF Carryover  
Using 2017 Population - Western Slope**

Amount of FY 2017/2018 Carryover: **\$287,209**

<b>POPULATION</b>			
<b>JURISDICTION</b>	<b>January 1, 2017</b>	<b>PERCENT</b>	<b>ALLOCATION</b>
<b>PLACER COUNTY</b>	100,633	27.05%	\$77,691
<b>AUBURN</b>	14,096	3.79%	\$10,882
<b>COLFAX</b>	2,070	0.56%	\$1,598
<b>LINCOLN</b>	48,165	12.95%	\$37,184
<b>LOOMIS</b>	6,775	1.82%	\$5,230
<b>ROCKLIN</b>	64,417	17.32%	\$49,731
<b>ROSEVILLE</b>	135,868	36.52%	\$104,893
<b>TOTAL</b>	<b>372,024</b>	<b>100.00%</b>	<b>\$287,209</b>

**Sources:**

1. Table E-1: City/County Population Estimates January 1, 2016 to January 1, 2017, DOF, May 17, 2017.
2. FY 2017/2018 LTF balance based on August 6, 2018 final fund estimate provided by Placer County Auditor.

7-Aug-18

CLAIM FOR LOCAL TRANSPORTATION FUNDS  
PCTPA APPORTIONMENT

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

FROM: CLAIMANT: Placer County Transportation Planning Agency  
299 Nevada Street  
Auburn CA 95603

CONTACT: Michael Luken, Executive Director  
Phone: (530) 823-4030 Email: mluken@pctpa.net

The Placer County Transportation Planning Agency 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 2018/19 in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

PCTPA Administration	\$ 475,000
PCTPA Planning	<u>\$ 870,344</u>
TOTAL	\$ 1,345,344
PCTPA Planning	<u>\$ 475,000</u>
BALANCE	\$ 870,344

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:  
PLACER COUNTY TRANSPORTATION  
PLANNING AGENCY

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

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

BY: PCTPA Chair

BY: Michael Luken, Executive Director

BY: August 22, 2018

BY: August 9, 2018

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 18-24

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 22, 2018 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**, 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**, it is the responsibility of PCTPA to review the annual transportation claims and to make allocations from the Local Transportation Fund.

**NOW, THEREFORE, BE IT RESOLVED** that PCTPA has reviewed the claim and has made the following allocations from the 2018/19 fiscal year funds.

1.	To the Placer County Transportation Planning Agency for administrative purposes:	\$ 475,000
2.	To the Placer County Transportation Planning Agency for transportation planning purposes:	<u>\$ 870,344</u>
	Total LTF Funds Allocated	\$1,345,344
	Previous Payments	<u>(\$ 475,000)</u>
	Balance of LTF Funds Claimed	\$ 870,344

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants.



**CLAIM FOR LOCAL TRANSPORTATION FUNDS**  
**PUBLIC TRANSPORTATION SYSTEM PURPOSES**

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

FROM: CLAIMANT: Western Placer Consolidated Transportation Services Agency  
ADDRESS: 299 Nevada Street  
Auburn, CA 95603  
CONTACT PERSON: Michael Luken, Executive Director  
Phone: 530-823-4030 Email: mluken@pctpa.net

The Western Placer Consolidated Transportation Service 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 2018/2019 for public transportation system purposes (P.U.C. 99262) in the amount of \$ 906,609 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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.

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

TITLE: PCTPA Chair

TITLE: Executive Director

DATE: Aug 22, 2018

DATE: Aug 10, 2018

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
ARTICLE 4.5 LOCAL TRANSPORTATION  
FUNDS TO THE WESTERN PLACER CONSOLIDATED  
TRANSPORTATION SERVICES AGENCY**

**RESOLUTION NO. 18-25**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 22, 2018 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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Vice Chair  
Placer County Transportation Planning Agency

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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.

WHEREAS, the Agency has made all of the following findings:

- (1) That the proposed community transit service is responding to a transportation need currently not being met in the community of the claimant.
- (2) That the service shall be integrated with existing transit services, if appropriate.
- (3) That the claimant has prepared an estimate of revenues, operating costs, and patronage.

(4) That the claimant is in compliance with Section 99268.3, 99268.4, 99268.5, or 99268.9, whichever is applicable to it, or with regional, countywide, or county sub-area performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the Agency for any or all types of community transit services.

(5) That the claimant is in compliance with Sections 99155 and 99155.5.

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claims and has made the following allocations from the 2018/19 fiscal year funds.

To Western Placer CTSA for projects conforming to Article 4.5 of the Act: \$906,609

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
 FY 2018/2019 STATE OF GOOD REPAIR (SGR) ALLOCATION ESTIMATE (EXCLUDING TAHOE BASIN)  
 August 2018**

PUC 99313 Allocation	\$403,945
PUC 99314.8 Allocation	\$76,203
Total STA Allocation <sup>(1)</sup>	\$480,148

4 Percent Allocation of PUC 99313 to WPCTSA      \$0

Total PUC 99313 Allocation Available to Jurisdictions      \$403,945

**FY 2018/2019 Jurisdiction PUC Section 99313 STA Fund Allocation**

Jurisdiction	January 2018 Population <sup>(3)</sup>	PUC 99313 Population Percentage	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Jurisdiction Allocation	Reallocation to Transit Operator	Total Allocation Amount
Placer County	102,173	27.00%	\$109,073	\$62,769	\$171,842	\$132,795	\$304,637
Auburn	14,611	3.86%	\$15,598	\$660	\$16,258	\$0	\$16,258
Colfax	2,150	0.57%	\$2,296	\$0	\$2,296	(\$2,296)	\$0
Lincoln	48,591	12.84%	\$51,872	\$0	\$51,872	(\$51,872)	\$0
Loomis	6,824	1.80%	\$7,285	\$0	\$7,285	(\$7,285)	\$0
Rocklin	66,830	17.66%	\$71,343	\$0	\$71,343	(\$71,343)	\$0
Roseville	137,213	36.26%	\$146,479	\$12,774	\$159,253	\$0	\$159,253
<b>TOTAL</b>	<b>378,392</b>	<b>100.00%</b>	<b>\$403,945</b>	<b>\$76,203</b>	<b>\$480,148</b>	<b>\$0</b>	<b>\$480,148</b>

Notes: (1) 2018/2019 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1, 2018.

(2) Table E-1: City/County Population Estimates January 1, 2017 to January 1, 2018, DOF, May 1, 2018.

(3) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to preventive maintenance.

PUC = Public Utilities Code

**FY 2018/2019 SGR Project Summary**

Jurisdiction	Project Title	FY 2018/19 Allocation Amount
Placer County	Tahoe Truckee Area Regional Transit Bus Replacement	171,842
Placer County	Placer County Transit Preventive Bus Maintenance	132,795
Auburn	Auburn Transit Preventive Maintenance	16,258
Roseville	Roseville Transit Local Fixed Route Fleet Preventive Maintenance	159,253
FY 2018/19 Total		\$480,148

**CALCULATION of FY 2018/19  
PUC 99314.8 REVENUE BASIS ALLOCATION**

99314.8 Allocation: \$ 76,203

Entity / Operator	Fare Revenue Basis <sup>(1)</sup>	Fare Revenue Percentage	Fare Revenue Allocation
Placer County	\$ 6,410,020	82.4%	\$ 62,769
Auburn	\$ 67,408	0.9%	\$ 660
Colfax	\$ -	0.0%	\$ -
Lincoln	\$ -	0.0%	\$ -
Loomis	\$ -	0.0%	\$ -
Rocklin	\$ -	0.0%	\$ -
Roseville	\$ 1,304,523	16.8%	\$ 12,774
<b>Sub-Total Allocation 99314</b>	<b>\$ 7,781,951</b>	<b>100.0%</b>	<b>\$ 76,203</b>

Source: (1) 2018/2019 State of Good Repair Allocation Estimate, California State Controller Division of Accounting and Reporting, January 31, 2018.

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: DESIGNATING  
THE EXECUTIVE DIRECTOR AS THE  
AUTHORIZED AGENT, EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES, AND  
FY 2018/19 PROJECT LIST FOR THE SENATE  
BILL 1 STATE OF GOOD REPAIR PROGRAM**

**RESOLUTION NO. 18-23**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 22, 2018 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, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program that allocates \$105 million annually to transit operator in California to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, these funds will be allocated under the State Transit Assistance (STA) Program formula to the Regional Transportation Planning Agencies per PUC Sections 99313 and 99314; and

WHEREAS, Placer County Transportation Planning Agency (PCTPA) has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin; and

WHEREAS, PCTPA as the Regional Transportation Planning Agency is responsible for receiving and allocating SGR funds and may serve as an eligible project sponsor to receive SGR program funds for local agencies; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, SB-1 named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, the Placer County Transportation Planning Agency wishes to delegate authorization to execute these documents and any amendments thereto to Michael W. Luken, Executive Director.

BE IT RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that Michael W. Luken, Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects.

BE IT FURTHER RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that it hereby authorizes the submittal of the following FY 2018/19 SB-1 SGR funded projects to the Department:

*Subrecipient: Placer County*  
*Project Name: Placer County Transit Preventive Bus Maintenance*  
*SGR PUC 99313 Amount: \$132,795*  
*SGR PUC 99314 Amount: \$ 0*

*Subrecipient: Placer County*  
*Project Name: Tahoe Truckee Area Regional Transit Bus Replacement*  
*SGR PUC 99313 Amount: \$109,073*  
*SGR PUC 99314 Amount: \$ 62,769*

*Subrecipient: City of Roseville*  
*Project Name: Roseville Transit Local Fixed Route Fleet Preventive Maintenance*  
*SGR PUC 99313 Amount: \$ 146,479*  
*SGR PUC 99314 Amount: \$ 12,774*

*Subrecipient: City of Auburn*  
*Project Name: Auburn Transit Preventive Bus Maintenance*  
*SGR PUC 99313 Amount: \$ 15,598*  
*SGR PUC 99314 Amount: \$ 660*



### Authorized Agent

The following individual(s) are hereby authorized to execute for and on behalf of the named Regional Entity/Transit Operator, and to take any actions necessary for the purpose of obtaining State Transit Assistance State of Good Repair funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid at the beginning of Fiscal Year 2017-2018 until the end of the State of Good Repair Program. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself.

Michael W. Luken, Executive Director OR  
(Name and Title of Authorized Agent)

\_\_\_\_\_  
(Name and Title of Authorized Agent) OR

\_\_\_\_\_  
(Name and Title of Authorized Agent)

AS THE Executive Director  
(Chief Executive Officer / Director / President / Secretary)

OF THE Placer County Transportation Planning Agency  
(Name of County/City Organization)

Michael W. Luken Executive Director  
(Print Name) (Title)

\_\_\_\_\_  
(Signature)

Approved this 22<sup>nd</sup> day of August, 2018





# Transportation Solutions in the County of Alameda

Infrastructure Investments Funded By Measure BB and Senate Bill 1



## FUNDING SOLUTIONS

### MEASURE BB

In 2014, the Alameda County Transportation Expenditure Plan and sales tax measure, known as **Measure BB**, was approved by 70.76 percent of voters. It will generate over \$8 billion for essential transportation improvements in every city and throughout Alameda County and serves as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy.

### SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law **SB 1**, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately \$5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every \$1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

### ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

## ROAD SAFETY, MAINTENANCE AND MODERNIZATION

Essential funding for transportation programs and projects throughout Alameda County is provided through Measure BB and SB 1. Measure BB is expected to leverage external funds to deliver safety and congestion relief projects. **SB 1 alone will generate over \$197 million for road repairs and maintenance over the next 10 years for the County of Alameda.** Together Measure BB and SB1 can deliver results faster.

## ROAD REPAIRS ADVANCE IN THE CITY OF COUNTY OF ALAMEDA

The County of Alameda proposes to deliver nine overall projects providing improvements at 62 locations on roads during FY2018-19 funded by Measure BB and SB 1 for maintenance, rehabilitation and safety. This **Road Maintenance and Rehabilitation** throughout the county entails:

- Construction of asphalt or concrete overlays on various roadways.
- Rehabilitation of major corridors with the construction of new sidewalks, new crosswalks, new pavement, new bicycle lanes, new street lighting and storm drains upgrades.
- Modernizing traffic signals and upgrading landscaping and streetscaping.
- Street improvements that include curb, gutter and clean water improvements, and sidewalk repairs.



## SB 1 FUNDING AT RISK

An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the City, Alameda County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

**ACCOUNTABILITY AND TRANSPARENCY**

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **Measure BB**

- Open and transparent public processes to allocate funds.
- Annual independent audits.
- An independent watchdog committee made up of Alameda County residents.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

**PROTECTION OF FUNDS**

- ✓ Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

**PROPOSITION 6: SB 1 REPEAL EFFORT**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

**EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS**

Measure BB is expected to leverage external funds to deliver multimodal projects and safety improvements. SB 1 is a new revenue stream that supports projects in Measure BB approved by Alameda County voters.

**Measure BB and SB 1 combined can deliver projects faster.**

Measure BB and SB 1 working to together to fund projects on every highway in Alameda County that:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information

**HIGHWAY AND BRIDGE SAFETY**



**ROAD REPAIRS**



Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. Measure BB and SB 1 local streets and roads maintenance funding work together to:

- ✓ Repair roads
- ✓ Fix potholes
- ✓ Improve safety
- ✓ Modernize signals

Every transit operator in Alameda County benefits from both SB 1 and Measure BB funding to:

- ✓ Deliver expanded transit services
- ✓ Maintain transit vehicles
- ✓ Improve stations and cleanliness
- ✓ Support reliable services

**TRANSIT OPERATIONS AND MAINTENANCE**



**GOODS MOVEMENT AND ECONOMIC ACTIVITY**



Alameda County has one of the most strategic trade locations in the world with the Port of Oakland, Oakland International Airport, and highways of national freight significance. SB 1 and Measure BB are working together to:

- ✓ Deliver roadway and rail safety improvements at the Port of Oakland
- ✓ Install smart technology to deliver goods more safely and efficiently
- ✓ Install railroad crossing safety improvements in cities throughout Alameda County
- ✓ Spur the economy and support local jobs



## ***MEMORANDUM***

**TO:** Board of Directors **DATE:** August 7, 2018

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

**SUBJECT:** **FINAL SHORT-RANGE TRANSIT PLANS 2018-2025 FOR AUBURN TRANSIT, PLACER COUNTY TRANSIT, ROSEVILLE TRANSIT, AND THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

### **ACTION REQUESTED**

Adopt Resolution No. 18-27, accepting as complete the Final Short-Range Transit Plans (SRTPs) for Auburn Transit, Placer County Transit, Roseville Transit, and the Western Placer Consolidated Transportation Services Agency.

### **BACKGROUND**

PCTPA contracted with LSC Transportation Consultants to prepare new SRTPs for our local transit operators. At the May PCTPA Board meeting, staff and the consultant briefed Board members on key recommendations and at the June meeting a public hearing was held on all the draft plans.

### **DISCUSSION**

The Final SRTPs are available by downloading the document or individual chapters at <http://pctpa.net/transit-planning/>. The Executive Summaries are attached for Board consideration. Each individual plan recommends several high priority strategies to improve mobility for jurisdiction residents. These high priority strategies are outlined in the attached Executive Summaries.

Board members and public comments have been incorporated as appropriate in the final plans. Responses to public comments are attached for Board consideration and available to download. Further, the final plans have also been reviewed with each individual transit operator and jurisdiction staff.

Upon acceptance of the SRTPs by the Board, the next step will be for the transit operators to take their SRTP to their respective governing bodies for further review and final approval. It should be noted that minor changes and/or corrections may be made to the plan documents because of this approval process.

Staff recommends that the Board accept these plans as complete. The PCTPA TOWG and TAC concur with the staff recommendation.

DM:LM:ML:ss

# ***Executive Summary***

## **2018 Auburn Transit Short Range Transit Plan**

*Prepared by LSC Transportation Consultants, Inc.*

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This document presents a seven-year Short-Range Transit Plan (SRTP) developed for the Auburn Transit program, serving Auburn, California. An SRTP is intended to provide a detailed business plan to guide the transit organization over the coming five to seven years. It includes a review of demographics and transit needs, a series of surveys and ridership counts conducted for all Auburn Transit services, a review of the effectiveness and efficiency of existing services, a review of similar systems, analysis of a wide range of options, and the results of public input processes. The resulting SRTP provides operational, capital and institutional plans, including an implementation plan. This SRTP plan has been prepared jointly with the development of parallel SRTPs for Roseville Transit, Placer county Transit and the Western Placer Consolidated Transit Service Agency.

### **SURVEYS AND DATA COLLECTION**

This SRTP study included surveys of all routes and runs, which yielded a total of 56 completed surveys, detailing passenger ridership characteristics, trip patterns, and opinions. Data was also collected on all runs, including boarding data and on-time performance data.

### **EXISTING DEMOGRAPHICS**

The population of the City of Auburn, per the 2015 US Census estimates, is 13,785, while the overall Auburn area population is 37,394. Persons living in **households without vehicles** in the area total 1,118, or 7 percent of the total population. **Youth** (persons 10 to 17 years of age) total 3,495, or 9 percent of total population. **Elderly** persons over age 60 total 11,210 (30 percent). There are a total of 1,785 persons living in households below the federal **poverty** level (12 percent of total population). Persons who indicate they have a **disability** total 2,193, or 6 percent of total population.

### **OVERVIEW OF AUBURN TRANSIT**

Auburn Transit is a service provided through the City of Auburn. It consists of two routes (Red and Blue) that operate route deviation loops in opposite directions around Auburn and extending into nearby portions of unincorporated Placer County. One bus operates between 6 AM and 6 PM on weekdays providing service on both routes every other hour, while between 10 AM and 4 PM a second bus is also operated to provide hourly service on both routes. On Saturday, one bus provides (slightly modified) Blue Route service every hour from 9 AM to 5 PM. No Sunday service is provided. Ridership in Fiscal Year (FY) 2016/17 was 43,095, a 15 percent reduction over the previous four years. The service is not currently achieving goals regarding costs and cost effectiveness, though it is attaining service productivity (ridership per vehicle-hour) goals. A peer comparison indicates that ridership per vehicle-hour is exceeding the peer average by 15 percent,

while costs per vehicle-hour are 24 percent higher. The annual average ridership per capita is just slightly (5 percent) lower than the peer average.

## SHORT RANGE TRANSIT PLAN ELEMENTS

### Service Plan

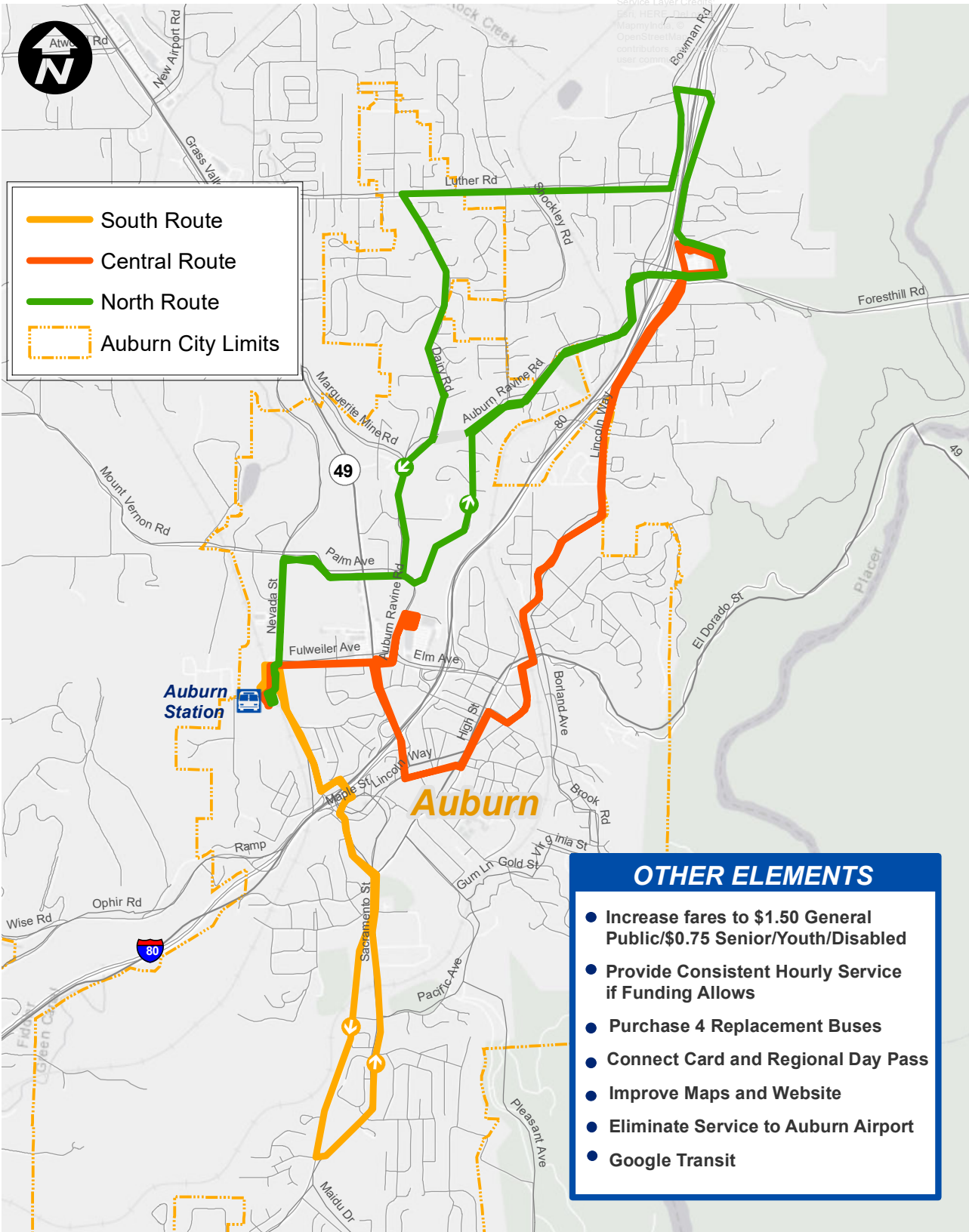
This plan has been developed in particular to help attain the first goal of the Auburn program, to "*Sustainably operate an efficient and effective system that maximizes services and minimizes cost impacts*". In particular, it addresses the two objectives under this goal. It *minimizes operating cost* where appropriate by eliminating or modifying unproductive services. In addition, it *increases transit passengers* by realigning services new services where ridership demand can attain performance standards. An extensive analysis of potential service alternatives based on public and staff input identified the following recommended plan elements. Plan elements are graphically displayed in Figure E-1:

- Revise the Deviated Fixed Routes – The current large one-way routes should be reconfigured into three routes operated by two buses at peak (the Central Route, North Route and South Route), all of which begin and end at Auburn Station. This will improve the convenience of transit service (reduce in-vehicle travel times by 40 percent), improve service to downtown, Old Town and Auburn Station, and expand service to Dairy Road and Luther Road. It will not increase the cost of service. These service enhancements are expected to increase ridership by 10,400 boardings per year (a 24 percent increase).
- Provide Consistent Hourly Weekday Service – If future funding and ridership growth allows, expand the period in which two buses are in operation in order to provide consistent hourly service.
- Eliminate Service to Auburn Municipal Airport area – Terminate existing agreement with PCT to provide service in this area as ridership is low and service is not cost effective.

While not part of this Auburn SRTP, it is worth noting that the parallel Placer County Transit SRTP includes the expansion of the existing PCT Highway 89 DAR service area to include the unincorporated Bowman area, which will also benefit Auburn residents

### Capital Plan

- Bus Purchases – No additional buses will be needed to implement the service improvements. A total of four buses will be needed by 2025 for replacements.
- Regional Battery Electric Bus Readiness Study – Auburn should participate in a study regarding Battery Electric Bus vehicle and charging options.



- Passenger Facility Improvements – New stops will need to be located along Luther Road, Dairy Road, and along Lincoln Way between Cleveland Avenue and SR 49. In addition, ongoing stop improvements should be implemented as needed.

### **Financial Plan**

- Fare Increase -- Passenger fares should be increased from the current \$1.00 (general public)/\$0.50 (senior/youth/disabled) to \$1.50/\$0.75. This is necessary to meet State minimum farebox return ratio requirements and fare per passenger standards. It is also consistent with other fares in the region, which range from \$1.25 (Placer County Transit) to \$2.50 (Folsom State) to \$2.75 (Sacramento RT). Even with the estimated loss of 4,940 passenger-trips due to the fare increase, this overall plan will increase Auburn Transit ridership by an estimated 5,460 (12.7 percent).
- Eliminate the Day Pass – This fare option is only used for one boarding per day, on average, and eliminating helps to reduce accounting costs and simplify the drivers' challenging job.
- Regional Day Pass Program – Auburn should, with Roseville Transit and Placer County, investigate a regional day pass (allowing ridership on all systems over the course of a day).
- Connect Card – Auburn should join the region-wide Connect Card program, improving the ease of transfers and fare collection tasks.

### **Institutional/Marketing Plan**

No change in the institutional framework for Auburn Transit is recommended. Improvements to the transit map and schedule are warranted, including improved graphics to better identify key activity centers and deviation service areas. Auburn Transit should also join Google Transit.

***Executive Summary***  
**2018 Placer County Transit Short Range Transit Plan**  
*Prepared by LSC Transportation Consultants, Inc.*

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This document presents a Short-Range Transit Plan (SRTP) developed for the Placer County Transit program, serving western Placer County, California. An SRTP is intended to provide a detailed business plan to guide a transit organization in setting service strategies, improvement priorities and implementation sequencing over the coming seven years. An SRTP is also important to state and Federal funding partners so they can ensure that funds for improvements are consistent with a comprehensive overall strategy that has been developed through a public process. It includes a review of demographics and transit needs, a series of surveys and ridership counts conducted for all Placer County Transit services, a review of the effectiveness and efficiency of existing services, a review of similar systems, analysis of a wide range of options, and the results of public input processes. The resulting SRTP provides operational, capital, marketing, management and institutional plans, including an implementation plan. This SRTP plan has been prepared jointly with the development of parallel SRTPs for Roseville Transit, Auburn Transit and the Western Placer Consolidated Transit Service Agency. It is the first SRTP for the region to address innovative forms of transit service driven by advancement in app-based technologies that can involve public transit operators in partnerships with private firms in the provision of new mobility options.

#### **SURVEYS AND DATA COLLECTION**

This SRTP study included surveys of all routes and runs, which yielded a total of 708 completed surveys, detailing passenger ridership characteristics, trip patterns, and opinions. Data was also collected on all Placer County Transit local fixed route, Dial-A-Ride and commuter service runs, including boarding data and on-time performance data.

#### **EXISTING DEMOGRAPHICS**

The population of the western portion of Placer County, per the 2015 US Census estimates is 353,847. Persons living in **households without vehicles** total 4,204, or 3 percent of the total countywide population. **Youth** (persons 10 to 17 years of age) total 39,528, or 11 percent of total population. **Elderly** persons over age 60 total 83,524 (24 percent). There are a total of 31,300 persons living in households below the federal **poverty** level (9 percent of total population). Persons who indicate they have a **disability** total 16,086, or 5 percent of total population.

#### **OVERVIEW OF PLACER COUNTY TRANSIT**

Placer County Transit is a service provided through the Placer County Department of Public Works and Facilities, providing fixed route services, Dial-A-Ride service and, as well as a commuter service to downtown Sacramento and a vanpool program. Management, marketing, planning and vehicle maintenance are provided by County employees. Local fixed route services are operated with County drivers, while others (Dial-A-Ride and commuter services) are operated through a contractor. The Board of Supervisors is the decision making body.



The fixed-route service consists of up to nine buses at a time operating a total of five bus routes on weekdays and four on Saturdays. Routes consist of the Auburn-Light Rail (10) Route between Auburn and the Watt/I-80 Sacramento RT light rail station, the Lincoln-Sierra College (20) Route connecting Rocklin, Roseville and Lincoln, the Highway 39 (30) Route serving the unincorporated North Auburn area, the Colfax/Alta (40) Route providing limited connections to/from Auburn and the Taylor Road Shuttle (50) route connecting Auburn, Loomis/Penryn and Rocklin via Taylor Road. Hourly service is provided, except the Alta/Colfax Route operates every other hour and the Colfax/Alta Route provides two round-trips per day. Other than this latter route, services start between 4:35 AM and 6:35 AM and end between 6:35 PM and 10:25 PM on weekdays, starting roughly two hours later and ending around 6:00 PM on Saturdays. No Sunday service is provided. Ridership in Fiscal Year (FY) 2016/17 was 262,452 boardings per year, which is a 33 percent reduction from the ridership in FY 2008/09. The fixed route service is not currently achieving goals regarding ridership productivity and cost effectiveness. A peer comparison indicates that ridership per vehicle-hour is 45 percent lower than the peer average while costs per vehicle-hour are 12 percent higher. The annual average ridership per capita is the second lowest of the six peer systems.

The Dial-A-Ride program provides curb-to-curb public transit and ADA paratransit service in four areas: Lincoln, Rocklin/Loomis, Granite Bay and North Auburn. These services require a peak of two, three, one and two vehicles in operation, respectively. Service encompasses all of the hours of local fixed route service. Ridership in FY 2016/17 was 27,146 passengers. This reflects a 14 percent increase from FY 2008/09, but without the addition of Lincoln DAR in FY 2015/16 there would have been a 24 percent reduction. Ridership productivity and cost effectiveness goals are not currently being met. Ridership per vehicle-hour is 30 percent below the peer average, though cost per vehicle-hour is also 30 percent below the peer average.

The Commuter Service consists of four AM runs to downtown Sacramento and four PM runs returning to Roseville. Three runs in each peak period serve Colfax and Clipper Gap, while one does not operate east of Auburn. FY 2016/17 ridership was 70,677, which was an 8 percent reduction from the FY 2008/09 boardings. In addition, the Vanpool Program carried 24,546 passenger-trips in FY 2016/17, a 25 percent reduction over the eight years. While the cost per vehicle-hour and cost per passenger-trip on the Commuter Service does not attain the goals, the ridership productivity achieves the goals. The commuter service costs per vehicle-hour are 127 percent above the peer average, while the passenger-trips per vehicle-hour are 28 percent higher than the peer average.

## **SHORT RANGE TRANSIT PLAN ELEMENTS**

### **Service Plan**

This plan has been developed in particular to help attain the first goal of the PCT program, to "*Operate an efficient and effective system that maximizes services and minimizes cost impacts*". In particular, it addresses the two objectives under this goal. It *minimizes operating cost* where

appropriate by eliminating or modifying unproductive services. In addition, it *increases transit usage* by providing new services where ridership demand can attain performance standards. An extensive analysis of potential service alternatives based on public and staff input identified the following recommended plan elements (see Figure):

- Revise the Highway 49 Route into Two Hourly Routes – This will not require any additional buses and will increase costs only modestly, but will substantially improve the quality of service in North Auburn by providing half-hourly service between Auburn Station, Dewitt Center and nearby commercial centers as well as faster connections for North Auburn residents.
- Reduce Evening Hours of Highway 49 Service – Dropping some inefficient evening runs will save \$40,200 per year in operating subsidy.
- Modify the Lincoln Circulator Route – Service two existing stops on-demand will allow the existing service to be extended to the west of downtown, increasing ridership and reducing operating costs.
- Contract with Roseville to Serve the Public Defender’s Office, or Provide a Transportation Network Company (TNC) Discount – The connection between the Public Defender’s Office and the Santucci Justice Center can be served by either providing passengers with a discount on TNC (Lyft, Uber, cab) service, or entering into an agreement with Roseville to extend Route S service to the Office.
- Shift the Last Auburn-Light Rail Run One Hour Later – Shortening one of the existing driver schedules and lengthening the other would allow this route to better serve evening trips at only a small increase in costs.
- Provide a Demonstration Mid-Day Colfax/Alta Service One Day a Week – A mid-day “Shopper Special” run will better serve shopping, medical and other trips that do not require a full day to complete. Ridership should be monitored to determine long-term viability.
- Eliminate the Last Weekday Taylor Road Shuttle Run – The evening round-trip starting at 6:35 should be eliminated, as it serves only 2 passengers per day but costs \$16,400 in annual operating subsidy.
- Provide Demonstration Lifeline Services to Foresthill and Sheridan One Day a Week -- An experimental “lifeline” service should be implemented between Auburn and Foresthill as well as between Lincoln and Sheridan, consisting of a morning round-trip and an afternoon round-trip one day per week. Ridership should be monitored to determine long-term viability.
- Convert the Granite Bay Dial-A-Ride to a TNC Subsidy Program with City of Roseville Paratransit Service – Pending additional work in developing specific service policies and

parameters, TNC discounts can serve the bulk of the passengers (that do not require a paratransit vehicle) while Roseville DAR can accommodate those requiring a paratransit vehicle. In addition to expanding mobility for Granite Bay residents, this could save on the order of \$46,700 in annual subsidy funding.

- Expand the Highway 49 Dial-A-Ride Area to Serve Bowman – This will improve mobility in the area for persons dependent on DAR service, at a minimal cost.
- Expand DAR to Serve Industrial Boulevard Corridor and Combine Rocklin/Loomis DAR with Lincoln DAR – Operating service in this broader area will improve service quality, address ADA needs as the Sunset area develops, and provide the potential for cost and service efficiencies. Additional ridership pattern data should first be reviewed to establish impacts and funding responsibilities.
- Eliminate Placer Commuter Express Service East of Auburn – As service east of Auburn is very costly (\$156,300 per year) and only serves 9 one-way passenger trips per day on the six runs operated, services should be terminated at Auburn. Passengers can instead drive to Auburn to connect with PCE.
- Initiate Lincoln-Sacramento PCE Service – Two AM and two PM runs per day should be operated between Lincoln and downtown Sacramento. This also allows existing service to be modified to provide new express runs between Rocklin and downtown.

Overall, this service plan will increase ridership by 47,180 annual boardings per year, or 13.1 percent. A 5 percent increase in ridership (13,000 per year) is forecast for the local fixed routes along with a 17 percent increase (4,580) on Dial-A-Ride and a 42 percent increase (29,600 per year) for the commuter service.

### **Capital Plan**

- Bus Purchases – Three commuter buses will be needed for service expansion. A total of five commuter buses, one fixed route bus and eight DAR vehicles will also be needed by 2025 for replacements.
- Regional Battery Electric Bus Readiness Study – Placer County should participate in a study regarding Battery Electric Bus vehicle and charging options.
- Passenger Facility Improvements – New stops will need to be located for the Highway 49 and Lincoln Circulator route changes. In addition, ongoing stop improvements are warranted.
- Maintenance Facility Improvements – Additional bus capacity will be needed at the maintenance facility in the Dewitt Center, and modifications to accommodate Battery Electric Buses may also be required.

## Financial Plan

The overall impact of this plan will be to increase operating costs by \$49,900 per year (or 0.9 percent). With an increase in ridership and fare revenues, the overall impact of the plan on the need for operating subsidy funding is a decrease of \$110,900 (or 2.6 percent). The **local fixed routes** operating costs will be increased overall by \$27,100 per year (0.7 percent), resulting in a \$13,800 overall increase in operating subsidy requirements (0.5 percent). Annual operating costs of the **DAR** services will be reduced by \$19,900 per year (1.8 percent), while subsidy requirements will drop by \$23,500 (2.2 percent). The **Placer Commuter Express** will have a total increase in operating costs of \$42,700 per year, or 4.9 percent. With additional passenger revenues, operating subsidy requirements will be decreased by \$101,200 (20 percent)

Depending on propulsion technology, other vehicle attributes and the extent of facility modifications, the total costs for vehicle purchases over the next seven years will be on the order of \$7 Million to \$9 Million.

Placer County should participate in a Regional Day Pass program with Roseville Transit and Auburn Transit, should participate in an investigation of a Sierra College Student Pass program, and should continue to promote use of the Connect Card.

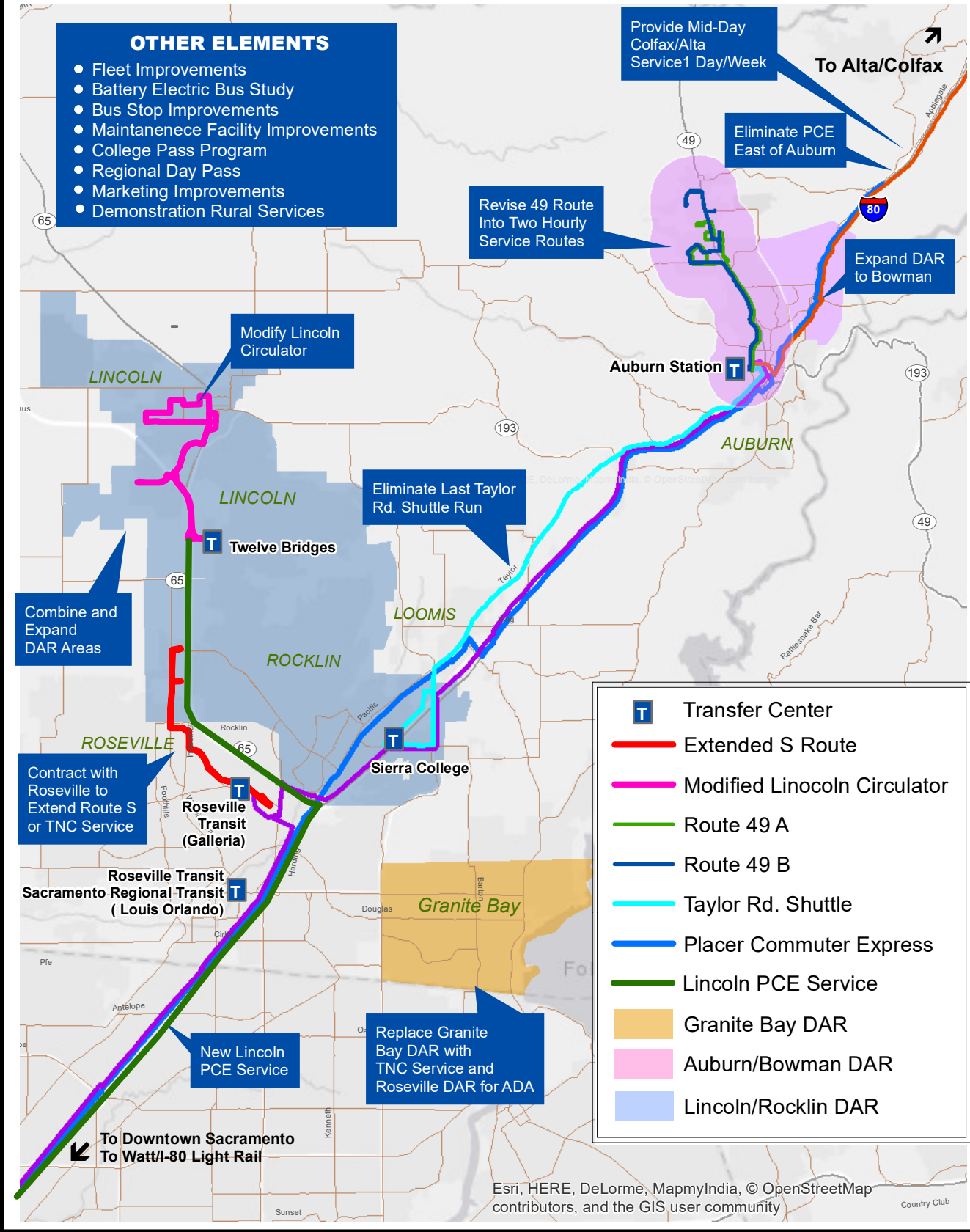
Only if necessary to meet minimum farebox return ratios, Placer County Transit should consider a 20 percent fare increase (base fare increase from \$1.25 to \$1.50). While this would also have the benefit of providing consistent fares in western Placer County, it would reduce ridership inconsistent with adopted standards.

## Institutional/Marketing Plan

A marketing update study is recommended, including development of new maps, schedules and messages. In addition, PCT should increase social media-based target marketing, participate in joint Roseville/PCT commuter service marketing, note the availability of Nextbus information on the PCT website, and conduct targeted marketing around the Sierra College/I-80 area.



**Figure  
Placer County Transit S RTP**



**Executive Summary**  
**2018-2025 Roseville Transit Short Range Transit Plan**  
*Prepared by LSC Transportation Consultants, Inc.*

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This document presents a seven-year Short-Range Transit Plan (SRTP) developed for the City of Roseville’s transit program. An SRTP is intended to provide a detailed business plan to guide the transit organization over the coming five to seven years. It includes a review of demographics and transit needs, a series of surveys and ridership counts conducted for all Roseville Transit services, a review of the effectiveness and efficiency of existing services, a review of similar systems, analysis of a wide range of options, and the results of public input processes. The resulting SRTP provides operational, capital and institutional plans, including an implementation plan. This SRTP plan has been prepared jointly with the development of parallel SRTPs for Placer County Transit, Auburn Transit and the Western Placer Consolidated Transit Service Agency.

**SURVEYS AND DATA COLLECTION**

This SRTP study included surveys of all routes and runs, which yielded a total of 654 completed surveys, detailing passenger ridership characteristics, trip patterns, and opinions. Data was also collected on all Roseville Transit local fixed routes and commuter service runs, including boarding data and on-time performance data.

**EXISTING DEMOGRAPHICS**

The population of Roseville, per the 2015 US Census estimates is 126,327. Persons living in **households without vehicles** total 2,134, or 5 percent of the total population. **Youth** (persons 10 to 17 years of age) total 14,295, or 11 percent of total population. **Elderly** persons over age 60 total 24,910 (20 percent). There are a total of 3,979 persons living in households below the federal **poverty** level (9 percent of total population). Persons who indicate they have a **disability** total 4,830, or 4 percent of total population.

**OVERVIEW OF ROSEVILLE TRANSIT**

Roseville Transit is a service provided through the City of Roseville, providing fixed route services, general public Dial-A-Ride service and Americans with Disabilities Act paratransit throughout the city, as well as a commuter service to downtown Sacramento and “Game Day Express” service to Sacramento King’s games. Management, marketing and planning are provided by City employees, while service operations and vehicle maintenance is provided by a private contractor. The City Council is the decision making body, with input from the Transportation Committee.

The fixed-route service consists of up to 10 buses at a time operating a total of 11 bus routes on weekdays and 5 on Saturdays. Service is generally provided from 6:00 AM to as late as 10:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays. Ridership in Fiscal Year (FY) 2016/17 was 191,900 boardings per year, which is a 34 percent reduction from the ridership in FY 2008/09. The fixed route service is not currently achieving goals regarding ridership productivity and cost

effectiveness. A peer comparison indicates that ridership per vehicle-hour is 24 percent lower than the peer average while costs per vehicle-hour are 13 percent higher. The annual average ridership per capita is higher than two of the peer systems, but lower than the other three.

The Dial-A-Ride program provides curb-to-curb public transit and ADA paratransit service throughout the City. Service encompasses all of the hours of local fixed route service. Up to five vehicles are in operation at peak times. Ridership in FY 2016/17 was 28,408 passengers, reflecting a 20 percent reduction from FY 2008/09. Ridership productivity and cost effectiveness goals are not currently being met. While costs per vehicle-hour are 17 percent above the peer average, ridership per vehicle-hour is 14 percent above the peer average and the cost per passenger-trip is 5 percent below the peer average.

The Commuter Service consists of ten AM runs to downtown Sacramento and ten PM runs returning to Roseville. Three runs in each peak period also offer “reverse commuter” service in the opposite direction. FY 2016/17 ridership was 139,084, which was a 30 percent increase over the FY 2008/09 boardings. While the cost per vehicle-hour on the Commuter Service does not attain the goal, the ridership productivity and the cost effectiveness achieves goals. The commuter service costs per vehicle-hour are 21 percent below the peer average, while the passenger-trips per vehicle-hour are 23 percent higher and the cost per passenger is 43 percent lower.

## **SHORT RANGE TRANSIT PLAN ELEMENTS**

### **Service Plan**

The service plan is developed in particular to help attain the first goal of the transit program -- "*Sustainably operate an efficient and effective system through maximizing service and minimizing cost impacts*". In particular, it addresses the objectives under this goal. It *minimizes operating cost* where appropriate by eliminating or modifying unproductive services. In addition, it *increases transit passengers and revenue* by providing new services where ridership demand can attain performance standards. The plan will also help attain the second goal – *Provide safe, reliable and high quality transportation* – specifically by reducing wait times between buses and improving on-time performance. An extensive analysis of potential service alternatives based on public and staff input identified the following recommended plan elements:

- Revise Route C/G/F/E or Replace with Transportation Network Company Service – The provision of a discount for Transportation Network Company (TNC) service in southeast Roseville (along with revisions to Route L and C/G/F/E) should be pursued. If deemed feasible, this strategy should be implemented and could be a demonstration project for larger TNC service in Roseville. If not feasible, Route C/G/F/E should be realigned to an hourly route connecting South Cirby Way with Sierra College (along with a minor realignment of Route L).
- Extend the Saturday Span of Service until 6 PM – One additional hour of service should be added to Routes A, B, D, L and M.

- Reduce Early Morning Weekday Service – The initial runs on Routes C, D, G and M should be eliminated, starting service around 7:30 AM.
- Shift Route D and Route L 3 to 5 Minutes Earlier – This will improve connections with Route A and B at the Civic Center transfer point.
- Shift Route A onto Orlando Way between Cirby/Orlando and the Louis/Orlando Transit Center – This will improve on-time performance with only a minor impact on existing passengers boarding on Cirby Way.
- Provide TNC Subsidy for Trips between the Roseville Train Station and Nearby Transit Hubs – This is the most effective means of connecting train passengers to local transit.
- Expand Commuter Service by Two AM and Two PM Runs per Day – This will address current capacity constraints, increase ridership and allow for a broader range of service times.
- Eliminate the Reverse Commute Service – This has proven very ineffective in generating ridership, with no real potential for being cost effective.
- Increase PM Service to Mahany Park – By extending existing routes, service can be substantially improved at low additional cost.
- Consolidate Commuter Stops in Southeast Roseville – This will better serve more riders, reduce travel times and reduce costs.
- Serve New Roseville Stops as Demand Warrants – No additional commuter stops are currently needed in Roseville, but future demand will warrant new stops in the future.
- Provide a Mid-Day Commuter Run – A single mid-day round trip would improve the overall usefulness of the commuter service at a modest cost, and would be popular with the ridership.
- Investigate Service to the Richards Boulevard Area North of Downtown – This growing employment center could be served at a small increase in cost and impact on existing riders, but will require a detailed evaluation of potential demand. Service to other employment centers in Sacramento would be costly and ineffective.
- Improvements to On-Time Performance – An additional 10 minute should be added to schedules to more realistically reflect actual travel times. Buses should be reallocated to avoid the impacts of delays on some runs on later runs. Travel times on the Capital City Freeway should be monitored to identify if routes should be shifted to I-5.

Overall, this service plan will increase ridership by 44,700 annual boardings per year, or 12.5 percent. A 3 percent increase (5,700 per year) is forecast for the local fixed routes and a 28 percent increase (39,000 per year) for the commuter service.



## Capital Plan

- Bus Purchases – 3 commuter buses will be needed for service expansion. A total of 11 commuter buses, 9 fixed route buses and 11 DAR vehicles will also be needed by 2026 for replacements.
- Regional Battery Electric Bus Readiness Study – Roseville should participate in a study regarding Battery Electric Bus vehicle and charging options.
- Passenger Facility Improvements – New shelter locations are identified, along with improvements to the Sierra Gardens transfer center and the Taylor Road park-and-ride.

## Financial Plan

The overall impact of this plan will be to increase operating costs by \$79,400 per year (or 1.4 percent). The overall impact of the plan on the need for operating subsidy funding is a decrease of \$93,200 (or 2.3 percent). The **local fixed routes** operating costs will be reduced overall by \$31,700 per year (0.9 percent), resulting in a \$43,600 overall decrease in operating subsidy requirements (1.6 percent). The **commuter service** will have a total increase in operating costs of \$111,100 per year, or 13.3 percent. Operating subsidy requirements will be decreased by \$49,600 (29 percent).

Depending on propulsion technology and other vehicle attributes, the total costs for vehicle purchases over the next seven years will be on the order of \$15 Million to \$18 Million.

Roseville should participate in a Regional Day Pass program with PCT and Auburn Transit, should participate in an investigation of a Sierra College Student Pass program, and should continue to promote use of the Connect Card.

## Institutional/Marketing Plan

- Minor improvements to published schedules.
- Increased social media-based target marketing
- Joint Roseville/PCT commuter service marketing
- Prepare focused transit master plan for West Roseville and Sierra Vista plan areas, as specific land use and street network plans are defined

## Summary

Overall, this SRTP increases ridership 12.5 percent, decreases operating subsidy requirements by 2.3 percent, addresses warranted capital improvements, and helps the Roseville Transit program to achieve its mission statement and goals.

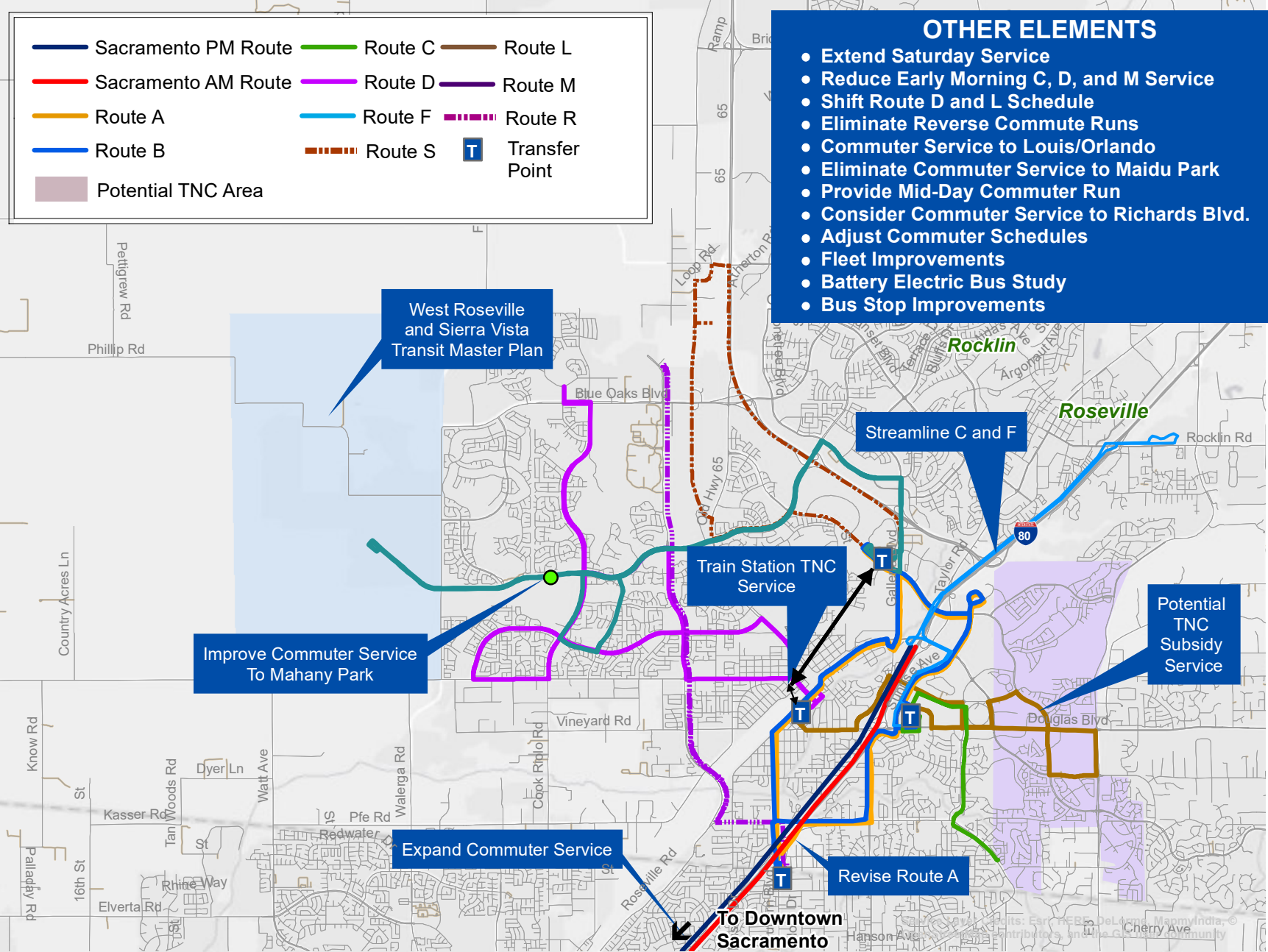


0 0.75 1.5 3 Miles

**Figure**  
**Roseville Transit Short Range Transit Plan**

- |                     |         |                |
|---------------------|---------|----------------|
| Sacramento PM Route | Route C | Route L        |
| Sacramento AM Route | Route D | Route M        |
| Route A             | Route F | Route R        |
| Route B             | Route S | Transfer Point |
| Potential TNC Area  |         |                |

- OTHER ELEMENTS**
- Extend Saturday Service
  - Reduce Early Morning C, D, and M Service
  - Shift Route D and L Schedule
  - Eliminate Reverse Commute Runs
  - Commuter Service to Louis/Orlando
  - Eliminate Commuter Service to Maidu Park
  - Provide Mid-Day Commuter Run
  - Consider Commuter Service to Richards Blvd.
  - Adjust Commuter Schedules
  - Fleet Improvements
  - Battery Electric Bus Study
  - Bus Stop Improvements



# **Final Short-Range Transit Plans**

## **Responses to Comments**

**August 10, 2018**



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

**Comment Chris DeArmond, Comment #1**  
**No.**

- 1 Basic transportation to and from Foresthill needs to be considered even if it is just two trips a day.

**Responses**

The Short Range Transit Plan for Placer County Transit recommends a lifeline service be implemented on a demonstration basis between Auburn and Foresthill, consisting of a morning round-trip and an afternoon round-trip one day per week. This service would be a shoppers shuttle type of service. There is some history regarding prior bus service to the Foresthill community, which relates to why the Short-Range Transit Plan recommendation is to “provide a demonstration lifeline service to Foresthill one day a week.” Bus service was provided to Foresthill from year 2000 to 2008. The bus route operated between Auburn and Foresthill on weekdays. Buses departed Foresthill at 7:45 am, picked up passengers at five bus stops in Foresthill, and dropped off passengers at five bus stops in Auburn. In the afternoon, a similar schedule was followed, departing Auburn at 3:35 pm, and arriving in the Foresthill community at 4:25 pm. Unfortunately, the bus service never met transit productivity standards, averaging less than 1.5 persons riding daily. The service was not considered cost effective to continue to operate. After nearly eight years of operating the service it was discontinued in 2008. Because of its performance history and also recognizing that as a rural community there may be Foresthill residents in need of alternate forms of transportation, PCTPA is recommending reinstating the service on a demonstration basis. If people use the service, it is possible that additional service days could be added. Alternatively, if the service isn’t used it would probably be discontinued.

**Comment Karen Eckard, Comment #2**  
**No.**

- 1 I think they need to have a new bus route in West To in Sabre City Estates. There is no public transportation here. A lot of the elderly and disabled neighbors are without any transportation and can’t make it to important doctor’s visits or get groceries to eat. Thank you

**Responses**

Sabre City Estates is located within the City of Roseville on the south side of PFE Road east of Walerga Road. Sabre City Estates is not currently served nor proposed to be served by Roseville Transit fixed route service. Sabre City Estates however is currently served by Roseville Transit dial-a-ride.

**Comment Leslie Warren, Comment #3**  
**No.**

- 1 The Draft Short Range Plan should include an analysis of the new technologies that will be affecting public and private transportation in the near term.
- 2 In five years, Uber predicts that 50% of households will not longer own cars, depending instead on public transit and ride sharing services like Uber. Please include an analysis of private car usage in a urban/suburban landscape like Placer County and whether/when car owners will abandon cars for public transit or car services as you prepare the PCTPA draft plan.
- 3 Public abandonment of the private car is supported by research by public and academic sources. This behavior is already evident in major cities. Please describe the scope of this transition in the PCTPA plan and project the timing for adoption of these new behaviors for the Placer County region.

**Responses**

The Short Range Transit Plans include an evaluation of a variety of new technologies including, zero emission buses, use of Transportation Network Companies/Microtransit services, smart fare payment systems called Connect Card, automated vehicle location systems called Next Bus, among many others as ways to improve both transit service efficiencies and to increase ridership.

Ridership forecasts for the Short Range Transit Plans were prepared for both traditional transit services, commuter local bus and dial-a-ride, as well as new services such as Transportation Network Companies and Microtransit. The ridership forecasts are based on a function of service attributes, ridership surveys and existing counts, and a series of demographic variables. The commenter may want to access and review the travel model data prepared by the Sacramento Area Council of Governments. This data can be found at: <https://www.sacog.org/info-center-transportation>.

The Short Range Transit Plans use the US Census Longitudinal Employer Household Dynamics (LEHD), which provides commute pattern data as of 2015. LEHD data is the best data available to review commute patterns and has been used in the planning of new and modified transit services. The nature and magnitude of the envisioned changes by public and academic sources are such that there are no readily-available analogous contexts from which one can extrapolate consequences. Exceptionally knowledgeable people have very different perceptions of timing of deployment and behavioral consequences.

- |    |  |  |
|----|--|--|
| 4  | The California Economic Development Commission confirms that there is a new economy coming. There is a new vision of how people live and work. How does the PCTPA envision this new economy and how will PCTPA services adapt to meet the needs of the new economy?  | The Short Range Transit Plans use demographic data prepared by the California Department of Finance and the US Census American Community Survey, and employment data from the California Employment Development Department and the US Census Longitudinal Employer Household Dynamics. An analysis of travel patterns due to an ever changing economy is important for public transit planning. The US Census Longitudinal Employer Household Dynamics provides commute pattern data as of 2015. LEHD data is the best data available to review commute patterns and has been used in the planning of new and modified transit services.   |
| 5  | Will PCTPA employ Artificial Intelligence in new electric vehicles?  | The selection of future vehicle technology by a transit operator will be dependent upon federal, state, and local policy makers, manufacturers trying to better meet the needs of their transit customers, and of course, the transit operators themselves examining the benefits and costs and available funding. Currently, the Federal Transit Administration's Office of Research, Demonstration and Innovation is exploring the use of automation technologies in bus transit operations. The Short Range Transit Plans recognize that vehicle technology will change and as such takes into account a range of generic costs for such new technologies. The Plans however are neutral regarding the exact choice of new technologies to be deployed leaving the decision to the individual transit operator. |
| 6  | What is the cost of operation with an AI vehicle as compared to the natural gas or gasoline powered vehicle (include staff costs).   | This type of comparison analysis is beyond the scope of the Short Range Transit Plans and is more appropriately conducted as part of a transit operators strategic analyses regarding their selection of next generation vehicle technology.   |
| 7  | With the introduction of self driving cars and the expansion of driving services like UBER and LYFT, will consumers choose public transit or will it be less costly to request a driving service?  | The Short Range Transit Plans assumes that use by the public of Transportation Network Companies will continue over the Short Range Transit Plan seven year planning period. The Plans include an evaluation of new transit type services such as use of Transportation Network Companies and Microtransit, as alternatives to local bus and dial-a-ride services.   |
| 8  | Please evaluate the literature to determine if there is a future for public transit in the short and long term.  | The Short Range Transit Plans assume that at least for the next seven years public transit will continue to play an important role in addressing both mobility issues and traffic congestion. The Plans take into account that transit service will change and recognizes a variety of new technologies will emerge and be deployed over the planning period.  |
| 9  | How is PCTPA planning for the paradigm shift that is coming? How is the PCTPA planning for the disruptive technologies that will change the way we live, work, invest personal resources?  | This question is beyond the scope of preparing the Short Range Transit Plans. The Plans take into account that transit service will change and recognizes a variety of new technologies will emerge and be deployed over the planning period.  |
| 10 | Major urban expansion into Western Placer Farmland by the County, Roseville and Lincoln and rapidly urbanizing Rocklin combined with congestion on 1-80 and 1-65 suggest that the PCTPA must work with cities and the county planners to establish rail corridor links to Sac Light Rail. Will the PCTPA work with Sac Light Rail to connect these new major population hubs to Sacramento and the Bay Area through AMTRAC and Sac Light Rail? | PCTPA adopted in 2007 a Transit Master Plan that addresses various approaches to coordinated transit services. A Bus Rapid Transit Service Plan for South Placer County was approved in 2008. Bus Rapid Transit is an integration of light-rail transit service ideals with the flexible operation of bus services. The Plan identifies a long-range vision for Bus Rapid Transit services and describes a potential phasing plan to incrementally implement and upgrade these services as development occurs in the southwestern portion of Placer County. The communities served by the Bus Rapid Transit includes the Sunset Industrial Area, Placer Ranch, Placer Vineyards, and new population centers proposed in Roseville, Rocklin and Lincoln.  |

- 11** Will a light rail corridor be established through the Sunset Industrial Area, Placer Ranch, Placer Vineyards, the Regional University, the SF State University and new population centers in Roseville and Lincoln? What is the total new population projected from these sources and how many of these new residents will use public transit if it is established within their communities? How many will use the public transit if they must drive to a remote hub outside of their community to access trains?
- PCTPA adopted in 2007 a Transit Master Plan that addresses various approaches to coordinated transit services. A Bus Rapid Transit Service Plan for South Placer County was approved in 2008. Bus Rapid Transit is an integration of light-rail transit service ideals with the flexible operation of bus services. The Plan identifies a long-range vision for Bus Rapid Transit services and describes a potential phasing plan to incrementally implement and upgrade these services as development occurs in the southwestern portion of Placer County. The communities served by the Bus Rapid Transit includes the Sunset Industrial Area, Placer Ranch, Placer Vineyards, and new population centers proposed in Roseville, Rocklin and Lincoln. Population projections were based on the then adopted Sacramento Area Council of Government growth forecasts. Ridership for the Bus Rapid Transit was estimated at about 2,800 daily boarding's, with range from 1,200 to 5,900 daily boarding's depending upon the phasing plan implemented.
- 12** In 10 years, 60% of cars will be using zero emission technology. How will existing gas stations and automobile centered (repair and sales) uses be adapted to other uses with this technological change?
- This question is beyond the scope of preparing the Short Range Transit Plans.
- 13** How will the transportation landscape of today look in 10 years? Will public transit use grow or will it be obsolete?
- The Short Range Transit Plans planning horizon is seven years to year 2025. The Plans take into account that transit service will change and recognizes a variety of new technologies will emerge and be deployed over the planning period.
- 14** Traffic congestion is a major factor in people's sense of a quality of life. How will PCTPA's plan reduce the number of cars on the road today? How much will car services like UBER, AI cars, and public transit reduce the volume of cars on the road in the future?
- The type of analysis needed to answer this question will be available as part of development of the 2040 Regional Transportation Plan update. An update of the Regional Transportation Plan is underway. Opportunity for public input will begin in fall 2018. The commenter is encouraged to participate in PCTPA's Regional Transportation Plan 2040 update process.
- 15** Is the investment in Placer Parkway Hwy 65 and other major road "improvements" a poor use of public funds when one considers that private vehicle ownership is projected to decline significantly in 5-10 years with a corresponding reduction of cars on the road?.
- This question is beyond the scope of preparing the Short Range Transit Plans. The question may be more appropriate as part of the Regional Transportation Plan update. An update of the Regional Transportation Plan is underway. Opportunity for public input will begin in fall 2018. The commenter is encouraged to participate in PCTPA's Regional Transportation Plan 2040 update process.
- 16** What is the cost of private vehicle ownership annually as compared to driving services?
- This question is beyond the scope of preparing the Short Range Transit Plans.
- 17** How long until the suburban public will recognize the economic opportunity of driving services/AI cars and when will they abandon their private vehicle? What will the implication be for roadway usage/traffic volumes?
- This question is beyond the scope of preparing the Short Range Transit Plans.
- 18** Please also consider the cost and benefit of a rail link to the Tahoe region.
- This question is beyond the scope of preparing the Short Range Transit Plans. For the commenters benefit, in 1995, Caltrans and Nevada Department of Transportation collaborated on a study to extend at that time the brand new Capitol Corridor service to Reno. In 2003-2005, a conceptual planning study was undertaken by several regional agencies examining rail service feasibility to Reno. According to the 2018 California State Rail Plan, "UPRR – the owner/operator of the rail ROW – declined to consider additional passenger rail operations (beyond the daily California Zephyr) in this heavily-utilized freight corridor. Securing the cooperation of the UPRR is the key challenge. UPRR has expressed concerns that adding more rail travel in this corridor may require infrastructure improvements due to the challenging alignment, steep grades, and constrained right-of-way availability through the Sierra Nevada mountains. While adding one daily train does not appear to warrant major infrastructure projects, UPRR is reluctant to open the door to passenger rail service. Increased Amtrak Thruway bus service ridership would provide a strong case for discussing future passenger rail operations with UPRR.

19 How will projected development of a car centric communities that are in development and planned in West Placer County add to the quagmire on I-80 and Hwy 89 today – 2023 and how this congestion today affect tourism economy in the Sierra?

This question is beyond the scope of preparing the Short Range Transit Plans. These Plans focus on providing transit services in western Placer County, which excludes the Tahoe region. The commenter may want to review the adopted Tahoe Regional Transportation Planning Agency's 2017 Regional Transportation Plan. This Plan can be found at: <http://www.trpa.org/regional-plan/regional-transportation-plan>. Additional information and analyses may also be found in the adopted 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy can be found at: <https://www.sacog.org/2016-mtpscs>.

20 What remedies can be adopted to reduce the number of cars on the road and facilitate travel to and from the Lake Tahoe parks and resorts?

This question is beyond the scope of preparing the Short Range Transit Plans. These Plans focus on providing transit services in western Placer County, which excludes the Tahoe region. The commenter may want to review the adopted Tahoe Regional Transportation Planning Agency's 2017 Regional Transportation Plan. This Plan can be found at: <http://www.trpa.org/regional-plan/regional-transportation-plan>. Additional information and analyses may also be found in the adopted 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy can be found at: <https://www.sacog.org/2016-mtpscs>.

21 What is the near term impact to travel time from the SF Bay area to Lake Tahoe should the Sunset Industrial Area/Placer Ranch/Placer Villages/Regional University/SF State University be approved by the Board of Supervisors and if these projects build out in a conventional manner – (no public transit or rail access)?

This question is beyond the scope of preparing the Short Range Transit Plans. These Plans focus on providing transit services in western Placer County, which excludes the Tahoe region. The commenter may want to review the adopted Tahoe Regional Transportation Planning Agency's 2017 Regional Transportation Plan. This Plan can be found at: <http://www.trpa.org/regional-plan/regional-transportation-plan>. Additional information and analyses may also be found in the adopted 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy can be found at: <https://www.sacog.org/2016-mtpscs>.

22 Please provide a comparative analysis describing a 10 year vision of transit on the 1-80 corridor when AI/driving services and potentially a publicly subsidized driving service with AI cars replaces private car usage,

This type of analysis is beyond the scope of the Short Range Transit Plans. The Short Range Transit Plans planning horizon is seven years to year 2025. The Plans take into account that transit service will change and recognizes a variety of new technologies will emerge and be deployed over the planning period.

23 Please analyze the cost effectiveness of utilizing a driving service like UBER or one operated by the County, and employing electric cars to the public transit system employed currently. Include staff costs, maintenance, storage, vehicle costs, shelter and hub facilities maintenance.

The Short Range Transit Plans planning horizon is seven years to year 2025. The Plans take into account that transit service will change and recognizes a variety of new technologies will emerge and be deployed over the planning period.

**Comment Steven Fultz, Comment #4 No.**

1 As the cost live in the state of California (and Placer county) continue to out pace income growth, it is extremely concerning to see a program where the recovery of operating costs is pennies on the dollar spent. As a commuter from Auburn to Sacramento all too often I see PCTPA buses and vans nearly empty. With many cost effective alternatives such as Enterprise, Vride and other private van pool operators (who recoup all expenses and are profitable) the county tax payers and commuters would be better served if Placer county offered a simple subsidy (or none at all) and let the market take care of its self.

**Responses**

Placer County Transit (PCT) provides fixed route transit services, dial-a-ride service, commuter service to downtown Sacramento, and a vanpool program for commuters. Under the State Transportation Development Act, PCT is required to maintain a systemwide farebox ratio of 12.94 percent. For FY 2016/17, Placer Commuter Express (PCE) achieved a farebox ratio of 42.2 percent, while the vanpool program achieved a ratio of 25.3 percent. PCE service carried an average of 22.3 passenger trips per hour, while the vanpool program averaged five passenger trips per hour. Systemwide, Placer County Transit services required an operating subsidy of \$13.95 per passenger trip. The best operating subsidy per passenger trip occurred for PCE at \$7.08 per passenger trip followed by vanpools at \$8.47 per passenger trip. It should also be noted that PCE uses bus drivers contracted through MV Transportation, a private operator.

- 2 When it comes to van pools specifically, the county should not be competing with the private sector by undermining business by offering county (taxpayer money) funds to pay commuting cost of gainfully employed people. Many of these commuters are state workers who already collect a \$65 state subsidy – riding a county funded van pool is effectively “double – dipping”! PCTPA should stick to mass transit – and only if it can pay its own fare!

Placer County Transit vanpool vehicles are leased from a Enterprise, a private company. There are currently nine vanpools administered by Placer County Transit. Each vanpool relies on its participants to serve as drivers. In general, vanpool participants use the service for commuting purposes to surrounding areas such as Sacramento and Davis. Vanpools are considered cost-effective for groups of six or more commuters who travel more than 15 miles each way. The benefit of a vanpool is that the users pay a larger portion of the subsidy and therefore a vanpool is considered a less expensive service option for Placer County Transit to provide to the public. As such, the strategy of using vanpools to address commuter needs, particularly in rural communities of Placer County which are not easily served by PCE, is reflected in the Placer County Transit Short Range Transit Plan. Example communities where vanpooling could be encouraged include Alta, Auburn, Foresthill and Lincoln.

**Comment Yan Tan, Comment #5  
No.**

- 1 I suggest the Roseville Transit can have a later bus in the morning at Taylor I-80 sunsplash or the Maidu park at 8:15 or 8:30am bus. We are working parents. We need to drop off kids to school and come to work. Please have the later bus in the morning as possible.
  
- 2 In the morning, number #4 bus is going to Maidu park and go to Taylor I-80. Can the bus go straight to freeway after Maidu park stop? We can go to work faster.
  
- 3 In the afternoon, bus#1 goes to Maidu does not go to Taylor-I80. We are going home faster. Also, in the afternoon, there only two buses goes to Maidu park. Please have three buses that go to Maidu park will help a lot. There are (bus no.# 2,3,4,5,6,7,8,9,10 commuter) 5 mins-10 mins apart buses that go to Taylor I -80 stop. There are too many.

**Responses**

The Short Range Transit Plan for Roseville Transit recommends that commuter service be expanded during the mid-term of the Plan's seven year planning period. Existing ridership data indicates the need to increase the service by two trips in each commute period per day for service between downtown Sacramento and Roseville. This will address current capacity constraints, serve the increase in ridership demand, and allow for a broader range of service times. More detailed passenger surveys would be conducted to define the new commuter schedules.

The Short Range Transit Plan for Roseville Transit recommends that the commuter service to Maidu Park be eliminated during the near term of the Plan's seven year planning period and instead serve the Louis/Orlando Park and Ride. This change will serve more riders, reduce travel times and reduce operating costs. Currently two AM runs and two PM commuter runs serve Maidu Park. A total of 10 passenger trips per day (or five round-trips) are served at this location on an average weekday. As three of the four runs serve Maidu Park between other stops, serving this stop both increases operating costs while increasing the travel time for other passengers. In addition, a new 39 space park and ride has recently opened adjacent to the Louis/Orlando Transfer Point. This location (2.8 miles from Maidu Park) is more conveniently located just off of I-80, and in a location that can also accommodate commuters driving (or taking local Roseville Transit routes) from other neighborhoods to the north. Overall commuter ridership would benefit from eliminating the service to Maidu Park and instead provide a minimum of two runs in each commute period serving the Louis/Orlando Transfer Point.

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**Comment Stuart Mori, Comment #6**  
**No.**

- 1 I would like to provide comments on page 62, Route Observations, Roseville Short Range Transit Plan. The present bus stop at Taylor Road and Sunplash is woefully inadequate for the number of bus passengers who use this facility. I am presently a Roseville Commuter Bus passenger, and I see this situation every weekday morning. 1) The existing bus shelter only accommodates 10 people, but it is commonplace to have over 100 people in one line waiting for the Roseville Commuter bus and the Placer Commuter Express bus. The remaining people must stand in the parking lot, many times in the wind and rain during the winter. The bus stop needs two bus shelters—one for Roseville Commuter bus and Placer Commuter Express bus, not to mention a bigger concrete pad. Also, there is only a bus stop sign for Roseville Commuter Bus, but not for Placer Commuter Express Bus. 2) Currently, all transit passengers (Placer Commuter Express and Roseville Commuter Bus) must stand in one at this bus stop, which explains over 100 people at this bus stop. When Placer Commuter Express bus arrives, then transit passengers must form two lines, so one group boards the Placer Commuter Express bus, while the other group boards the Roseville Commuter Bus. The present pad needs to be expanded to accommodate both the Placer Commuter Express bus and the Roseville Commuter Bus to prevent this overcrowding. 3) The bike storage boxes need to be moved to make way for transit passengers. This change will open up the concrete pad and allow two big bus shelters for the Placer Commuter Express bus and the Roseville Commuter Bus. The bike storage boxes can be placed nearby or on an expanded concrete pad with the two

**Comment Yan Tan, Comment #7**  
**No.**

- 1 For people that do not have a car, it is better to have local service buses to be connected with Roseville commuter buses. Local services buses should have a early time AM 6am, so people can be connected with Roseville Commuter buses. For example, I am living at Sierra College Blvd at Miners Ravine Drive. The bus E arrives at the Sierra Gardens Transfer point is at 8:30am. The Roseville Commuter bus has already left. There is no way to go to downtown to work for people have no car. There is only one commuter bus goes to Sierra Gardens Transfer point.
- 2 The local service bus should accept commuter buses pass, so people do not need to pay twice.
- 3 On holidays, State workers can leave early in the afternoon about 2:30pm or 3pm on thanksgiving, Christmas, New year eve, Christmas eve. Please have Roseville commuter buses operate early and pick us up on holidays. EL Dorado transit has 2:46pm bus in the afternoon at downtown Sacramento.

**Responses**

The Short Range Transit Plan for Roseville Transit acknowledges that improvements are needed at the Taylor Road park and ride, which is the busiest passenger location on both the Roseville Transit Commuter and Placer Commuter Express systems. Specifically, the Short Range Transit Plan recommends a minimum of two large passenger shelters be provided along with additional overhead street lighting.

**Responses**

Routes C/G/F/E serve southeastern Roseville and provide service to Sierra College, using one bus on a two-hour-long schedule. Ridership for Routes C/G/F/E is very low (2.9 passengers per vehicle hour, which is only half of the local route systemwide average). There does not appear to be ridership potential to warrant an earlier start time to connect to Roseville Commuter service. Rather, after a review of a wide range of alternatives, the Roseville Transit Short Range Transit Plan recommends two potential strategies to address route productivity:

1. Operate a streamlined Route C and F operating an hourly connecting South Cirby Way with Sierra College via Sierra Gardens and I-80; or
2. Establish a Transportation Network Company (Uber/Lyft) subsidy program for eastern Roseville (east of Eureka Road) to serve the area by Route C/G/F/E, which would be eliminated under this strategy.

Typically the fare paid is a contribution to the operational costs of the specific service involved, i.e. commuter vs local bus vs dial-a-ride. Roseville Transit is promoting the use of the Connect Card as the way for riders to pay its transit fares. The Connect Card consists of a “reloadable” card that is valid for transit services throughout the greater Sacramento region. It will allow you to purchase your regular pass or purchase a cash value. The cash value can be used to pay for a single ride, a daily pass, or an additional rider.

Comment noted. The Roseville Transit Short Range Transit Plan recommends that mid-day service be initiated during the plan's mid-term of the seven year planning period. The Plan further recommends that riders surveys regarding proposed mid-day commuter service be conducted in the near term to define the new commuter schedules.

**Comment Bruce Castle, Comment #8**  
**No.**

- 1 Unfortunately, I cannot attend the June 27 meeting in Auburn. I looked at the Western Placer County Regional Bikeway Plan since I do a lot of bike-riding on the roads in this area. I notice a few discrepancies in the map, e.g. you have Wise Road going up to and over on Ayres Holmes Rd. This is not the case. My main concern, that I have expressed to Kevin Taber and Ken Grehm several times in the past, is the quality of the road re-surfacing projects in the County, especially from the standpoint of bike riding. You did a quality job on Virginia Town Rd., a portion of Fruitvale Rd. (from Gold Hill Rd. down to Hungry Hollow Rd), and West Wise Rd. out to the new Hwy 65. BUT, you are allowing other widely used roads to fall apart; an example is McCourtney Rd. north of Wise Rd.; other examples include the cross roads, Crosby Herold, Garden Bar, and Gold Hill. The list goes on. Somehow, the County needs to find the money to do quality road repairs. I know that this is a continuing problem given all the other priority road projects the County is doing. Best of luck to you going forward.

**Comment Sara Thornburgh, Comment #9**  
**No.**

- 1 Hello, I live in Foresthill and created a petition (Re: Placer County Transit: Public Transportation for Foresthill, CA) with over 100 signatures awhile back and have sent via email couple of times trying to figure out who to talk to next with no luck, so I am glad to see this. I don't know if I can make the meeting on the 27th. How else can I share our needs and the petition? Thanks in advance?

**Comment Jennifer Higgins, Comment #10**  
**No.**

- 1 I like the idea of twice hourly service on Lincoln bus.

**Responses**

This comment does not relate to the Short Range Transit Plans. The comment is directed toward the Western Placer County Regional Bikeway Plan. The comment has been forwarded to the team working on the Regional Bikeway Plan for a response to the commenter.

**Responses**

Your on-line petition regarding "Public Transportation for Foresthill, CA" with 100 signatures in support was received during the public comment period. The Short Range Transit Plan for Placer County Transit recommends a lifeline service be implemented on a demonstration basis between Auburn and Foresthill, consisting of a morning round-trip and an afternoon round-trip one day per week. This service would be a shoppers shuttle type of service. There is some history regarding prior bus service to the Foresthill community, which relates to why the Short-Range Transit Plan recommendation is to "provide a demonstration lifeline service to Foresthill one day a week." Bus service was provided to Foresthill from year to 2000 up to 2008. The bus route operated between Auburn and Foresthill on weekdays. Buses departed Foresthill at 7:45 am, picked up passengers at five bus stops in Foresthill, and dropped off passengers at five bus stops in Auburn. In the afternoon, a similar schedule was followed, departing Auburn at 3:35 pm, and arriving in the Foresthill community at 4:25 pm. Unfortunately, the bus service never met transit productivity standards, averaging less than 1.5 persons riding daily. The service was not considered cost effective to continue to operate. After nearly eight years of operating the service it was discontinued in 2008. Because of its performance history and also recognizing that as a rural community there may be Foresthill residents in need of alternate forms of transportation, PCTPA is recommending reinstating the service on a demonstration basis. If people use the service, it is possible that additional service days could be added. Alternatively, if the service isn't used it would probably be discontinued.

**Responses**

The Placer County Transit Short Range Transit Plan evaluated an alternative to increase the frequency of the Lincoln Sierra College Route from hourly to half-hourly. The alternative to increase service frequency is not recommended unless substantial new sources of funding are found due to the high cost to implement this service change.

2 I am a frequent user of Roseville DAR , Lincoln DAR , and PCT FIXED ROUTE AND Roseville fixed routes M. I work in both Lincoln and Roseville. I believe you are making a mistake in canceling early morning service on the Route M. I am legally blind and frequently use the 630am departure from the Galleria. I pick the bus up at Pleasant Grove and Woodcreek and take it to the Galleria to get to the Lincoln bus to get to work. There is also others that ride that bus including another legally blind man named Ian that depends on that route to get to Luis Orlando in time to get to work. I'd recommend you keep early morning service on the M route especially with all the new homes they are building as people will use the bus if it is there but if it is gone you will not see ridership. You need to go with the model " if you build it they will come " not wait for the ridership to come to you. You can't continue to put lanes on roads where there is no space you need more bus service and better connections. Please don't take away what we already have. I will lose the opportunity to get to work. Please seriously consider these comments before you make drastic changes to the M route. Roseville needs to stop being so dependent on their cars and used to seeing more buses in town and you will not get the ridership if you take the buses away. We deserve to get to work just as much as you who drive do and I can't get early morning trips on DAR if there isn't bus service be available because DAR is already booked up. You need to expand service not cancel it to meet the demand of housing and population. Build it and THEY WILL COME.

3 Please consider expanding Lincoln DAR service. All of the 159 trip denials even if they are not affected by the school tripper is not acceptable. Lincoln needs expanded DAR service so that there are more trips per hour and less wait time . There needs to be two vehicles servicing the city at all times.

The initial runs on Routes C, D, G and M have relatively low ridership (only one or two riders on each run) and are not considered cost-effective. The Roseville Transit Short Range Transit Plan recommends that these initial runs be eliminated to improve efficiency and provide funding for other transit improvements. A common request however is for increased frequency of service on these same routes. The alternative to increase service frequency is not recommended unless substantial new sources of funding are found due to the high cost to implement this service change.

As part of the Placer County Transit Short Range Transit Plan, the operation of the Lincoln dial-a-ride service was reviewed. Specifically, the current practice of using the dial-a-ride to provide school tripper runs was reviewed to assess whether this service strategy is impacting the ability to accommodate passenger requests. In FY 2016/17, a total of 159 trip denials were recorded. This is equal to a rate of 1.8 percent, or slightly more than one denial every other service day. Operator manifests were reviewed to identify if the single dial-a-ride vehicle available during the two daily school tripper service periods had the capacity to accommodate additional trips. The review found that in both periods there was capacity to avoid denials indicating the school tripper is not currently generating a pattern of trip denials (at least at current levels of dial-a-ride demand). In addition, development in the cities of Rocklin and Lincoln is increasing the need for trips between the existing two dial-a-ride service areas. To address both issues and provide a more seamless service to area residents, the Placer County Transit Short Range Transit Plan recommends that the two dial-a-ride areas be merged and be expanded to the west to include all areas east of a line ¾ miles west of Industrial Boulevard.

**Comment Franke Terrazas, Comment #11**  
**No.**

- 1 Please consider making the weekday bus route to Grass Valley also pass through on Saturdays. There is a huge gap here. The 2 communities of Auburn and Grass Valley are linked and vital to each other. They are disconnected on Saturdays and need to be joined together just like on weekdays. Even a minimal route such as every 2 hours on the schedule would be a tremendous convenience. I'm quite certain people would use this proposed route to commute to work on weekends and also to spend a day getting out of town to go shopping or do the tourist thing and help increase the economies of both communities with great buying power. Together I have been waiting a long time for this to happen and look forward to this prospect becoming a reality.

**Responses**

Gold Country Stage is the transit operator for Nevada County that provides regional service between Grass Valley and Auburn. This service is known as Route 5. Route 5 passengers can transfer to and from Auburn Transit and Placer County Transit at the Auburn Station. Route 5 operates Monday through Friday with three AM runs and three PM runs. There is no Saturday or Sunday Route 5 service. Neither Auburn Transit or Placer County Transit provide regional service to Nevada County. This comment will be forwarded to the Gold Country Stage for their consideration.

**Comment Marjene Streeper, Comment #12**  
**No.**

- 1 Foresthill really needs access to affordable public transportation!

**Responses**

The Short Range Transit Plan for Placer County Transit recommends a lifeline service be implemented on a demonstration basis between Auburn and Foresthill, consisting of a morning round-trip and an afternoon round-trip one day per week. This service would be a shoppers shuttle type of service. There is some history regarding prior bus service to the Foresthill community, which relates to why the Short-Range Transit Plan recommendation is to "provide a demonstration lifeline service to Foresthill one day a week." Bus service was provided to Foresthill from year to 2000 up to 2008. The bus route operated between Auburn and Foresthill on weekdays. Buses departed Foresthill at 7:45 am, picked up passengers at five bus stops in Foresthill, and dropped off passengers at five bus stops in Auburn. In the afternoon, a similar schedule was followed, departing Auburn at 3:35 pm, and arriving in the Foresthill community at 4:25 pm. Unfortunately, the bus service never met transit productivity standards, averaging less than 1.5 persons riding daily. The service was not considered cost effective to continue to operate. After nearly eight years of operating the service it was discontinued in 2008. Because of its performance history and also recognizing that as a rural community there may be Foresthill residents in need of alternate forms of transportation, PCTPA is recommending reinstating the service on a demonstration basis. If people use the service, it is possible that additional service days could be added. Alternatively, if the service isn't used it would probably be discontinued.

**Comment Amin Pirasteh, Comment #13**  
**No.**

- 1 These comments are coming from a Roseville Transit Commuter customer for 9 years and pertain to Roseville Transit Commuter. – Added routes (both AM and PM) are needed and welcomed. These added routes should be scheduled to leave downtown between 3:30pm and 4:00pm. As a typical rider on your PM 4 Route bus (which your document rightly identified as one of the busiest routes). I often times see people having to stand. While standing might be acceptable for local routes within Roseville, for commuting routes that can sometimes take 45 minutes standing is not customer friendly. Your own analysis shows that the population of Roseville has increased significantly over the last 8+ years, and this does translate to more Commuter passengers especially since CA State employees have also increased due to larger State budgets.

**Responses**

Comment noted. Roseville Transit's commuter runs frequently run at or near the seating capacity. Existing ridership data indicates the need to increase the service by at least one and ultimately two trips in each commute period per day for service between downtown Sacramento and Roseville. The Roseville Transit Short Range Transit Plan recommends expansion of its commuter service during the Plan's mid-term of the seven year planning period. More detailed surveys of passengers would need to be conducted to define the service schedules.

- 2 One reason that Roseville PM buses are often filled beyond capacity has to do with the Placer Commuter Express service times. I often see Placer Commuter Express riders riding on the Roseville Commuter buses in the afternoon. The reason this is so is because the Placer Commuter service times have too much of a gap between them. For example, the first Placer Commuter bus leaves Taylor I-80 at 6:15am, but the first Placer Commuter bus in the afternoon doesn't pick up passengers until 4:17pm (a gap of over 9 hours, when State workers typically are at work 8.5 hours to 9 in a given day). Assuming it takes ½ hour to get to downtown in the morning, passengers who start work at 7am will be off of work between 3:30pm and 4pm. As mentioned above, the first Placer Commuter bus starts to pick up passengers at 4:17pm. No wonder we see these riders ride Roseville Transit in the afternoon.
- 3 Also, these Placer Commuter passengers only pay 50 cents to ride the Roseville Transit per ride. That price is significantly lower than what Roseville Transit is charging it's existing customers. So not only are these passengers taking up seats from Roseville Transit customers, they are not paying as much as they should. Talk about a lose-lose situation! Ask Placer Commuter to adjust their times to more accurately pick-up/drop-off their passengers in the AM/PM timeframe.
- 4 A Mid-day bus is welcomed; many times I had wished this option was available to us. In my opinion the mid-day bus should run 5 days a week, and pick-up riders sometime between 12-1pm from downtown Sacramento.
- 5 New buses, with more amenities are welcomed. At least phase out the older buses due to rains and water leaking in the winter, and lack of air-conditioning in the summer. I can't tell you how many times in the winter we have to physically touch the seat with our hand to see if it's wet before sitting down. In the summer, when temps go over 95 degrees the older buses AC just can't keep up, and it is not comfortable.
- 6 Why do some bus drivers not use the HOV lane to its full potential on Interstate 80? This not only delays us in getting to our destination in-time, but also costs you more since more gas is being used in stop-and-go driving. Commuter AM 5 leaves the HOV lane going into Sacramento at the Greenback exit – that's 3 miles before business 80. I hate to be a back-seat driver but it makes no sense (and the excuse of safely moving over to the right does not justify needing 3 miles to do it).
- 7 Look at running busses from I-80 to I-5 rather than I-80 to business-80 since the Over-the-Top project has now extended HOV lane. Placer County Transit uses this route and it might be more efficient/less-time commuting. I hope my estimated 4,000 individual trips on your commuter buses over the last 9 years gives you some perspective. Thank you! Amin Pirasteh California State Treasurer's Office

**Comment** Rene De Alba, Comment #14  
**No.**

- 1 These comments are coming from a Roseville Transit Commuter customer who has been riding for 6 years. – I agree added routes (both AM and PM) are needed. As a regular rider on your PM 4 Route bus, I often see people having to stand. While standing might be acceptable for local routes within Roseville, for commuting routes that can sometimes take 45 minutes standing is not customer friendly. I was 6-7 months pregnant standing on the bus which was very uncomfortable!

The Placer County Transit Short Range Transit Plan recommends that Placer Commuter Express (PCE) service be initiated between Lincoln and downtown Sacramento during the Plan's mid-term of the seven year planning period. The additional PCE service would consist of two AM southwest bound runs and two PM northeast bound runs. These additional runs will provide more capacity between the Taylor Road/I-80 Park-and-Ride and downtown Sacramento, addressing the capacity problems noted by the commenter on the existing commuter services. These additional runs could be scheduled to serve new times in downtown Sacramento (in particular, earlier AM and PM service times).

Roseville Transit Commuter accepts the Placer Commuter Express monthly passes at the Taylor/I-80 Park and Ride lot and all downtown Sacramento bus stops. The \$0.50 fare noted by the commenter does not represent the total fare paid by PCE passengers. The \$0.50 is the additional fare charged to PCE passengers showing their Roseville/Rocklin zone monthly pass.

Comment noted. The Roseville Transit Short Range Transit Plan recommends that mid-day service be initiated during the plan's mid-term of the seven year planning period. The Plan further recommends that riders surveys regarding proposed mid-day commuter service be conducted in the near term.

Comment noted. The Roseville Transit Short Range Transit Plan recommends purchase of the three additional commuter buses in the near term and replacement of seven commuter buses during the Plan's mid-term of the seven year planning period.

Comment noted. Buses are permitted, but not required to use the HOV lane. The bus driver's primary job is to operate the bus safely.

Comment noted. The Roseville Transit Short Range Transit Plan recommends that Roseville Transit consider operating the commuter service similar to the PCE route via I-80 and I-5 west of Watt/I-80, rather than Capital City Freeway. With the completion of the "Across the Top" improvements on I-80 and the growth in congestion on the Capital City Freeway, drive times on the I-5 route can often be 15 minutes quicker. Caltrans plans, moreover, are more advanced to complete HOV lanes along I-80 and I-5 (including a freeway-to-freeway connection at the I-80/I-5 interchange) than they are along the Capital City Freeway. This service option would however require reconfiguration of the downtown service route.

**Responses**

Comment noted. Roseville Transit's commuter runs frequently run at or near the seating capacity. Existing ridership data indicates the need to increase the service by at least one and ultimately two trips in each commute period per day for service between downtown Sacramento and Roseville. The Roseville Transit Short Range Transit Plan recommends expansion of its commuter service during the Plan's mid-term of the seven year planning period. More detailed surveys of passengers would need to be conducted to define the service schedules.

- 2 A Mid-day bus is desperately needed; many times I had wished this option was available. In my opinion the mid-day bus should run 3-5 days a week, and pick-up riders sometime between 12-12:30 pm from downtown Sacramento.
  
- 3 New buses, with more amenities would be very welcomed. At least phase out the older buses due to rains and water leaking in the winter, and lack of air-conditioning in the summer. I can't tell you how many times in the winter we have to physically touch the seat with our hand to see if it's wet before sitting down or getting wet from the dripping roof on the way to work. In the summer, when temps go over 95 degrees the older buses AC just can't keep up, and it is not comfortable especially sitting in the direct sunlight.

**Comment Adele Wagner, Comment #15  
No.**

- 1 The information about this opportunity to comment is not well publicized. Who is being recruited to comment. I am an active and interested citizen who has submitted comments in the past, but I was not informed of this opportunity to comment. I do feel that ridership is abysmally low. Marketing for public transit must be ramped up. An analysis should be done to see if an Uber/lift style public transportation system is cost effective and if it would get more private card off the road. This opportunity to comment was forwarded to me by an associate. One cannot make policy with scarce input. Therefore I feel that the system of securing public input should be revisited and another model used to get a body of input that has the weight of numbers behind it.

Comment noted. The Roseville Transit Short Range Transit Plan recommends that mid-day service be initiated during the plan's mid-term of the seven year planning period. The Plan further recommends that passenger surveys regarding proposed mid-day commuter service be conducted in the near term to define the new commuter schedules.

Comment noted. The Roseville Transit Short Range Transit Plan recommends purchase of the three additional commuter buses in the near term and replacement of seven commuter buses during the Plan's mid-term of the seven year planning period.

**Responses**

PCTPA staff believe that the community outreach effort for the Short Range Transit Plans was substantial. The community outreach effort began in November 2017 as part of the Unmet Transit Needs process. In November public workshops were held before the PCTPA Board of Directors and the Roseville Transportation Commission. In November and December outreach efforts focused on conducting on-board surveys of existing transit riders. 1473 riders responded to this survey. In January 2018, virtual on-line workshops were conducted, with over 436 people participating on-line. Also in January, "Pop-Up" workshops were held at major transfer point locations and Sierra College. Approximately 25 people stopped by to attend these workshops. The "Pop-Up" workshops were designed to gather input regarding transit services in Placer County. In April and May, two public workshops were held before the PCTPA Board of Directors and one public workshop was held before the Roseville Transportation Commission. These workshops provided an overview of alternative transit services under consideration and discussed key findings. Also in May, a presentation was held before the Placer Collaborative Network Resource Fair. The presentation at the Resource Fair provided an opportunity to reach out to over 60 participating social service organizations regarding transit service issues. In June a public hearing was held on the draft Short Range Transit Plans before the PCTPA Board of Directors. Notices for all of the workshops and public hearing were published in local Placer newspapers, including a legal ad for the public hearing. Announcements were also distributed by email to over 2,680 stakeholders and interested individuals. All notices and announcements were also translated into Spanish.

**Comment Emily Gaber, Comment #16  
No.**

- 1 I would like to see an increase in public transportation that makes it possible to get somewhere in a reasonable amount of time.

**Responses**

Both Placer County Transit and Roseville Transit provide dial-a-ride services defined as a shared ride transit service that operates either citywide or within three-quarters of a mile of a fixed route transit service. Anyone can use dial-a-ride for traveling to medical appointments, shopping, commuting to work, meetings, parties, sports events, recreation, visiting, and more; it is not limited to seniors or persons with disabilities on Placer County Transit and Roseville Transit. Ride times are typically under 60 minutes, and provides a level of service comparable to fixed route transit service. However, customers traveling farther may experience longer travel times due to distance, traffic conditions or because sharing rides.

**Comment Tink Miller, Comment #17  
No.**

- 1 I am very pleased with all four draft plans – WPCTSA, PCT, Auburn and Roseville. They are innovative and responsive to a wide variety issues identified by transit users, advocates and members of the public that do not have sufficient access to public transit at this time.
- 2 The expansion of Connect card to alternative means of transit such as Health Express or TNC's will expand access to public transit.
- 3 The expansion of Health Express service capacity will be critical to meet increasing need for NEMT. The addition of trips for recreation and other purposes when capacity allows is very desirable, particularly for older adults who become isolated and experience onset of depression as a spouse or other family and friends die or move away. It absolutely will contribute to their sustained well-being. The acquisition of scheduling software for Health Express is long overdue.
- 4 It is critical that the budget for WPCTSA be increased to 5%. The need for these services will grow exponentially within this 7 year cycle and there are sufficient transportation funds available to reinstate the 5% level.

**Responses**

Comment noted.

Use of the Connect Card for Health Express and dial-a-ride services would require installation of electronic fareboxes on these vehicles. Further study of the costs, benefits and barriers (if any) would be required prior to implementation. TNC passengers will not be available to use the Connect Card. Transit operators and TNCs would enter into an agreement for the transit operator to provide a full or partial subsidy of the TNC fare with the passenger paying the remainder. There would be no electronic farebox equipment available with the TNC to read the Connect Card. Also, the WPCTSA Short Range Transit Plan recommends the Bus Pass Subsidy Program be made available through the Connect Card program. This will make the Bus Pass Subsidy Program easier to use for social service programs as well as provide options for purchasing multi-ride passes. This strategy will increase the use of the Bus Pass Subsidy program.

Comment noted. Data and discussions with Seniors First indicate that Health Express has reached its capacity to accommodate passenger trips. Demographic projections indicate that demand for the service will grow. In order to accommodate R&R program trips as well as to accommodate future nonemergency medical ridership growth, Health Express service should be expanded. In the short term the WPCTSA Short Range Transit Plan recommends one additional bus should be operated for four hours each weekday. In addition, acquisition of scheduling software for Health Express and MyRides Program is recommended to improve customer service, decrease call wait times as well as reduce no-shows. The Plan also recommends scheduling software for the Meals on Wheels Program as a strategy to improve transportation access to food and would increase the effectiveness and efficiency of the program.

Two financial scenarios were developed for the WPCTSA Short Range Transit Plan based on the proportion of Transportation Development Act (TDA) funding historically and currently allocated to the WPCTSA. The final plan includes a policy recommending: WPCTSA annual TDA funding allocation should vary as necessary between the current four percent, not to exceed the maximum of five percent, depending on specific annual amount necessary to fund program costs. Prior to increasing the TDA allocation, WPCTSA should work with the TOWG and TAC to determine whether program costs are reasonable and review cost containment opportunities.

- 5 The weak marketing plans continue to be a huge barrier to growing ridership. The public does not know what service is available nor how to access it. Information must be available in all formats – print and online, and disseminated by all possible means.
- 6 The plan for Roseville to expand the mobility training program is wonderful. The need for that service will grow with the aging of the population.
- 7 The implementation plan for PCT is very exciting. The impact of these changes will be monumental in expanding access to transit services.
- 8 The new routing plan for Auburn also is very exciting with the inclusion of Luther Road and Dairy Road. Both PCT and Auburn will have shorter headways on key routes, making them more useful to more people.
- 9 A unified fare system across the three operators is very desirable, meanwhile the Connect Card system with the recommended day passes will resolve many issues with using public transit for the public, while simplifying the financial structure for the operators so each system receives its proper share of farebox.
- 10 The recommendation for all operators to improve bus stop facilities on an on-going basis is very welcome. Protection from weather extremes is essential to safe travel for older adults.
- 11 The recommendations included for conducting an array of surveys and studies are very welcome as well. The more interaction with potential riders, the better. Bravo! Well done.

Comment noted. The Short Range Transit Plans recognize that an overall marketing plan, including defining and establishing a common regional transit brand, would require a specific marketing/branding study and a high level of collaboration among the individual transit operators. While this would be a substantial effort, the result would significantly enhance the public awareness of transit throughout the region.

Comment noted. The Mobility Management Program will be included in the WPCTSA Short Range Transit Plan. The Plan recognizes that a long-term funding commitment is needed to improve the mobility needs for elderly and disabled residents.

Comment noted.

Comment noted.

To clarify the comment regarding "a unified fare system," the Short Range Transit Plans recommend that each transit operator participate in a Regional Day Pass program; likewise participate in an investigation of a Sierra College Student Pass program; and continue to promote use of the Connect Card.

Comment noted. The Short Range Transit Plans recommends a continuing program of providing shelters and bus stop improvements. Attractive and comfortable passenger facilities is important in attracting and maintaining ridership and is particularly important for sensitive populations, such as seniors or persons with disabilities.

Comment noted. The Short Range Transit Plans recommend that transit operators continue to conduct focused passenger surveys and ridership counts to provide input for refining the service modifications recommended in the Plans.

**Comment Robert Hylan, Comment #18**  
No.

- 1 It would be a good idea to provide homeless persons at The Gathering Inn in downtown Roseville free bus service/access to Placer Counties social services sites ONLY! These people really are stuck and cannot afford a bus ticket to our offices in Rocklin for example. They are mostly entitled to bus services once they get to our offices and are qualified to be supported by our social services programs. However they don't have a way to get here to get the bus passes issued to themselves because they can't afford the bus ride here, which of course only exacerbates the problem! Thanks!

**Responses**

The Western Placer Consolidated Transportation Services Agency(WPCTSA) introduced the South Placer Bus Pass Subsidy Program on July 1, 2015. This program is ongoing and subsidizes 75 percent of the cost of daily bus passes to non-profit, social and human service agencies with clientele participating in certain public assistance programs. WPCTSA encourages the Gathering Inn to apply.

**Comment Estela Roid, Comment #19**  
No.

- 1 Granite Bay Alternatives Page 154 and 155 – I hope the proposal to extend the Roseville Transit to Auburn Folsom Road and the Roseville Dial-A-Ride Expansion will be approved. Residents in Granite Bay like me really needs a public mode of transportation. Thank you PCTPA for this!!!

**Responses**

Two strategies are recommended in the Placer County Short Range Transit Plan regarding transit service within and to/from the Granite Bay community. Implementation of these strategies is the responsibility of Placer County.

1. Negotiate with the City of Roseville regarding the Route S extension and paratransit service to Granite Bay, and implement the extension.
2. Coordinate with TNC companies (and potentially local cab companies) regarding a subsidy program in Granite Bay.



**Comment Marilyn Jasper, Comment #20  
No.**

**Responses**

- 1 Anyone who commutes or must travel even close to commute hours knows full well that adding lanes to roadways (arterials or freeways) has never resolved transportation problems and nightmarish traffic jams. More lanes become “build it and they will come” scenarios. HOV lanes, although well intended, are also ineffective—in part because of noncompliance. The most obvious answer to address transportation problems is public transit, safe sidewalks, bike lanes, and other alternative travel modalities. We urge the County to be pro-active, rather than re-active, toward that goal. If there is a will to change for the better, then spending resources on expanded roadways for vehicle “transportation” rather than “public transit” is unacceptable.
  
- 2 The June 2007 PCTPA Transit Plan appears to have underestimated population “Growth Assumptions (As of 2005).” Regardless, with population increases in the County, along with needs of ever-increasing elderly populations, young families, increased commuters, young adults who may forego the privilege of driving, and other variables, the task of meeting needs is formidable.
  
- 3 We acknowledge that public transit costs are a huge issue, but taxpayers may be willing to support those costs if the primary proposed use would resolve traffic issues for the long term. Increasing taxes to pay primarily for “transportation” roadway widening, additional lanes, etc., is something taxpayers know will be “too little, too late” shortly after construction is completed.
  
- 4 A most important impact that needs to be considered in “roadway expansion” or freeway “lane expansion” proposals is the ever-increasing health issues that such proposals create. A recent global study linked air pollution to an increased risk for type 2 diabetes. According to the Sacramento BEE, “California’s Central Valley is notorious for its high levels of hazardous particulates.<sup>1</sup> Reportedly, challenges include agricultural and truck emissions, wildfire pollution, pollution that is trapped by extreme heat for days, and Sacramento’s being ranked as one of the most polluted by the American Lung Association. Vehicle travel simply adds to the challenges. Public health is impacted in numerous ways particulate matter (PM). Health issues are compromised, and problems exacerbated by air pollution and Greenhouse Gas emissions (GHG)—not to mention the mental angst of traffic jams, stress, and road rage issues. These may not be eliminated with public transit, but most likely would be greatly reduced along with the emissions of GHG. <sup>1</sup> Study: polluted air raises risk for type 2 diabetes, Sacramento BEE, July 15, 2018, page 3A. <sup>2</sup> According to Dr Jonathan Patz, in a recent interview (paraphrased), the cause of Climate Change must be targeted in order to reduce GHG that comes from burning fossil fuels. “We keep mopping up the floor, while ignoring the fact that the faucet is still running.”<sup>2</sup> He recommends going to the root of the problem and very rigorously and quickly go to a low carbon economy—get away from fossil fuels—plan communities for people, rather than automobiles. Dr Patz suggests that the health benefits of a low carbon economy is one of the largest public health opportunities in a century. He states that seven million people around the world die prematurely from air pollution annually.

This comment is beyond the scope of preparing Short Range Transit Plans. Short Range Transit Plans were updated to assess transit issues in the PCTPA region in order to provide a comprehensive strategy of service, capital, financial and institutional improvements to the public transit programs for implementation over the next seven years. Regional Transportation Plans however are developed to provide a clear long range vision of regional transportation goals, objectives, policies and strategies. These plans typically cover a 20+ year timeframe. The vision identified in the Regional Transportation Plans must be within fiscal constraints. PCTPA’s adopted 2036 Regional Transportation Plan considers both short-term and long-term time periods. The Plan is designed to be a blueprint for development of a balanced, comprehensive, multi-modal transportation system, including but not limited to, regional roadways, public transit, passenger rail, aviation, goods movement, active transportation facilities, transportation systems management, transportation safety and security, and intelligent transportation systems.

The commenter is referring to the Transit Master Plan prepared in 2007. The growth assumptions used in developing that Transit Master Plan were prepared by the Sacramento Area Council of Governments (SACOG). The SACOG growth forecasts were used to ensure consistency with regional planning efforts. The purpose of the Transit Master Plan was to provide a consistent, coordinated long range vision for Placer County transit operators that would assist both strategic policy planning and short-term decision-making. In contrast, the Short Range Transit Plans were updated to provide a comprehensive strategy of service, capital, financial and institutional improvements for the next seven years.

This is a subject of research beyond the scope of preparing Short Range Transit Plans.

SB 375 requires the 18 Metropolitan Planning Organizations in the state to identify a forecasted development pattern and transportation network that will meet greenhouse gas emission reduction targets specified by the California Air Resources Board through their Regional Transportation Plan process. The Sacramento Area Council of Governments is the federally designated Metropolitan Planning Organization for the Sacramento region, including Placer County, and has the responsibility to address the state SB 375 requirements through the development of its Metropolitan Transportation Plan/Sustainable Communities Strategy. Additional information and analyses regarding the adopted 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy can be found at: <https://www.sacog.org/2016-mtpsc>.

**4 Cont'd** In the United State, it's estimated that more than five million people die annually from sedentary lifestyles. He states that we pay attention to highways and roads, while 60% of Americans don't meet the minimum levels of recommended exercise, which is related to obesity, diabetes, cancer, and even depression. He also states that exercise needs to be built into our daily routines—better designs of our cities and neighborhoods to promote physical fitness— safe sidewalks and bike lanes. In an upper Midwest study that included 11 largest cities, the question was asked “If we took the short car trips off of the roads in the cities, what would the air quality and physical fitness benefit be if half of those car trips turned into bicycle trips—and only in the summer time—just four months of the year?” Forty percent of the car trips in the U.S. are short car trips (2.5 miles or less). Dr. Patz found that taking short trips off the roads and turning half of them into bike trips would save 1,300 lives and 8 billion dollars every year. He states it is a huge benefit for people to have active transport through walking and cycling.<sup>3</sup> Thus, it becomes an important issue for Planning (and the PCPTA) to design safe and fair multi-modal transportation

Refer to Response #4 to Comment #20.

**5** An important goal to reduce greenhouse gases GHG is being proposed as a part of Placer County's Sustainability Plan in order to meet state mandates.

An update of the adopted 2036 Regional Transportation Plan is underway. Coordination with other planning processes, including Placer County's Sustainability Plan, will occur during the planning and development of the 2040 Regional Transportation Plan.

**6** We urge the PCTPA to compare adding highway lanes to providing public transit, and relate it to the County's Sustainability Plan, in resolving transportation issues. Consumer “demands” for convenience should not drive decisions that impact public health and safety. Rather, we urge the PCTPA to pursue what will work for future generations.

Providing this comparison is beyond the scope of developing Short Range Transit Plans and is more appropriately conduct as part of project alternatives analyses.

**7** We greatly welcome and appreciate efforts to plan for public transit. Although a “short range” plan might be better than no plan at all, we strongly urge the PCTPA to plan immediately for long range, while there is still a slight window of opportunity to correct transportation/traffic environmental and human health impacts. We urge suspension of plans for additional highway lanes and instead a re-direction of funds to jump start public transit options—look at models that work elsewhere and incorporate what fits best. Thank you for considering our views.

As the State-designated Regional Transportation Planning Agency for Placer County, PCTPA is required to prepare and adopt a Regional Transportation Plan every five years. Regional Transportation Plans are developed to provide a clear long range vision of regional transportation goals, objectives, policies and strategies. These plans typically cover a 20+ year timeframe. PCTPA's adopted 2036 Regional Transportation Plan was adopted in 2016. An update to 2040 is currently underway with adoption scheduled for February 2020. Opportunity for public input will begin in fall 2018. The commenter is encouraged to participate in PCTPA's Regional Transportation Plan 2040 update process.

**Comment Michael Garabedian, Comment #21  
No.**

- 1 Our emphasis in this comment is that South Placer County area rail transit corridor planning needs to be recognized and addressed in the Short-Range Transit Plans and related planning processes.
- 2 Our local transit needs and agencies require an operations core: a Lincoln-Roseville rail transit corridor could provide this need in South Placer County Transit connections in South County are made at 10 Transfer Points. This includes the Auburn Transfer Point where Gold Country Stage from Nevada County stops and where Auburn Conheim train station is. The Roseville Intermodal Station is not a Transfer Point.
- 3 The proposed Short Range Transit Plans demonstrate that local transit in South County does not have a destination and departure transit core, facility or corridor. Without a core, without a focus, without transit-oriented reasons to address the realities of our massive growth and development, our current transit systems are rootless. The draft Short Range plans do not address this need, even though the current Transit Master Plan for Placer County does so in its "Recommendations By Mode," Regional Rail category: "Study the feasibility of adding regional rail service along the SR-65 corridor to Lincoln and Marysville." Transit Master Plan for South Placer County, Placer County Transportation Planning Agency June 2007, p. 22. The Sierra Club proposal for a fixed rail transit corridor between Lincoln and Roseville was publicly announced this week at the July 10 meeting of the Board of Supervisors.
- 4 Proceed to Phase II of the 27-page December 1995, "Draft Northern Sacramento Valley Intercity Rail Feasibility Study Interim Findings Report."
- 5 Construct under our affected local government authorities a fixed transit corridor between Roseville and Lincoln such as with Placer County, PCTPA, Roseville, Rocklin, and Lincoln.
- 6 Extend Sacramento Regional Transit to Lincoln, involving Sacramento Regional Transit, Sacramento County, Citrus Heights and the agencies in #2.

**Responses**

The Regional Transportation Plan is the appropriate planning level study to define the regional transportation system and identify large areas in terms of corridors and provide the planning guidance for developing the finer-grained multimodal network within individual corridor plans. The corridor plan typically coordinates and integrates multiple modes of transportation within the corridor and establishes the function and operation and design criteria for various individual transportation facilities in the corridor. Corridor planning applies multiple strategies to achieve specific transportation objectives along a transportation corridor, combining capital improvements and management strategies into a unified plan for the corridor. This level of planning analysis is beyond the scope of a Short Range Transit Plan, which focuses more appropriately on project or service programming and implementation.

The existing transit network is organized around transfer points where buses converge at about the same time, enabling passengers to transfer between routes, and then depart in their respective directions. This type of transit network is known as a timed transfer system. A timed transfer system represents a coordinated transit network allowing riders to travel between any two points in the service area with reasonable convenience. There are currently nine transfer points in south Placer County. The commenter is correct that the Roseville Intermodal Station is not considered a transfer point.

The existing transit network is organized around transfer points where buses converge at about the same time, enabling passengers to transfer between routes, and then depart in their respective directions. This type of transit network is known as a timed transfer system. The general concept embodied within the long range Transit Master Plan is to organize transit services by providing trunk line services on major transportation corridors, including transfer points served by local feeder bus service. The trunk line service could include regional rail or Bus Rapid Transit technology. Subsequent to the Transit Master Plan, the Bus Rapid Transit Service Plan for South Placer County identified a high-capacity, regional transit connection within and between the cities and unincorporated areas of South Placer County. The transit technology chosen for evaluation was Bus Rapid Transit and is included in the Regional Transportation Plan.

The Butte County Association of Governments (BCAG) Board of Directors on March 21, 1996 approved the BCAG staff direction to delay any work on Phase II of the Northern Sacramento Valley Intercity Rail Feasibility Study until and unless substantial improvement in conditions affecting rail feasibility is identified.

Before a fixed route transit corridor project can be constructed, several implementation steps would need to be taken depending on the type of funding envisioned to construct the project. Generally, the implementation steps typically include:

1. System/Corridor Planning Study, Draft Environmental Studies and Conceptual Engineering;
2. Preferred Alternative Selection and Preliminary Engineering;
3. Final Design, Construction Documents, and Funding;
4. Right-of-Way (ROW) Acquisition;
5. Construction Contractor and Vehicle/Equipment Procurement;
6. Construction; and
7. Opening.

Depending on the sources of funding involved, project implementation can upwards to 10 to 15 years and is beyond the scope of a Short Range Transit Plan.

South Placer County is currently served by three public transit operators: Auburn Transit, Placer County Transit and Roseville Transit. At the present time, there has been no discussion regarding extending Sacramento Regional Transit service into south Placer County.

7	Extend Capitol Corridor service with a rail transit link to Lincoln.	CCJPA's Vision Plan was adopted by the CCJPA Board of Directors in November 2016. The segment from Roseville to Lincoln was not evaluated as part of the CCJPA Vision Plan. The adopted Vision Plan notes that should extensive service expansion be contemplated east of Roseville to Auburn, various improvements would be required due to track capacity issues and freight goods movement east of the Roseville UPRR Yard. These improvements would include new passenger track, potentially along an existing alternative alignment, as well as a new station in Rocklin and relocated station in Auburn.
8	Change Caltrans State Rail Plan bus transit to Lincoln to rail transit to Lincoln.	Caltrans released the draft State Rail Plan on October 11, 2017. The public review period lasted 60 days, until December 11, 2017. The State Rail Plan was submitted to the State Legislature May 31, 2018.
9	Change Caltrans State Rail Plan rail service north of Sacramento to the Roseville-Lincoln corridor or another suitable abandoned rail corridor.	Caltrans released the draft State Rail Plan on October 11, 2017. The public review period lasted 60 days, until December 11, 2017. The State Rail Plan was submitted to the State Legislature May 31, 2018.
10	Sierra Club is reviewing these and other proposals.	The comment period for the draft Short Range Transit Plans closed on July 15, 2018.
11	The corridor needs to plan and have walking, biking, local transit and other transit and other services to feed into the Lincoln-Roseville corridor and to not compete with it.	A corridor plan typically coordinates and integrates multiple modes of transportation within the corridor and establishes the function and operation and design criteria for various individual transportation facilities in the corridor. Corridor planning applies multiple strategies to achieve specific transportation objectives along a transportation corridor, combining capital improvements and management strategies into a unified plan for the corridor. This level of planning analysis is beyond the scope of a Short Range Transit Plan, which focuses more appropriately on project or service programming and implementation.
12	The plans need to quantify existing north-south transit and related ridership South County north-south corridor public and private transit and programs need quantification for all ridership including but not limited to: Local bus transit Commuter transit buses Ride sharing Van pools Sierra College destination buses Health Express My Rides Etc. This quantification needs to include private services: Cabs Uber, Lyft and related Airport shuttles Casino buses Lodging shuttles Etc. The plans need to account for added corridor users too: This needs to include the new transit use by people who now drive their vehicles who would no longer do so.	Ridership analyses are identified in the Short Range Transit Plans and were conducted for a variety of public transit service alternatives considered, including transportation network companies, micro transit services and vanpools.
13	The Sierra Club sees potential people-moving methods from corridor transit stops to major access centers like the casino. For example, I recall my first use of the Atlanta Airport people movers some years ago.	A variety of public transit alternatives were considered, including transportation network companies, micro transit services and vanpools.
14	County, PCTPA and Caltrans lane expansion spending has discouraged needed transit planning and development	PCTPA's Regional Transportation Plan is a product of cooperative efforts by PCTPA's member jurisdictions reflecting a pro-active multimodal approach to identifying future transportation project needs divided between planning for transit, highways, rail, aviation, ITS, pedestrian facilities, and bikeways.
15	Transportation spending priorities by Placer County, the PCTPA and Caltrans have been to add highway and interchange capacity. This is a largely fruitless and misleading expenditure of public funds to reduce congestion. See the U.C. Davis National Center for Sustainable Transportation Policy Brief: "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion," <a href="https://ncst.ucdavis.edu/wp-content/uploads/2016/08/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf">https://ncst.ucdavis.edu/wp-content/uploads/2016/08/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf</a>	PCTPA's Regional Transportation Plan is a product of cooperative efforts by PCTPA's member jurisdictions reflecting a pro-active multimodal approach to identifying future transportation project needs divided between planning for transit, highways, rail, aviation, ITS, pedestrian facilities, and bikeways.

- 16 The SACOG board recently acted to recommend to the state which corridors in its territory should be considered for the SB1 Congested Corridor funding. Though Placer County has 23% of the SACOG board membership, the Board did not recommend consideration of Placer County for this funding.
- 17 Figures are needed comparing the cost of different transit corridor and highway expenditures and job creation.
- 18 SR 65 widening and from SR 65 to Sutter County Placer Parkway construction cost estimates are needed. A guesstimate of this might be in the range of a billion dollars. The costs and job creation of transit and highway development and operation need to be calculated and compared.
- 19 A significant share of developer fees should go to transit infrastructure. Transit infrastructure needs to be built into new development.
- 20 Programs to develop transit for existing development are needed: Citrus Heights is working on this.
- 21 Was the public asked its opinion about rail transit and a Lincoln-Roseville rail transit corridor? We haven't located Short Range Transit Plan inquiry to the public asking about rail transit in the corridor.
- 22 Transit Operator Working Group meetings need to be open to the public Current coordination among our local transit operators may need to be formalized. TOWG meetings should have e-mail notice to the public and public input.

On January 21, 2018, the SACOG Board endorsed PCTPA's SB 1 TCEP funding nomination request of the I-80 Freight Throughput Improvement Project in Placer County. In early February Caltrans subsequently withdrew this project nomination considering it a lower priority among competing statewide TCEP project nominations. Caltrans encouraged PCTPA to resubmit the project for SB 1 SCCP funding, recast as the I-80 Auxiliary Lanes Project. This resubmission occurred after the January 21 SACOG Board meeting. Unfortunately, the project was not awarded funding by the California Transportation Commission due to a lack of local funding match.

Providing this comparison is beyond the scope of developing Short Range Transit Plans and is more appropriately conduct as part of project alternatives analyses.

Providing this comparison is beyond the scope of developing Short Range Transit Plans. Construction costs for SR 65 projects and Placer Parkway can be found in the adopted 2036 RTP, Table 6.1-7 "Highway and Roadway Network Project List." Employment impacts attributable to highway and roadway projects may be found in individual project analyses.

Under state law, jurisdictions may impose fees on development that mitigate their impacts on local services. One common impact fee is for traffic generated by the new development on the road system. Fees must be backed by a traffic study that provides a nexus of the improvements to the traffic generated by the development, as required by AB 1600. Each jurisdiction in Placer County has imposed a traffic impact fee of some type; several include transit as an eligible use. In addition, in 2002, Lincoln, Roseville, Rocklin, and Placer County formed the South Placer Regional Transportation Authority Joint Powers Authority to develop a regional traffic impact fee. This fee, known as the Regional Transportation and Air Quality Mitigation Fee Program, is set to generate \$195 million for specified transportation projects, including transit.

Short Range Transit Plans were updated to assess transit issues in the PCTPA region in order to provide a comprehensive strategy of service, capital, financial and institutional improvements to the public transit programs for implementation over the next seven years. Both existing demographic and development conditions and proposed development were reviewed to determine the need for new and/or modified transit services.

Community outreach for the Short Range Transit Plans began in December with on-board rider surveys. In January 2018 PCTPA held a two week on-line virtual community workshop and also conducted "Pop-Up" workshops at local transfer centers. PCTPA received 1,473 completed on-board surveys and 436 people participated in the virtual community workshop as a result of these outreach efforts. Eleven questions were asked during this community outreach. One of the questions asked respondents to identify potential improvements to public transit. Several respondents identified light rail should be extended in the Interstate 80 corridor to Auburn; or identified more Capitol Corridor service to Roseville and to Auburn.

PCTPA's Transit Operator Working Group is comprised of local government and regional agency staff responsible for transportation planning, programming and project administration. While the Transit Operator Working Group meetings are not open to the public, the PCTPA Board meetings address the topics discussed at these meetings and the PCTPA Board meetings are open to the public. That said, the opportunity always exists to set up a meeting with the commenter and local transit operators.

23 PCTPA Technical Advisory Committee meetings need to be open to the public. The public seems largely absent from PCTPA meetings. Public attendance at the TAC should lead to more public involvement in PCTPA.

PCTPA's Technical Advisory Committee is comprised of local government and regional agency staff responsible for transportation planning, programming and project administration. While the Technical Advisory Committee meetings are not open to the public, the PCTPA Board meetings address the topics discussed at these meetings and the PCTPA Board meetings are open to the public. That said, the opportunity always exists to set up a meeting with the commenter and local agency jurisdictions.

24 PCTPA board membership a transit advocate on the board. PCTPA board membership expansion could include transit expertise, user group and other representation. A survey could be made of regional transit and transportation board membership around the county. If a change in the law would be required for this, having an advisory group of this nature should be considered.

PCTPA's governance structure already provides effective representation of public transit operators. There are three public transit operators in the PCTPA region. All are governed by a City Council or Board of Supervisors and a representative of each also serves on the PCTPA Board of Directors and qualify as representing public transit.

**Comment Jake McDermott, Comment #22  
No.**

**Responses**

1 Why is the "Western Placer" area not being represented in Western Placer County? I have NO faith this meeting will help the Placer Piggy Bank that is Tahoe.

Comment noted.

**Comment Steve Borroum, Comment #23  
No.**

**Responses**

1 If you don't already, there should be a fare box minimum recovery of at least 20%. Plus, there probably should be a minimum density of people per sq. mile for there to be a fixed route transit system. Please know that for every million dollars or so, if spent on a traffic safety project, a serious injury or a life can be saved over approximately a 3 year period. In the long run, options for connecting to "light rail" should continue to be explored. And, Placer County should seek a jobs / housing balance to minimize commuting.

On June 26, 2013, the Placer County Transportation Planning Agency Board of Directors adopted systemwide fare revenue ratios for public transit operators serving western Placer County as required by the Transportation Development Act. Auburn Transit is required to maintain a farebox ratio of 10 percent because the City of Auburn is located within the non-urbanized area of western Placer County. Roseville Transit is required to maintain a farebox ratio of 15 percent due to the City of Roseville being located within the Sacramento urbanized area. Placer County Transit (PCT) farebox ratio is 12.94 percent reflecting a blended ratio since PCT serves both the urbanized and non-urbanized areas of western Placer County. WPCTSA is required to maintain a farebox ratio of 10 percent as a provider of specialized transportation services.

**Comment Jody Hohman, Comment #24  
No.**

**Responses**

1 I do not understand why all of this Placer County planning is completely ignoring transit for the senior citizens who live in the two Del Webb communities that are both inside this county's lines. Your bus services seem to circumvent both of these communities. These communities both contain senior adults who currently or will eventually need public transit options as they can no longer drive their own cars to do errands and attend events within the county. Originally coming from the San Francisco Bay Area, I have seen how much senior citizens rely on good public transportation. In addition, it would be better for the health of all of us who live in Placer County to get as many privately owned cars off of our roads and more people into public transit clean air vehicles. Please take senior citizens into public transit plans either now or very soon in the future.

Public transit services are currently available to both Del Webb communities in Placer County. Roseville Transit provides dial-a-ride to Sun City Roseville, and Placer County Transit provides dial-ride service to Sun City Lincoln Hills.

**Comment Jennifer Higgins, Comment #25  
No.**

**Responses**

- 1 Ms. Higgins noted it is very difficult to purchase the 21 discounted rides passbook on the Lincoln DAR. She says Lincoln DAR drivers are only allocated 3 passbooks a day to sell to the public. Ms. Higgins said these regularly sellout and unfortunately it can take 1 to 2 weeks before the drivers are allocated more passbooks to sell to the public. Ms. Higgins wanted this comment included in the SRTP record and asked that I intervene with PCT management to see if drivers could be allocated more passbooks to sell to the public and to have them available to sell on a more regular basis. Ms. Higgins said this is a customer service issue and that if we want better ridership we should be providing passbooks for sale. Ms. Higgins says she has talked with PCT dispatch but this has not lead to any improvement. Ms. Higgins can be reached at 603.498.3278.

**Comment Carol Morse, Comment #26  
No.**

- 1 Consider a Dial-A-Ride Bus Pilot Program to serve the residents at McAuley Meadows

On July 18, 2018, MV Transportation, contractor for Placer County Transit dial-a-ride, contacted Ms. Higgins to let her know that her bus driver would have ticket books available for purchase and apologized for the lack of ticket books. Ms. Higgins was also told that her ride on July 18 would be free due to the inconvenience placed on her.

**Responses**

McAuley Meadows is a senior housing community located in the City of Auburn. Auburn Transit's Blue Route serves this location Monday through Friday, and the Green Route serves this location on Saturdays. Unfortunately, Placer County Transit (PCT) dial-a-ride does not serve McAuley Meadows. McAuley Meadows is located about one mile beyond the 3/4 mile service area for PCT dial-a-ride service.

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: 2018-2025  
SHORT-RANGE TRANSIT PLANS**

**RESOLUTION NO. 18-27**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 22, 2018 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**, 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**, Short-Range Transit Plans previously completed by PCTPA in 2011 for Auburn Transit, Placer County Transit, Roseville Transit and the Western Placer Consolidated Transportation Services Agency Plans (covering the years 2012-2018) need updating; and

**WHEREAS**, updated Short-Range Transit Plans have been completed by PCTPA for Auburn Transit, Placer County Transit, Roseville Transit and the Western Placer Consolidated Transportation Services Agency consistent with the adopted Regional Transportation Plan for Placer County and to satisfy local transit operators federal, State and SACOG planning requirements; and

**WHEREAS**, public commentary was received through public and virtual on-line workshops and a noticed public hearing and considered during the development of the Short-Range Transit Plan; and



**WHEREAS**, each Short-Range Transit Plan presents the steps that each local transit operator will take over the next seven years (2018-2025) to improve services and address operational and capital infrastructure, fare adjustments, institutional needs, and identify the revenues required to accomplish plan recommendations for both the local fixed route transit system, commuter services and paratransit services; and

**WHEREAS**, Short-Range Transit Plans also serve as the primary justification document for receipt of federal, State and local funds for transit operations and capital projects; and

**WHEREAS**, PCTPA requires that any unmet transit need that is identified be consistent with the applicable Short-Range Transit Plan before the unmet transit need can be considered “reasonable to meet.”

**NOW THEREFORE, BE IT RESOLVED** that the Placer County Transportation Planning Agency accepts as complete the final Short-Range Transit Plans 2018-2025 for Auburn Transit, Placer County Transit, Roseville Transit and the Western Placer Consolidated Transportation Services Agency.



Consolidated  
Transportation  
Services Agency

## ***MEMORANDUM***

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**TO:** WPCTSA Board of Directors

**FROM:** Michael Luken, Executive Director

**SUBJECT:** CONSENT CALENDAR

**DATE:** August 8, 2018

Below are the Consent Calendar items for the August 22, 2018 agenda for your review and action.

1. Authorize filing FY 2018/19 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$906,609  
Authorize Western Placer CTSA staff to submit to PCTPA a claim for \$906,609 in FY 2018/19 LTF funds for transit purposes.

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**  
**PUBLIC TRANSPORTATION SYSTEM PURPOSES**

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

FROM: CLAIMANT: Western Placer Consolidated Transportation Services Agency  
ADDRESS: 299 Nevada Street  
Auburn, CA 95603  
CONTACT PERSON: Michael Luken, Executive Director  
Phone: 530-823-4030 Email: mluken@pctpa.net

The Western Placer Consolidated Transportation Service 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 2018/2019 for public transportation system purposes (P.U.C. 99262) in the amount of \$ 906,609 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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.

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

TITLE: PCTPA Chair

TITLE: Executive Director

DATE: Aug 22, 2018

DATE: Aug 10, 2018



**TO: Board of Directors**

**DATE: August 7, 2018**

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

**SUBJECT: FINAL SHORT-RANGE TRANSIT PLAN 2018-2025 FOR THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**ACTION REQUESTED**

Adopt Resolution No. 18-26, approving the Final Short-Range Transit Plan (SRTP) 2018-2025 for the Western Placer Consolidated Transportation Services Agency (WPCTSA).

**BACKGROUND**

PCTPA contracted with LSC Transportation Consultants to prepare a new SRTP for the WPCTSA, which was developed with participation from the transit operators and jurisdiction staff. At the May PCTPA Board meeting, staff and the consultant briefed Board members on key recommendations and at the June meeting a public hearing was held on the draft plan.

**DISCUSSION**

The Final SRTP for the WPCTSA is available by downloading the document or individual chapters at <http://pctpa.net/transit-planning/>. The Executive Summary is attached for Board review. The final plan recommends several high priority strategies to improve mobility for low income, elderly, and disabled western Placer County residents as outlined below:

- Continue to serve regular non-emergency medical clients with Health Express and provide subscription Recreation and Respite (R&R) trips as capacity allows on Health Express;
- Expand the capacity of Health Express service by four vehicle-hours per weekday;
- Further study management opportunities of Health Express with Placer County;
- Continue to support regular non-emergency medical clients with the My Rides Program and expand eligible trips to include public assistance and essential needs destinations;
- Supplement short distance My Rides trips with a Transportation Network Company (TNC) Voucher Program;
- Begin a discussion with health care entities regarding providing TNC subsidies for patient transportation outside the hours of public transit service;
- Encourage the use of the Connect Card for the Bus Pass Subsidy Program;
- Improve Call Center reservation and mobility management technologies; and
- Provide funding support for Meals on Wheels delivery route planning and scheduling software.

Two financial scenarios were developed, based on the proportion of Transportation Development Act (TDA) funding historically and currently allocated to the WPCTSA. The final plan includes a policy indicating:

- WPCTSA annual TDA funding allocation should vary as necessary between the current four percent, not to exceed the maximum of five percent, depending on specific annual amount necessary to fund program costs. Prior to increasing the TDA allocation, WPCTSA should work

with the Transit Operator Working Group (TOWG) and the Technical Advisory Committee (TAC) to determine whether program costs are reasonable and review cost containment opportunities.

Board members and public comments have been incorporated in the final plan. The final plan has also been reviewed with local transit operators and jurisdiction staff. Staff recommends the Board adopt the resolution approving the Final SRTP 2018-2025 for the WPCTSA. The PCTPA TOWG and TAC concur with the staff recommendation.

DM:LM:ML:ss

# ***Executive Summary***

## **2018 Western Placer Consolidated Transportation Services Agency Short Range Transit Plan**

*Prepared by LSC Transportation Consultants, Inc.*

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This document presents a seven-year Short-Range Transit Plan (SRTP) developed for the Western Placer Consolidated Transportation Services Agency (WPCTSA) program, serving western Placer County, California. An SRTP is intended to provide a detailed business plan to guide the transit organization over the coming five to seven years. It includes a review of demographics and transit needs, a review of existing planning documents, public surveys regarding WPCTSA services, a review of the effectiveness and efficiency of existing services, a review of similar systems, analysis of a wide range of options, and the results of public input processes. The resulting SRTP provides operational, capital and institutional plans. This SRTP plan has been prepared jointly with the development of parallel SRTPs for Roseville Transit, Auburn Transit and Placer County Transit.

### **EXISTING DEMOGRAPHICS**

The population of the western portion of Placer County, per the 2015 US Census estimates is 353,847. Persons living in **households without vehicles** total 4,204, or 3 percent of the total countywide population. **Youth** (persons 10 to 17 years of age) total 39,528, or 11 percent of total population. **Elderly** persons over age 60 total 83,524 (24 percent). There are a total of 31,300 persons living in households below the federal **poverty** level (9 percent of total population). Persons who indicate they have a **disability** total 16,086, or 5 percent of total population. In addition, 7.8 percent of residents (27,487) are **veterans**.

Total Placer County population is forecast to increase by 15 percent (54,000 persons) between 2015 and 2025. Significant to this plan, the number of residents age 70 and above is forecast to increase by a full 60 percent (or 28,800 persons) over this period.

### **OVERVIEW OF WPCSTA PROGRAMS**

- **Health Express (Non-Emergency Medical Transportation)** -- The WPCTSA contracts with Seniors First to administer advanced reservation, shared-ride, non-emergency medical transportation services for Placer County residents who are disabled or over the age of 60. Health Express is operated through a private contractor, MV Transportation. Health Express serves western Placer County from Colfax to the Sacramento County line (and medical destinations in Sacramento County). Health Express operates Monday through Friday from 7:30 AM to 4:30 PM. 6,032 passenger trips were served in FY 2016/17, requiring 4,516 vehicle-hours.
- **My Rides Program** – This is a volunteer driver program for Placer County residents who are over age 60, disabled or families with children age 0 – 5 who are unable to use conventional

public transit for essential needs. Seniors First administers the countywide program. 6,971 passenger-trips were served in FY 2016/17.

- **Retired Dial-A-Ride (DAR) Vehicle Program** – This program provides older DAR vehicles from Placer County operators and sells the vehicles to human service agencies for \$100.
- **Transit Ambassador Program** -- WPCTSA administers a Transit Ambassador Program, including a variety of outreach efforts to existing and potential passengers, such as face-to-face assistance to passengers, transit training for potential transit users and attending outreach events. The City of Roseville manages the program, recruits and trains volunteers and provides insurance for the volunteers. In FY 2016/17, a total of seven Transit Ambassadors contributed 469 volunteer hours.
- **South Placer Transit Information “Call Center”** – Initiated in 2011, the “Call Center” provides transit riders with one phone number for information and reservations for all demand response services in the South Placer area including Roseville Transit, Placer County Transit and Health Express. Up to four agents staff phones from 7:45 AM to 5:15 PM on weekdays and between 8:00 AM and 5:00 PM on weekends. In FY 2016-17 a total of 46,113 calls were answered.
- **Bus Pass Subsidy Program** -- Eligible human and service and non-profit agencies can receive partial reimbursement for the purchase of day passes on public transit for low income clients needing transportation to basic assistance and health care services.

The FY 2016-17 WPCTSA budget was around \$1.7 million. Of this, 52 percent is generated through Article 4.5 of the Transportation Development Act (TDA) Local Transportation Funds (LTF). Currently, 4 percent of available LTF funds are allocated to WPCTSA; state law allows this figure to be as high as 5 percent.

## **SHORT RANGE TRANSIT PLAN ELEMENTS**

The Consultant recommends the following strategies to improve mobility for low income, elderly and disabled western Placer County residents (see Figure).

### **High Priority Strategies with Minimal Operating Cost Impacts**

- Use the Connect Card for the Bus Pass Subsidy Program
- Provide funding support for Meals on Wheels delivery route planning and scheduling software
- Continue to support My Rides Program and supplement short distance My Rides trips with a TNC Voucher Program

### **High Priority Strategies with Supplemental Cost Impacts**

- Fund full cost of South Placer Transit Information “Call Center” beginning in FY 2021/22
- Fund full cost of Transit Ambassador Program beginning in FY 2021/22

### **High Priority Strategies with New Cost Impacts**

- Expand the Capacity of Health Express Service by four Vehicle-Hours per Weekday
- Fund the regional Mobility Management Training Program operated by the City of Roseville via a contract with Paratransit, Inc.

### **High Priority Strategies Reflecting Policy Trade-offs Due to Operating Cost Impacts**

- Begin a Discussion with Health Care Entities Regarding Providing TNC Subsidies for Patient Transportation Outside the Hours of Public Transit Service

### **Requires Further Study**

- Further study management opportunities of Health Express with Placer County
- Partner with Health Care Entities Regarding Providing TNC Subsidies for Patient Transportation Outside the Hours of Public Transit Service

### **Financial Plan**

In order to balance increasing costs, a growing elderly population with limited dedicated transit funding, the following policy is recommended regarding TDA LTF Article 4.5 allocations.

*WPCTSA annual TDA funding allocation should vary as necessary between the current four percent, not to exceed the maximum of five percent, depending on specific annual amount necessary to fund program costs. Prior to increasing the TDA allocation, WPCTSA should work with the Transit Operators Working Group (TOWG) and WPCTSA/PCTPA Technical Advisory Committee (TAC) to determine whether program costs are reasonable and review cost containment opportunities.*

In light of this policy, a WPCTSA seven-year financial plan was developed. In order to fund high priority strategies, the LTF allocation should be increased to 4.7 percent in FY 2021/22 and to 4.77 percent in FY 2023/24.



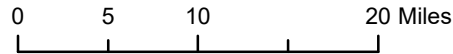
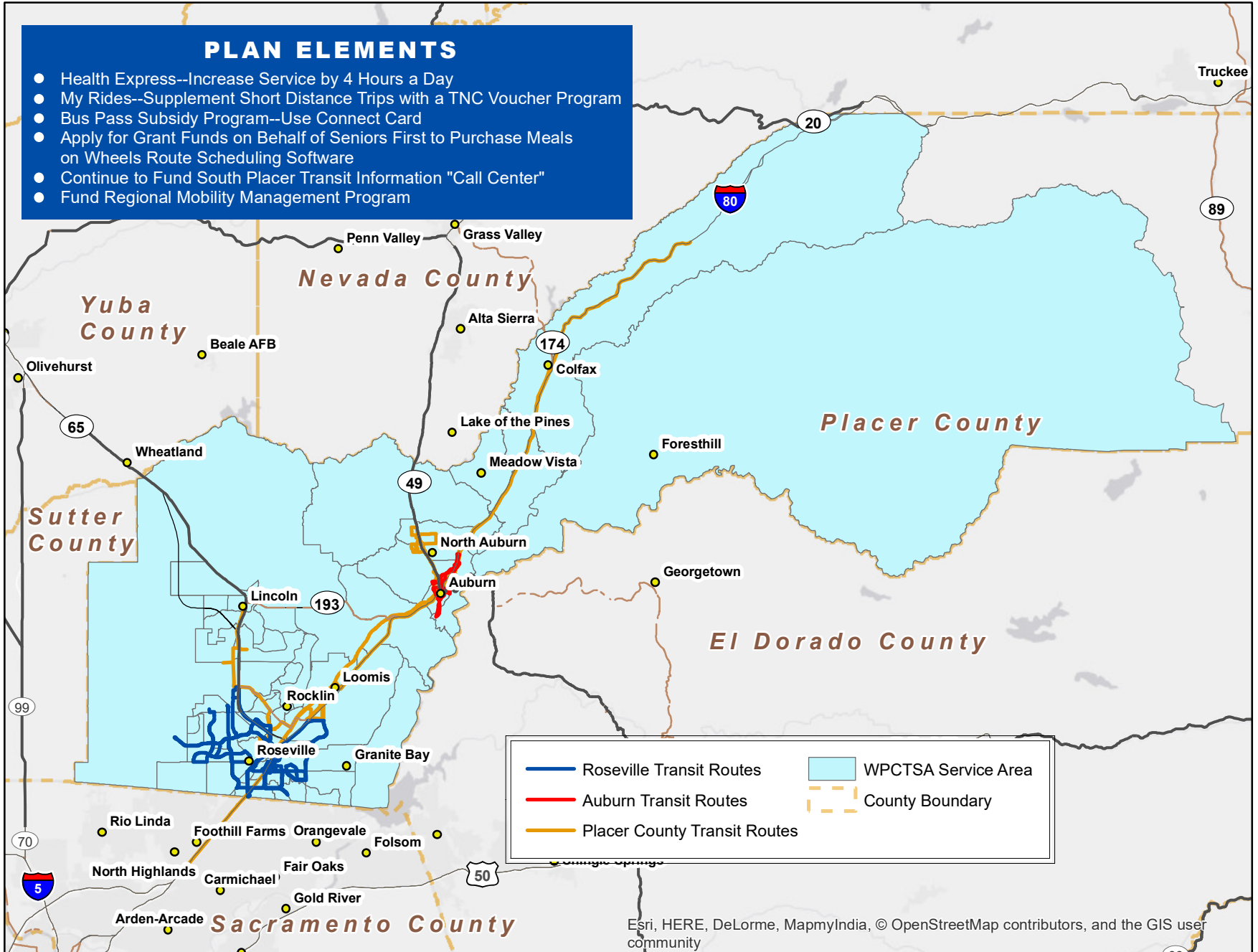


Figure  
WPCTSA Plan

### PLAN ELEMENTS

- Health Express--Increase Service by 4 Hours a Day
- My Rides--Supplement Short Distance Trips with a TNC Voucher Program
- Bus Pass Subsidy Program--Use Connect Card
- Apply for Grant Funds on Behalf of Seniors First to Purchase Meals on Wheels Route Scheduling Software
- Continue to Fund South Placer Transit Information "Call Center"
- Fund Regional Mobility Management Program



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**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**IN THE MATTER OF: A RESOLUTION  
TO APPROVE THE FINAL SHORT-RANGE  
TRANSIT PLAN FOR THE  
WESTERN PLACER CONSOLIDATED  
TRANSPORTATION SERVICES AGENCY**

**RESOLUTION NO. 18-26**

The following resolution was duly passed by the Western Placer Consolidated Transportation Services Agency at a regular meeting held August 22, 2018 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

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Chair  
Western Placer Consolidated Transportation Services Agency

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Executive Director

**WHEREAS**, California Government Code Section 15975 defines a Consolidated Transportation Service Agency (CTSA) as an agency that consolidates or coordinates social service transportation; and

**WHEREAS**, pursuant to Government Code section 15975(a) and the California Code of Regulations, under Title 21. Public Works, Chapter 2. Transportation Development, section 6680, the Placer County Transportation Planning Agency (PCTPA) designated the Western Placer Consolidated Transportation Services Agency as the consolidated transportation service agency for western Placer County; and

**WHEREAS**, the Short-Range Transit Plan previously completed by PCTPA in 2011 for the Western Placer Consolidated Transportation Services Agency Plans (covering the years 2012-2018) needs updating; and

**WHEREAS**, developing an updated Short-Range Transit Plan is a priority for the Western Placer Consolidated Transportation Services Agency and said plan has been completed by PCTPA consistent with the adopted Regional Transportation Plan for Placer County and to satisfy federal, State and SACOG planning requirements; and

**WHEREAS**, public commentary was received through public and virtual on-line workshops and a noticed public hearing and considered during the development of the Short-Range Transit Plan; and

**WHEREAS**, the Short-Range Transit Plan presents the steps that the Western Placer Consolidated Transportation Services Agency will take over the next seven years (2018-2025) to improve services and enhance specialized transit services in western Placer County; and

**WHEREAS**, the Short-Range Transit Plan also serves as the primary justification document for receipt of federal, State and local funds for transit operations and capital projects.

**NOW, THEREFORE, BE IT RESOLVED** that the Western Placer Consolidated Transportation Services Agency:

1. Determines that the Final Short-Range Transit Plan for the Western Placer Consolidated Transportation Services Agency is a project or activity exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970 as defined in the State guidelines, Section 15061(b)(3), for the implementation of CEQA.
2. Adopts the Final Short-Range Transit Plan for the Western Placer Consolidated Transportation Services Agency, dated August 2018.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** August 8, 2018

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

**SUBJECT:** UPDATE ON COORDINATION BETWEEN 2040 REGIONAL  
TRANSPORTATION PLAN AND SACOG METROPOLITAN  
TRANSPORTATION PLAN

### **ACTION REQUESTED**

None. For information and discussion only.

### **BACKGROUND**

As the State-designated Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is required to prepare and adopt a Regional Transportation Plan (RTP) every five years. The current RTP, which was adopted in 2016, is a long range (20-year minimum) transportation funding plan that identifies the County's priorities in addressing traffic congestion, mobility needs, and maintenance of the existing transportation infrastructure. Not only does the plan comply with state statutes for continuous, cooperative, and comprehensive planning, the RTP serves as the mechanism by which state and federal funds are allocated to local transportation projects.

### **DISCUSSION**

PCTPA staff will present a status update on the coordination efforts between PCTPA and Sacramento Area Council of Governments (SACOG) on the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and upcoming 2040 RTP milestones.

#### **PCTPA/SACOG Coordination Efforts**

The development of the Placer County RTP kicked off with an overview of the process at the December 6, 2017 Board of Directors meeting. In early January 2018, staff coordinated with member agencies to review, revise, and update the adopted 2036 RTP transportation project lists to reflect the status and timing of projects. The Placer County RTP is a bottoms-up approach to developing our future transportation system and the project list is the foundation of the plan.

The RTP and transportation project list is integrated into the broader regional planning context of the SACOG MTP/SCS per our Memorandum of Understanding (MOU). SACOG is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties and is also the federally designated Metropolitan Planning Organization (MPO) for the six-county region including Placer and El Dorado. As an RTPA and MPO, SACOG updates the MTP every four years to meet their federal planning responsibilities for the six-county region and state requirement to develop a Sustainable Communities Strategy (SCS) pursuant to Senate Bill 375.

## **PCTPA Board of Directors**

### **Update on Coordination between PCTPA 2040 RTP and SACOG MTP/SCS**

**August 2018**

**Page 2**

The SCS considers various land use patterns, transportation projects, and strategies that if implemented would enable the six-county region to meet the California Air Resources Board (CARB) greenhouse gas (GHG) emissions reduction target. CARB recently increased SACOG's GHG reduction target from 16 to 19 percent reduction per capita by 2035. In June 2018, SACOG released a discussion draft scenario intentionally crafted to meet the ambitious 19 percent GHG reduction target. The discussion draft scenario envisions a greater share of future land development occurring in infill areas and commercial corridors and less in developing communities. As a result, not all future land developments in the region are included within the 20-year horizon.

SACOG is modeling the scenario's ability to meet the GHG target and will update their various committees and Board in November and December 2018. Based on committee and Board direction, SACOG staff will refine the land use scenario that will become the basis for the MTP/SCS plan that is scheduled for adoption in February 2020.

Attachment A highlights SACOG's discussion draft scenario and challenges surrounding the MTP/SCS update. The attachment also highlights SACOG MTP/SCS update schedule. The TAC was alerted that they may want to send a member of their planning staff to the PCTPA Board meeting to hear the Board's discussion of this subtopic and be available to answer any jurisdiction specific questions.

#### 2040 Regional Transportation Plan Milestones

Staff will begin ramping up efforts on the Placer County 2040 RTP this fall, which follows a similar schedule to SACOG's update of the MTP/SCS.

- 2040 RTP Environmental and Outreach Consultant Request for Proposals (RFP) – PCTPA is required to prepare a program level environmental impact report on the RTP. Staff will release an RFP seeking experienced consultant(s) to prepare the environmental document and assist with general outreach on the RTP development.
- Public Outreach – PCTPA will begin public outreach efforts this fall to gather feedback and confirm prior public sentiment for future transportation improvements. The first public engagement opportunity will be September 4, 2018 at Sierra College from 1-7 PM. This is a joint outreach effort led by SACOG. PCTPA is separately developing a public outreach plan that will be discussed in the next agenda item and presented to the Board of Directors in October.
- RTP Revenue Estimates – PCTPA staff is coordinating with SACOG on the development of reasonably foreseeable revenues over the 20-year horizon of the RTP. Staff plans to present the revenue estimate to the TAC and Board for adoption in October. The revenue estimate also plays into the development of a constrained list of transportation projects anticipated to be funded through the life of the plan.

Staff will continue to provide updates on the coordination efforts with SACOG to the PCTPA Board of Directors as desired.

ML:LM:AH:ss



**Government Relations and Public  
Affairs Committee**

**Meeting Date:** 8/6/2018

**Agenda Item No.:** 2018-August-6.

**Subject:** 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update: Project Status (Est. time: 5 minutes)

**Information**

**Prepared by:** Clint Holtzen

**Approved by:** Erik Johnson

**Attachments:** Yes

**1. Issue:**

To provide an update on work underway in the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update that will inform a board action in December.

**2. Recommendation:**

None, this item is for information only.

**3. Background/Analysis:**

At the June committee meeting, staff presented components of a Discussion Draft Scenario and outlined the analysis that will be completed in the next few months. The purpose of that analysis is to inform the board on key policy questions to consider as part of a final scenario framework in December. These issues include:

- How can the MTP/SCS support major policy priorities such as advancing economic prosperity?
- What are the local and regional sources of revenue we should assume in the MTP/SCS?
- What role should system pricing, whether by facility or regionally, play in helping to manage the system and affect overall plan performance?
- What is the balance of growth between infill communities, both urban and suburban, and new growth areas?
- What are the priorities for spending transportation dollars? How much money does the region want to direct to major project categories (maintenance and rehabilitation, road capacity, transit, active transportation, operations/ITS, or other programs)?
- What are the assumptions we should make about autonomous vehicles, shared-mobility options, and next-generation transit?
- How can the plan—specifically the land use, revenue, and investment strategies—support economic prosperity values and goals?

To prepare the board to answer these questions, staff will bring information that examines

the trade-offs and performance implications of land use, transportation investment, and system management strategies that address federal and state requirements as well as regional priorities for the plan. Most of this analysis will be presented to the board over the next three months and is outlined in Attachment A. Additionally, Attachment B is the illustrated version of the MTP/SCS update process that staff presented in June.

#### **4. Discussion/Analysis:**

##### **Discussion Draft Scenario**

The purpose of this item provides a brief update on the MTP/SCS project work currently underway, specifically the work that is outlined in Attachment A and that is leading to a board action on a final scenario framework in December. Staff is currently modeling a Discussion Draft Scenario that aims to maintain, or improve, the performance of the current MTP/SCS, and meet the new 19 percent greenhouse gas (GHG) emissions reduction target set by the California Air Resources Board (CARB). In June, staff provided details of the land use component of this scenario.

Staff is currently creating a financial forecast for the scenario and is actively working with sponsor agencies to review and refine the transportation projects to align with the Discussion Draft land uses. Attachment C describes the various inputs and indicators SACOG will use to measure the scenario performance. This analysis will come to the board for information and discussion starting next month and continuing through this year.

In May and June, a few jurisdictions and board members raised concerns about the growth assumptions in the Discussion Draft for their specific community. We have been following up with staff to further discuss these concerns. In addition, staff is continuing to engage all member agency staff and stakeholders to collect more information that will help inform the final land use forecast for the plan update. Specifically, we are continuing to research and analyze the various hurdles to infill development, as well as potential solutions. We have also sent a survey to member agencies focused on collecting detailed information on the greenfield areas throughout the region. As we've discussed previously, there is more growth planned in the region than is expected to occur by the 2040 horizon year of the MTP/SCS. Estimating where this growth will occur is a requirement of the MTP/SCS. For Developing Communities, this is particularly challenging and is the reason we are collecting this information. We assess many market and regulatory factors to help with this process and this survey is one piece of information that we will use to assess project readiness. It does not address the other policy and market factors that we consider. Growth in every jurisdiction and every Community Type (Established, Center/Corridor, Developing, and Rural Residential) is subject to change between this Discussion Draft Scenario and the final scenario. The information we gather from this research and the analysis of the Discussion Draft will be used to inform the board of the trade-offs related to where growth occurs and, ultimately, the final scenario.

Staff is also conducting additional transportation analysis to inform the final scenario framework. This includes: working with member agency staff on assessing the timing and performance of transportation projects in the Discussion Draft Scenario, assessing the risks and opportunities related to new mobility options and disruptive technologies, and integrating the values developed by the Economic Prosperity Partnership, a collaboration between SACOG, Valley Vision, Greater Sacramento Economic Council, and the

Sacramento Metro Chamber of Commerce.

**Public Outreach**

In June, staff presented an approach to public workshops that is designed to be transparent, accessible, and flexible. The public workshops will be held in an open house format at known community gathering spaces or events. This format allows us to leverage the marketing done by the event producers, in addition to our own, to reach a larger public audience. The workshops will be held in late August and early September. A handout with confirmed dates and locations will be provided at the Committee meeting. The full board will receive all of the workshop information via email and the information will be easily accessible on the SACOG website. Information gathered from the public workshops will be presented to the board in October for information and discussion as input to the final scenario framework.

**5. Fiscal Impact/Grant Information:**

This item does not have an impact on the agency budget. Staff time is already included in the Overall Work Program.

**6. This staff report aligns with the following SACOG Work Plan Goals:**

7. Deliver Key High-Profile Transportation Projects

**ATTACHMENTS:**

Description

Attachment A: MTP/SCS Board Calendar

Attachment B: MTP/SCS Process Map

Attachment C: Discussion Draft Scenario Performance Measures

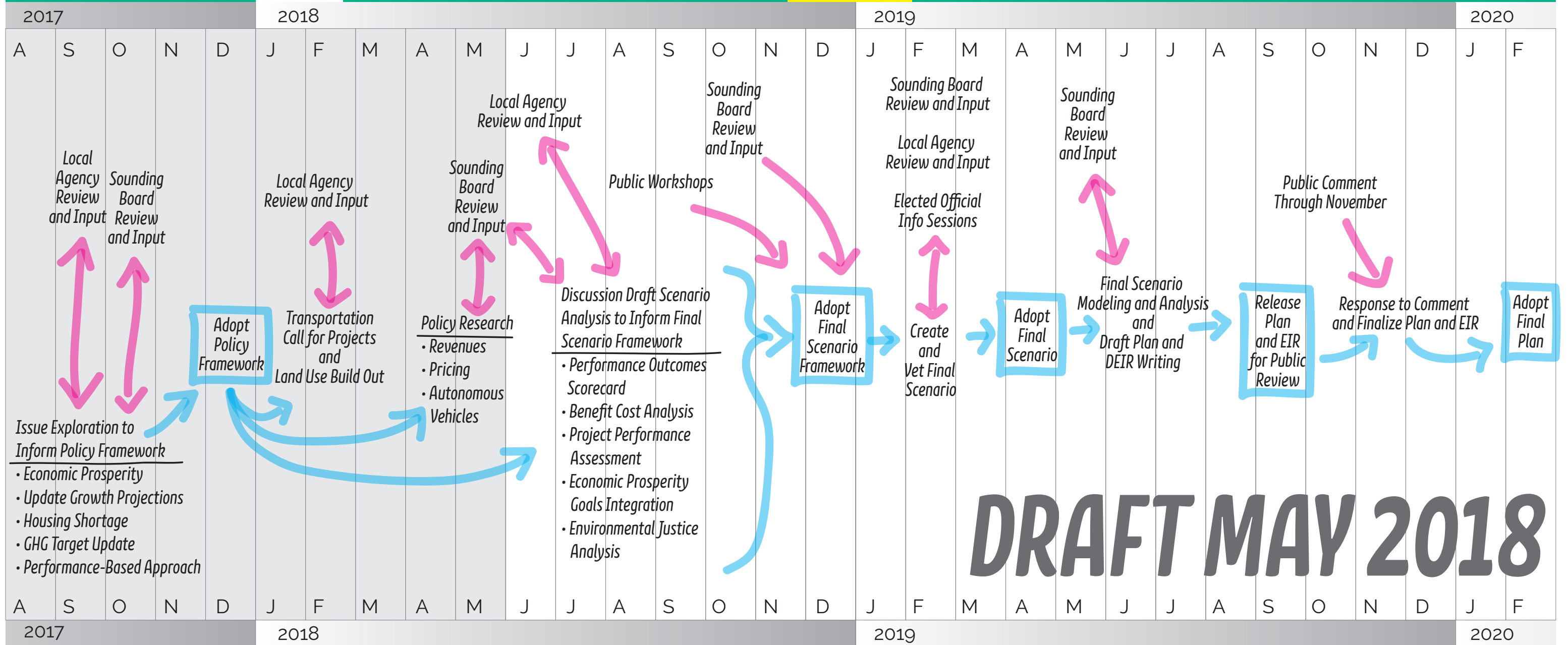


Where we're headed   Upcoming board items and major milestones for the 2020 MTP/SCS		
2018	Aug	<ul style="list-style-type: none"> <li>— Hold public engagement workshops.</li> <li>— Board workshop on equity and economic inclusion.</li> </ul>
	Sep	<ul style="list-style-type: none"> <li>— Present and discuss performance assessment of the Discussion Draft Scenario.</li> <li>— Present and discuss revenue assumptions of the Discussion Draft Scenario.</li> <li>— Board workshop on transit.</li> </ul>
	Oct	<ul style="list-style-type: none"> <li>— Present input gathered from public workshops.</li> <li>— Present and discuss pricing and new mobility/disruptive technology analysis.</li> <li>— Present and discuss project performance assessment, including benefit-cost analysis and phasing analysis.</li> </ul>
	Nov	<ul style="list-style-type: none"> <li>— Board discussion on draft version of final scenario framework.</li> </ul>
	Dec	<ul style="list-style-type: none"> <li>— <b>Board Action on Final Scenario Framework and Revenue Assumptions.</b></li> </ul>
2019	Jan-Jun	<ul style="list-style-type: none"> <li>— Develop Draft Preferred Scenario.</li> <li>— Local agency review of Draft Final Scenario land use and transportation assumptions.</li> <li>— Elected Official info sessions on Draft Final Scenario (SB375 requirement).</li> <li>— <b>Board Action on Final Scenario.</b></li> <li>— Final analyses to support development of draft plan and appendices.</li> <li>— Begin development of Environmental Impact Report.</li> </ul>
	Jun-Jul	<ul style="list-style-type: none"> <li>— Plan and appendix writing and visualizations.</li> <li>— <b>Board Action to release Draft MTP/SCS and Environmental Impact Report for public comment.</b></li> <li>— Public review period, hearings, and response to comments.</li> </ul>
2020	Feb	<ul style="list-style-type: none"> <li>— <b>Board action on Final 2020 MTP/SCS and Environmental Impact Report.</b></li> </ul>

## Where we've been | Discussion highlights from board engagement thus far

2017	Jun	<ul style="list-style-type: none"> <li>— Presentation and discussion of Regional Progress Report focused on key indicators useful for understanding changes in the region's economic growth, development, and travel over the last decade.</li> <li>— Board workshop presentations from Indianapolis and St. Paul (Mark Fisher/William Schroeer) focused on the business case for supporting transit to attract workers.</li> </ul>
	Jul	<b>Board Recess</b>
	Aug	<ul style="list-style-type: none"> <li>— Introduction to the Regional Growth Forecast and key policy drivers shaping regional economic prosperity.</li> <li>— Presentation on older adult transportation and age-friendly communities.</li> <li>— Early discussion of a more aggressive greenhouse gas emission reduction target.</li> <li>— Presentation and discussion of the engagement and communication plan.</li> </ul>
	Sep	<ul style="list-style-type: none"> <li>— Discussion on how the MTP/SCS can support rural communities and economies.</li> <li>— Board workshop on workforce and the future of work (Egon Terplan, SPUR/Chris Benner, University of California, Santa Cruz).</li> </ul>
	Oct	<ul style="list-style-type: none"> <li>— Early discussion on project performance assessment and how is SACOG improving and expanding on the information the board has to look at and prioritize transportation projects.</li> <li>— Presentation and discussion on the draft policy themes and issues that will guide staff research and analysis for the 2020 MTP/SCS update.</li> <li>— Presentation and discussion on draft regional growth projections.</li> </ul>
	Nov	— <b>Board Action on Final Policy Framework and Growth Forecast for the 2020 MTP/SCS Update</b>
	Dec	<b>Board Recess</b>
2018	Jan	— SACOG staff continued engagement with local staff for transportation and land use project updates.
	Feb	<ul style="list-style-type: none"> <li>— Presentation on status of housing production in region.</li> <li>— Board workshop on overcoming low housing production (Katherine Bardis, Bardis Homes and Doug Shoemaker, Mercy Housing).</li> </ul>
	Mar	<ul style="list-style-type: none"> <li>— Presentation and discussion on next generation transit challenges and opportunities.</li> <li>— Briefing on land use forecast.</li> <li>— California Air Resources Board adopts new 19 percent greenhouse gas reduction target for SCS.</li> </ul>
	Apr	<ul style="list-style-type: none"> <li>— Presentation and discussion on an approach for a Discussion Draft Land Use Scenario.</li> <li>— Hosted Regional Futures Forum event.</li> <li>— Board workshop on university partnerships and smart mobility.</li> </ul>
	May	<ul style="list-style-type: none"> <li>— Presentation on new mobility options and disruptive technology.</li> <li>— Presentation and board workshop on market-based pricing to manage congestion.</li> <li>— Revenue and financial constraint briefing.</li> <li>— Presentation of a white paper on future housing product type demand.</li> </ul>
	Jun	<ul style="list-style-type: none"> <li>— Presentation and discussion on Discussion Draft Scenario and performance analysis approach.</li> <li>— Presentation and discussion on public workshop strategy.</li> <li>— Board workshop on Blueprint.</li> </ul>
	Jul	<b>Board Recess</b>

# 2020 MTP/SCS Update Timeline



**DRAFT MAY 2018**

KEY: Board Action ➔ Major Staff Work Informing Process ➔ Major Public and Stakeholder Informing Process

## Discussion Draft Scenario Performance Summary

**Land Use Inputs**

- Regional growth projections
- Jobs-Housing Ratio
- Percent of new homes and jobs by Community Type:
  - Center and Corridor (historic main streets, suburban corridors, urban corridors)
  - Established (rural, suburban, urban areas)
  - Developing (new growth areas not yet developed or partially built)
  - Rural Residential (predominately rural homes, not farm homes)
- Percent of new homes by housing type:
  - Rural Residential
  - Large-Lot Single-Family
  - Small-Lot Single-Family
  - Attached

**Transportation Inputs**

- Investment priorities:
  - Road maintenance and rehabilitation
  - Transit operations and maintenance
  - New or expanded bus, light rail, other transit (micro transit)
  - New or expanded roads and highways
  - Bike and pedestrian routes, trails and paths
  - Programs and planning (e.g., Spare the Air, Community Design, 511)
  - Technology, operations, and system management
- Autonomous vehicles and shared mobility
- Available revenues:
  - Fuel-based
  - Sales taxes
  - System pricing
  - Flexibility and constraints of funding programs

**Performance Outcomes**

- Vehicle miles traveled (VMT) per person
- Vehicle miles traveled in heavy traffic
- Access to job centers by different modes and groups
- Individual time spent driving
- Trips by transit, bike, and walk
- Transit cost recovered by ticket sales
- New homes and jobs located near high-frequency transit
- Jobs accessible by transit
- Jobs, colleges, and medical facilities accessible to low-income and/or high-minority areas
- Transit service to low-income and/or high-minority areas
- Square miles of farmland converted to development
- Reduction in greenhouse gas emissions per capita



**MEMORANDUM**

**TO:** PCTPA Board of Directors **DATE:** August 8, 2018

**FROM:** Mike Luken, Executive Director  
Luke McNeel-Caird, Deputy Executive Director *ML* *MWC*

**SUBJECT:** PUBLIC PARTICIPATION PLAN AND TITLE VI UPDATE

**ACTION REQUESTED**

None. For information and discussion only.

**BACKGROUND**

The 2040 Regional Transportation Plan update began with a presentation to the Board in December 2017, while the Board directed staff to release a Request for Proposals for outreach services to support a transportation funding strategy effort in June 2018. With these two major efforts, and our ongoing outreach on transportation projects and programs, there is a need to formalize our public outreach process. PCTPA is required to update the Title VI Program, last approved by the Board in May 2015, to meet federal and state requirements. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs that receive federal funding.

**DISCUSSION**

PCTPA staff is in the process of developing a combined Public Participation Plan and Title VI Update. The Public Participation Plan portion will identify the various private, public, tribal, and community-based organizations that PCTPA will reach out to for transportation projects and programs. Outreach methods include:

- Online engagement and virtual workshops have proved very successful on recent planning efforts. PCTPA will continue the use of social media, interactive surveys and potentially employ new technology-based methods such as interactive online engagement for those who are unable or not interested in attending in-person workshops.
- PCTPA will seek opportunities to present at local community organizations such as the Chambers of Commerce, service organizations, residential communities, and social service agencies to highlight the planning efforts and generate involvement in the process.
- PCTPA will utilize the agency newsletter and stakeholder databases to identify engagement opportunities at Board of Director's meetings and public hearings.
- PCTPA will also coordinate the outreach efforts with local agencies through their public information officers to further disseminate information on outreach opportunities.

The Title VI program portion identifies how PCTPA will reach out to the various public, private, and community-based organizations in Placer County on our various planning efforts. As part of the update process we will look at the current Title VI policy, procedure for complaints, analysis of limited English proficiency, and updating any necessary requirements.

**PCTPA Board of Directors**  
**Public Participation Plan and Title VI Update**  
**August 2018**  
**Page 2**

Staff is requesting any suggestions or comments to be included in the Public Participation Plan and Title VI Update by September 12, 2018. Comments can be submitted by email to [pcpta@pcpta.net](mailto:pcpta@pcpta.net). Approval of the document is planned for the September PCTPA Board meeting.

ML:LM:ss

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## Technical Advisory Committee Meeting Minutes

August 7, 2018 – 3:00 p.m.

**ATTENDANCE:** Mengil Deane, City of Auburn  
Mike Dour, City of Roseville  
Wes Heathcock, City of Colfax  
Rhon Herndon, City of Roseville  
Ray Leftwich, City of Lincoln  
Rich Moorehead, Placer County  
Bernie Schroeder, City of Auburn  
David Smith, Caltrans

### **PCTPA Staff**

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

### **Introductions**

Introductions were made which included PCTPA's newest staff member, Kathleen Hanley, Assistant Planner.

### **Funding Strategy Update – Sustainable Communities Grant**

Mike Luken explained that the Request for Proposal (RFP) for Strategic Outreach on Transportation Needs and Funding was released last Friday. He included the TAC as recipients of the RFP for informational purposes. The successful bidder will be tasked with outreach and informing the public on the County's transportation needs and funding gaps. The November election, specifically SB 1 will affect what information is conveyed to the public. It's anticipated we will approve a contract with the chosen firm at the September Board meeting.

### **Senate Bill 1**

Mike Luken provided a handout to the TAC as an example of an informational piece that reflects transportation projects that are complete, underway, or in the pipeline because of specific transportation funding sources, such as SB 1. While some jurisdictions are promoting their projects within their specific jurisdictions, the TAC agreed featuring these county-wide projects would be beneficial and provide goodwill with the CTC and Caltrans. Additionally, it was noted that citing specific roads for overlay projects would be helpful in providing meaning to public. This will be brought to the Board in August. Mike Luken said that with Board concurrence, we will be pursuing a Sustainable Communities grant for transportation education and the RTP public outreach process. Mike said we may be asking for letters of support. There was no objection by the TAC.

**Final Short-Range Transit Plans (SRTPs) for Auburn Transit, Placer County Transit, Roseville Transit, and Western Placer Consolidated Transportation Services Agency (WPCTSA)**

David Melko provided the TAC with Executive Summaries of the Final Short-Range Transit Plans (SRTPs) for the four transit providers in the County. These Plans will be going to the PCTPA Board in August to accept as complete. At the same meeting, the WPCTSA Board will be asked to adopt the WPCTSA SRTP. David added that there was considerable discussion amongst the Transit Operators Working Group (TOWG) regarding the allocation of TDA funds to the WPCTSA. There was agreement and a policy crafted by the TOWG which reflects an allocation between four and five percent based on the need in any given year. Each year staff will come back to the TOWG and TAC as part of the budget process with an allocation request based on need. David concluded by explaining that it is up to the individual transit operators to adopt their own SRTP and offered to support the operators in this process if needed. The Plans will be uploaded to the PCTPA website as will the response to comments. The TAC concurred with bringing the SRTPs to the PCTPA and WPCTSA Boards.

**Highway Infrastructure Program (HIP) Funds**

Luke McNeel-Caird explained that the 2018 Federal Appropriations Act included \$1.98 billion dollars to the states. These funds are distributed by population and road miles. Placer County's share amounts to approximately \$880,000. These funds must be obligated by September 30, 2021 and expended by September 30, 2026. Luke explained that a project for future TAC consideration is the funding needed for the I-80 Auxiliary Lanes project. Of more immediate consideration is the Nevada Street project in the City of Auburn which is partially funded by an \$800,000 ATP grant. The City received two bids for this next phase of the project and due to the timing of the bids and the complexity of the project, it is underfunded by \$1 million. If the City does not complete the project in its entirety, they must return the \$800,000 ATP grant. Luke explained that if ATP funds granted to a city within Placer County are returned to the state because it cannot deliver a project, it compromises future funding for the entire county. Based on this, it is proposed to allocate \$300,000 of HIP funds to bridge the \$1 million funding gap. Bernie Schroeder said the remaining \$700,000 will come from multiple funding sources including \$500,000 from their general fund and expressed her appreciation to the TAC for considering this proposal. The TAC concurred in asking the Board to allocate \$300,000 of HIP funding to the City of Auburn for the Nevada Street project at the August Board meeting. To ensure the funds are spent before they expire, the HIP funds will be exchanged with CMAQ funds from the Highway 49 Sidewalk Gap Closure project. The TAC will discuss the remaining funds at a future meeting, there was agreement to consider allocating the funding for the I-80 Auxiliary Lanes right-of-way acquisition.

**Coordination with SACOG on RTP/MTP Updates**

Aaron Hoyt reminded the TAC that the Draft Goals, Objectives, and Policies were provided to the TAC and PCTPA Board in May. He explained that we are currently working on preparing an RFP for a consultant to assist in the environmental and outreach components of the RTP. We received a \$30,000 Rural Planning Assistance grant for outreach which will help in developing the funding strategy. As part of the coordinated outreach process with SACOG, staff will be participating in an MTP/RTP public meeting at Sierra College on September 4<sup>th</sup>. Other public outreach efforts to rotaries, local transportation commissions, and interested groups will be scheduled in the future. Aaron also explained that PCTPA is coordinating with SACOG on their discussion draft scenario for the sustainable communities strategy (SCS) that was developed to meet the 19% greenhouse gas reduction target set by the California Air Resources Board. As a result, certain planned developments are not included in the scenario. Aaron indicated that this may have an impact on transportation projects and that PCTPA is



following the process closely. Mike Luken explained that the PCTPA Board would like to have a discussion on the scenario development, including land use this month. Mike also encouraged the TAC to send a planner from their jurisdiction to this meeting. Mike added that the Sacramento Metropolitan Chamber, Valley Vision, the Greater Sacramento Economic Council (GSAC) have requested that economic development be considered as a policy priority and project funding criteria in the SACOG MTP update process.

### **FY 2018/19 Final LTF Apportionment**

Aaron Hoyt provided the final FY 2018/19 LTF Apportionment to the TAC which reflects \$21 million available countywide. The final is slightly lower from the preliminary estimate due to 1) a decrease in the project fund balance, 2) slightly lower revenue estimates for FY 18/19, and reduction of the growth rate from 3.5% down to 3% to better align with sales tax growth estimates from Placer jurisdictions. Once the Board approves the LTF Apportionment, jurisdictions can submit funding claims.

### **Other Issues/Upcoming Deadlines**

- a) **FY 2018/19 STA Apportionment:** Aaron Hoyt explained that the state controller released the STA apportionments on August 1<sup>st</sup>. The fourth quarter payment has not yet been received so we will be providing the final STA apportionment to the TAC in September and asking approval from the Board at the September 26<sup>th</sup> Board meeting.
- b) **FY 2018/19 State of Good Repair (SGR) Fund Estimate:** Aaron Hoyt provided an SGR fund estimate and explained this source of funding comes through SB 1 and must be used towards transit. We will take this allocation of approximately \$480,00 to the Board in August.
- c) **Title VI Update:** Kathleen Hanley explained that Title VI is a requirement under the Civil Rights Act. As part of the update process we will look at the public participation plan, English proficiency, and updating any necessary requirements. We will begin the public outreach process at the August 22<sup>nd</sup> Board meeting and ask for approval of the Title VI update in September.
- d) **TAC Meetings:** Solvi Sabol explained that there was a change in the original November TAC meeting schedule. The remaining 2018 TAC meetings are scheduled on September 11, October 9, and November 15.

The meeting adjourned at 4:05 pm.



**MEMORANDUM**

**TO:** PCTPA Board of Directors

**DATE:** August 8, 2018

**FROM:** Luke McNeel-Caird, Deputy Executive Director *LM*  
David Melko, Senior Transportation Planner *DM*  
Kathleen Hanley, Assistant Planner *KH*

**SUBJECT:** STATUS REPORT

**1. I-80/SR 65 Interchange Improvements Project – Phase 1 Construction**

Construction continues on Phase 1 of the Interstate 80 / Highway 65 Interchange Improvements Project. Flatiron, the project contractor, began pouring concrete for the twelve new columns to support widening of the northbound East Roseville Viaduct to the outside, with some of the column foundation holes up to 13 feet in diameter and approximately 100 feet deep. Given the construction activity and size of the foundation holes, the Antelope Creek Bike Trail under Highway 65 will be closed for one year until May 2019. The contractor has also begun pile driving work for the East Roseville Viaduct abutments (ends of the widened bridge structure) and Caltrans has provided notices to nearby residents for loud noise that will occur during the day. In September, the contractor will begin work on demolition of the existing East Roseville Viaduct bridge railing, which will occur overnight but require one Highway 65 northbound lane to be closed for safety of workers and motorists. Work also continues on improvements to the Galleria Boulevard/Stanford Ranch Road interchange. Phase 1 improvements, which are expected to be open to traffic in 2020, include adding a third lane on northbound Highway 65 from I-80 to Pleasant Grove Boulevard.



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

FY 2017/18 4<sup>th</sup> Quarter statistical summary for Placer FSP is attached. For the 4<sup>th</sup> Quarter there were 533 total assists and 20 survey comments submitted. Assists for the 3<sup>rd</sup> Quarter are down 55 percent compared to the prior fiscal year due to the “Adam” service truck currently operating only three days per week compared to five days per week in the prior

fiscal year. The reduction in the “Adam” service truck operation was made due to budgetary reasons. Motorists rated the service as “excellent or “good.”

Attached is an email from a motorist from July 19<sup>th</sup> who was helped by FSP. The motorist was very impressed by the FSP assistance that afternoon and felt compelled to email and say they didn’t know about the program, how impressed they were, and the good job the tow driver did.

**3. Quarterly Status Report on State and Federal Funded Projects**

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

**PCTPA FSP 4th Quarter (2017/18) Statistical Summary**

Total Assists = 533

Vehicle Type	Percent	Count	Vehicle Problem	Percent	Count	Vehicle Action	Percent	Count	How did FSP know you needed help?	Percent	Count
Car/Minivan/Wagon	56.4%	295	Accident	24.8%	132	Quick Fix / Repair	19.7%	105	Driver saw me	76.2%	16
Sport Utility Vehicle/Crossover	16.1%	84	Mechanical	22.0%	117	Towed to Drop Zone	16.9%	90	Others	23.8%	5
Pickup Truck	15.5%	81	Flat Tire	16.7%	89	Traffic Control	13.1%	70			
Big Rig	3.3%	17	Abandoned	13.1%	70	Tagged Vehicle	12.6%	67	<b>How would you rate FSP?</b>	<b>Percent</b>	<b>Count</b>
Other	2.5%	13	Out of Gas	10.1%	54	None - Not Needed	7.9%	42	Excellent	95.2%	20
Truck - Over 1 Ton	2.3%	12	Driver Related	3.2%	17	Towed Off Freeway	7.5%	40	Good	4.8%	1
Motorcycle	1.7%	9	Other	2.6%	14	Escort Off Freeway	6.4%	34			
RV/Motorhome	1.5%	8	Overheated	2.3%	12	Called for Private Assistance	6.2%	33	<b>How did you hear about FSP?</b>	<b>Percent</b>	<b>Count</b>
Truck - Under 1 Ton	0.8%	4	Debris	2.3%	12	Debris Removal	4.1%	22	Brochure	4.8%	1
Blank	1.9%	10	None - Not Needed	1.3%	7	Partner Assist	2.4%	13	Hadn't heard until today	76.2%	16
			Unsecured Load	0.9%	5	Other	2.4%	13	Have seen the trucks driving around	9.5%	2
<b>Vehicle Location</b>	<b>Percent</b>	<b>Count</b>	Electrical	0.4%	2	Motorist Refused Service	0.8%	4	Was helped by FSP previously	9.5%	2
Right Shoulder	74.8%	391	Partner Assist	0.2%	1						
Ramp/Connector	10.9%	57	Locked Out	0.2%	1	<b>How long did you wait before FSP arrived?</b>	<b>Percent</b>	<b>Count</b>	<b>Was the driver courteous &amp; helpful?</b>	<b>Percent</b>	<b>Count</b>
Left Shoulder	9.0%	47				Less than 5	47.6%	10	Yes, very	100.0%	21
In Freeway Lane(s)	5.0%	26	<b>Vehicle Origin</b>	<b>Percent</b>	<b>Count</b>	5 - 10 minutes	9.5%	2			
Unable to Locate	0.4%	2	Found by You	63.2%	337	10 - 15 minutes	23.8%	5	<b>Other Metrics</b>		
Blank	1.9%	10	Dispatched by CHP	25.5%	136	15 - 20 minutes	4.8%	1	Average Duration (Minutes)		12.8
			Partner Assist	10.9%	58	20 - 30 minutes	4.8%	1	Overtime Assists		19.0
<b>Comments</b>			Revisit	0.2%	1	30 - 45 minutes	9.5%	2	Overtime Blocks		24.0
Total Comments		20	Directed by CHP Officer	0.2%	1				Multi-Vehicle Assist		88.0
Source: <a href="http://www.sacfsp.com/admin">http://www.sacfsp.com/admin</a>											

## FSP Motorist Email

**From:** Chris W.

**Sent:** Thursday, July 19, 2018 10:48 PM

**Subject:** My service experience for FSP today

I had no idea this service was available and FREE. I had just blown a tire of my rim almost at 4:45 pm on HWY 80 just 1 mile from the Douglas Exit. I have been cut off and call dropped a few times from AAA dispatch. I was stuck, thinking AAA was on their way... This guy Mike pull up and takes about 20 minutes to completely get me safe and on the road. I was so very thankful, he was nice, respectable and understood how I was feeling. Great, great job and Thank You.

Chris W.

58 yr. old male

Rocklin, Ca

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County  
August 2018**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2023			2019
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, El Dorado and Butte counties on Various Routes at Various Locations - Upgrade pedestrian facilities [EFIS ID 0312000071; CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in 17/18 FY]. Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20521	I-80 Culvert Rehabilitation	In and near Colfax on I-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959]. Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$2,115,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616]. Toll Credits for ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$39,055,000	2022	2018	2018	2018
Caltrans D3	CAL20695	Yol/Pla/Sac Ramp Meters at Various Locations	In Yolo, Placer and Sacramento Counties, on I-80, SR 65 and SR 99, at various locations (I-80-2.4/R11.3 used in CTIPS) - Install ramp meters [CTIPS ID 107-0000-1008]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$12,454,000	2019	2018	2018	2018
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM M0.1/18.0); also in Placer County in the City of Roseville, I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optic communication lines [CTIPS ID 107-0000-1044]. Toll Credits for ENG	SHOPP Mobility AC	\$16,750,000	2021	2018	2018	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2020	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	In Placer and Nevada counties, I-80, at various locations (PM 28.7/R63.5) - Rehabilitate or replace bridges at six locations [#19-0038, #19-0112, #19-0113, #19-0114, #17-0023, #19-0118] [CTIPS ID 107-0000-1033].. Toll Credits for ENG	SHOPP Bridge AC	\$48,385,000	2025	2018	2018	2020

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County  
August 2018**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation [CTIPS ID 107-0000-1032]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,540,000	2020	2018	2018	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.0) - Drainage system rehabilitation [CTIPS ID 107-0000-1034]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]. Toll Credits for ENG	SHOPP Mobility AC	\$2,530,000	2021	2018	2018	2020
Caltrans D3	CAL20729	SR 65 Galleria Blvd. Ramp Meters	In Placer County on SR 65, at Galleria Blvd. - Install ramp meters [CTIPS ID 107-0000-1064] (Toll Credits for PE, ROW, CON) [EA OF352, PPNO 6913A] [second child project of parent EA OF350; first child is EA OF351, PPNO 6913]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,950,000	2020	2017	2017	2017
Caltrans D3	CAL20730	US 50/I-80/SR 99 High Friction Surface Treatment	In Sacramento and Placer Counties, on Routes 50, 80 and 99 at various locations - Improve pavement friction and wet weather conditions [CTIPS 107-0000-1066]. Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$1,710,000	2019	2018	2018	2018
Caltrans D3	CAL20756	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 18/19 FY Minor A). Toll Credits for CON	CT Minor Pgm. - National Hwy System	\$1,442,000	2021			2019
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80) - Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]	SHOPP Mobility AC	\$1,629,000	2020	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]	SHOPP Mobility AC	\$2,344,000	2020	2018	2018	2019
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations - Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species [CTIPS ID 107-0000-1114; CTIPS primary location Sut-99-0.0/42.4] [CTIPS ID 107-0000-1114]	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2020	2018	2019	2019

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Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113]	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (Pla-80-38.3/41.5) - Rehabilitate drainage systems [CTIPS ID 107-0000-1119]	SHOPP Roadway Pres AC	\$5,386,000	2023	2018	2020	2021
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards [CTIPS Identifier Sac-Var; CTIPS ID 107-0000-1149]	SHOPP Collision AC	\$4,115,000	2020	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In El Dorado, Butte, Placer, Sacramento, Sutter and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89 and SR 99, at various locations - Upgrade crash cushions and sand barrel arrays to make more durable [CTIPS ID 107-0000-1124]	SHOPP Collision AC	\$3,360,000	2022	2019	2020	2021
Caltrans D3	CAL20783	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards [CTIPS ID 107-0000-1126]	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021
Caltrans D3	CAL20798	Colfax Roundabout - Maidu Village FCO	In Colfax, at the I-80 westbound onramps and offramps to SR 174 (PM 33.0/33.1) - Install roundabout; Financial Contribution Only (FCO to City of Colfax) (201.310 SHOPP Operational Improvements 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,250,000	2020			2019
Caltrans D3	CAL20799	Roseville Ramp Meter Repair	In Roseville, on eastbound I-80 at Auburn Boulevard (PM 0.4), Atlantic Street (PM 3.0) and Taylor Road (PM 3.2) onramps; also in the City of Rocklin, on westbound I-80 at Sierra College Boulevard onramps (PM 7.2/7.5) - Reconstruct five (5) existing non-operational ramp meters (201.315 SHOPP Transportation Management Systems 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$810,000	2020			2019



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Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County border to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail	\$82,276,000	2021	2011	2018	2019
Capitol Corridor JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Local	\$195,000,000	2025	2023	2023	2025
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2020	2011	2020	2020
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	In Auburn, along Nevada St from Placer St to Fulweiler Ave: Class 2 bike lane and adjacent sidewalks to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.03, NOx 0.02)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA	\$5,886,067	2019	2013		2016
City of Colfax	PLA25674	Rising Sun Road Pavement Resurfacing Project	In Colfax: Rising Sun Road from Ben Taylor Road to W. Grass Valley Street; Resurface up to 1,400-feet including engineering design, base repairs, mill and fill of road (up to 35,000-sf); and construction management and inspection.	Local, RSTP/STBG, RSTP/STBG Exch	\$224,998	2019	2018		2018
City of Colfax	PLA25676	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	CMAQ, CT Minor SHOPP AC, Local	\$2,600,000	2019	2018		2019
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	HBP, Local	\$14,472,000	2024	2013	2020	2023

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City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$3,019,534	2020	2016		2019
City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between Lincoln Boulevard and R Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$1,671,954	2020			2019
City of Lincoln	PLA25652	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 3-lane bridge, including the McBean Park Bridge at Auburn Ravine.	Local	\$14,472,000	2024	2016	2020	2023
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019			2018
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to Venture Drive on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	Local, RSTP/STBG	\$3,071,654	2022	2018		2020
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2024	2020		2023
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2024	2023		2023
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$7,800,000	2021	2018		2019

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City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2025	2023		2024
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$572,058	2019	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout. (Emission Benefits kg/day: ROG 0.26; NOx 0.21; PM2.5 0.01).. Toll Credits for ENG, ROW, CON	CMAQ, RSTP/STBG	\$5,682,637	2020	2016	2018	2019
City of Rocklin	PLA25678	2019 Pavement Rehabilitation - Various Roads	In the City of Rocklin: Wildcat Blvd. (City Limits with Lincoln to W. Stanford Ranch Rd.), Park Dr. (City Limits with Roseville to Crest Dr.), Sierra College Blvd. (Rocklin Rd. to Southside Ranch Rd.), Sierra College Blvd (City Limit with Loomis to City Limit with County of Placer): Rehabilitate roadways.. Toll Credits for ENG, CON	Local, RSTP/STBG	\$25,000	2020	2019		2023
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2020	2018	2019	2020
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2022	2019	2020	2021
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2024	2021	2021	2022
City of Roseville	PLA19910	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	ATP (Fed), CMAQ, Local	\$11,790,629	2022	2011	2020	2021
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2019	2018	2019	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2022	2019	2019	2020
City of Roseville	PLA25386	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)	Local	\$870,909	2019	2018	2011	2018

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City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.18, NOx 0.11, PM2.5 0.04)	CMAQ, Local	\$4,873,000	2021	2011		2018
City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.05, NOx 0.04, PM2.5 0.01) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$7,480,077	2019	2011		2016
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)	ATP (Fed), CMAQ, Local	\$32,612,000	2025	2016		2020
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and CON.). Toll Credits for ENG, ROW, CON	HBP	\$4,200,000	2020	2011	2017	2019
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2024			2020
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westbrook Blvd., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2020	2019	2019	2020
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2020			2018
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Blvd. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2021	2020	2020	2021
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2019

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City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$817,000	2019	2014		2019
City of Roseville	PLA25647	Atlantic Eureka I-80 W/B On-ramp Widening	In Roseville, widen the Atlantic Street/Eureka Road/I-80 W/B On-ramp, including bridge widening over Miners Ravine, from 1-lane to 2-lanes plus an HOV bypass lane. (Toll Credits for CON). Toll Credits for CON	Local, SHOPP Collision AC	\$8,380,000	2021	2016		2020
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 commuter buses. (Transportation Development Credits/Toll Credits for CON). Toll Credits for CON	FTA 5307 - E.S., Local	\$2,000,000	2021			2018
City of Roseville	PLA25672	Roseville 2018 Arterial Resurfacing Project	In Roseville; Roadway resurfacing on the following streets: Blue Oaks Blvd from Fiddymont to Crocker Ranch, Pleasant Grove from Fiddymont to Michner, Woodcreek Oaks from Junction to Canevari, Foothills from Cirby to Denio Loop, Vernon St from Cirby to Douglas, Riverside Ave from City Limit to Darling, Orlando from Riverside to Cirby, Cirby from Sunrise to Rocky Ridge, Folsom from Vernon to Douglas, Lincoln from Folsom to Oak, Estates Dr (all), Harding from Lead Hill to S. end, Stanford Ranch from Hwy 65 to City Limits, Roseville Pkwy from Secret Ravine to Alexandria, Eureka from Douglas to Sierra College & Sierra College from Olympus to Secret ravine.. Toll Credits for CON	RSTP/STBG	\$5,033,559	2019			2019
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$2,438,000	2020	2018		2020
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2021	2019	2020	2021
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2023	2020	2021	2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022
City of Roseville	PLA25683	Westbrook Blvd. Extension	In Roseville, extend 4-lane Westbrook Blvd. south from existing Westbrook Blvd. to approx. 3,700' south of Pleasant Grove Blvd. (Scope included as part of PLA25483 in MTP.)	Local	\$2,000,000	2018			2018

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City of Roseville	PLA25684	Westbrook Blvd. South	In Roseville, construct 4-lane Westbrook Blvd. from Baseline Rd. to approx. 1,500 north. (Scope included as part of MTP project, PLA25483)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25685	Vista Grande Boulevard East	In Roseville, construct 4-lane Vista Grande Blvd. approx. 2,600' west from Fiddymnt Rd. to just west of Upland Drive.	Local	\$2,800,000	2018			2018
City of Roseville	PLA25686	Fiddymnt Road Widening	In Roseville, widen Fiddymnt Road (add one S/B lane & frontage impvmnts.) from 5 to 6 lanes from Pleasant Grove to Baseline Road.	Local	\$1,400,000	2019			2018
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between Sawtell Rd. and just south of Pleasant Grove Blvd., construct bicycle and pedestrian improvements adjacent to roadway.. Toll Credits for CON	ATP (Fed), CMAQ, Local	\$3,982,000	2023	2016		2020
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2018	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,125,000	2023			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	DEMO HPP, Local, NCI, Prop 1B Trade Corridor, SHOPP Collision AC, SHOPP Mobility AC	\$53,283,200	2020	2010	2017	2017
PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	CMAQ, Local	\$1,256,813	2022			2011

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PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$12,750,000	2020	2013	2020	2020
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	CMAQ, State Cash	\$2,703,927	2022			2014
PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (Toll credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	2016 EARREPU, DEMO HPP, Local, NCI	\$18,655,000	2023	2014	2023	2023
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$250,000,000	2030	2019	2026	2026
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations (Emissions Benefit in kg/day: ROG 0.06, NOx 0.04, PM2.5 0.01). Toll Credits for PE and ROW.. Toll Credits for ENG, ROW	CMAQ, Local	\$13,800,000	2023	2018	2019	2023
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2023	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$840,000	2023			2019
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2019	2012	2013	2014
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2020	1998	1999	2014

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County  
August 2018**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2017
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	Local	\$8,675,000	2024	2014	2014	2014
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2020	2006	2006	2016
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2022	2013	2016	2019
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$3,248,002	2019	2010		2019
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$3,637,018	2020	2010		2019
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	HBP, Local	\$8,452,000	2020	2008	2017	2023
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2025	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.). Toll Credits for CON	HBP, Local	\$6,050,000	2019	2008	2011	2018
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$5,900,000	2020	2011	2018	2023



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Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	HBP	\$14,999,400	2020	2011	2020	2023
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$44,054,078	2020	2011	2016	2019
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,876,390	2020	2012	2015	2017
Placer County	PLA25518	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	HBP	\$5,672,000	2020	2012	2015	2017
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$19,892,750	2019	2013	2020	2023
Placer County	PLA25536	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$5,000,000	2020	2013	2020	2023
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP, Local	\$6,672,600	2020	2013	2016	2018
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,514,886	2020	2012	2019	2019
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for ROW, CON]. Toll Credits for ROW, CON	CMAQ, Local, RSTP/STBG	\$2,943,451	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2019			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2019			2018

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County  
August 2018**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. HSIP7-03-009 (Toll Credits for CON). Toll Credits for CON	HSIP	\$777,400	2019			2016
Placer County	PLA25661	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$1,717,000	2022	2023	2023	2023
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	HSIP	\$249,700	2019			2019
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts. PE Only. Total Project Cost is \$7.5 million. (Emission Benefits in kg/day: ROG 0.25, NOx 0.19, PM2.5 0.01).. Toll Credits for ENG	CMAQ, Local, RSTP/STBG	\$7,500,000	2026	2019	2021	2022
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	\$2,410,000	2023	2023	2023	2023
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	\$3,449,500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	\$2,393,500	2023	2023	2023	2023
Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25695	Cascade Rd Over McKinney Creek - Bridge Replacement	Cascade Rd over McKinney Creek, 0.2 miles northwest of McKinney Rubicon SP. Replace an existing 2 lane timber bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,109,500	2023	2023	2023	2023

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County  
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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$2,245,000	2023	2021	2023	2023
Placer County	PLA25698	Gladding Rd Over Doty Creek - Rehabilitate Bridge	Gladding Rd over Doty Creek, 0.9 miles north of Wise Rd. Rehab existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,918,000	2023	2023	2023	2023
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$1,849,001	2023	2022	2023	2023
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$500,000	2019	2018		2019
Placer County Transit	PCT10509	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2019: \$405,065	FTA 5311, Local	\$814,300	2019			2019
Placer County Transit	PCT10510	Preventive Maintenance and Operating Assistance, 2018	Operating assistance and preventive maintenance for urban transit services within Placer County.FFY 2018 - Operating Assistance \$1,293,446FFY 2018 - Preventive Maintenance \$447,238	FTA 5307 - E.S., Local	\$1,740,684	2019			2018
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$821,886	2019			2018
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 4	In Loomis: Taylor Road from Horseshoe Bar Road to King Road: construct new bike lanes and sidewalks and streetscape improvements. (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM2.5, 0.01)	CMAQ, Local	\$1,079,124	2020			2019

## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** July 6, 2018  
**RE:** June Monthly Report

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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) in the month of June.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media and the transportation blog to share current information about PCTPA projects, programs, and activities.

AIM maintained, drafted, published, and promoted content for PCTPA social media and the transportation blog to share current information about PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

### **Funding Strategy**

AIM continued to work with PCTPA to support PCTPA's efforts in discussing the need for local transportation infrastructure funding.

### **PCTPA.net & Social Media**

AIM continued to update the PCTPA transportation blog with current news articles about PCTPA and additional information including PCTPA programs, transportation projects, and achievements. The transportation blog posts included an Interstate 80 / Highway 65 Interchange Improvements Update, a blog to promote the draft Short Range Transit Plan comment period, a PCTPA Board Perspective from Auburn Mayor Bridget Powers, a Final Executive Director's Message from Celia McAdam, and a Regional Bikeway Master Plan Project Update.

AIM developed a video and accompanying social media post about Interstate 80 / Highway 65 Interchange construction to provide the community with a recent update. 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, other transportation projects in the Placer region, and current transportation news.

Key social media posts included:

- Capitol Corridor BOGO Saturdays
- City of Roseville Washington Boulevard Construction – SB 1 Funding
- Interstate 80 / Highway 65 Interchange Improvements Construction Update
- PCTPA Board Perspective: Auburn Mayor Bridget Powers
- Placer County - Ranked #1 in Quality of Life
- Short Range Transit Plan Draft Plans Available to Comment
- CHP Traffic Alert on I-80
- Caltrans District 3 Construction Alert - Interstate 80 / Highway 65 Interchange
- Interstate 80 / Highway 65 Interchange – Three month Nighttime Closures
- Interstate 80 / Highway 65 Interchange – Construction Update Video
- KCRA Article: Delays ahead for Interstate 80, Highway 65 commuters
- Capitol Corridor Senior Midweek Fare Promotion
- Final Executive Director’s Message from Celia McAdam
- Short Range Transit Plan – June 27 Meeting
- Regional Bikeway Master Plan Project Update
- Lincoln News Messenger and Gold Country Media Article: Work on I-80, Highway 65 Interchange Underway
- Gold Country Media Article: Drive cautiously during much-needed Highway 65/I-80 Repair
- Fox 40 Morning Show: Roseville, Rocklin Leaders Have High Hopes for Highway 65 Expansion
- Placer County Transit, Roseville Transit and Auburn Transit Unlimited Summer Youth Bus Pass

Current social media page statistics include:

- Facebook – 1,230 likes
- Twitter – 351 followers
- Instagram – 151 followers

Key website analytics include:

- Total page views for the PCTPA website during June: 4,100
  - 17% of views were on the PCTPA homepage
  - 7% of views were on the SRTP draft plans
  - 7% of views were on the SR 65 Widening
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during June: 4,341

## Media Relations

AIM continued to monitor industry and local news in an effort to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues. Key stories in local media outlets were highlighted on social media.

AIM responded to local news outlet inquiries regarding Interstate 80 / Highway 65 project and construction updates.

## Project Assistance

AIM, in coordination with PCTPA, filmed, edited, and launched the Interstate 80 / Highway 65 informational video. AIM handled public notification for the Interstate 80 / Highway 65 informational video. This included developing and distributing the video throughout the Placer region by reaching out to local groups on social media and through email, and by developing and distributing an email to the PCTPA database and social media platforms.

AIM created an Interstate 80 / Highway 65 project update, which included writing verbiage and developing graphics. AIM, in coordination with PCTPA and Caltrans, handled coordination with the local public information officers. This included developing and distributing information to be posted on social media platforms.

AIM, in coordination with PCTPA, developed a website page to promote the draft plans for the Short Range Transit Plan. In addition, AIM handled public notification for the Short Range Transit Plan community workshop. This included developing and distributing an email to the PCTPA database and social media platforms and reaching out to local public information officers.

## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** August 8, 2018  
**RE:** July Monthly Report

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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) in the month of July.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media and the transportation blog to share current information about PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

### **Funding Strategy**

AIM continued to work with PCTPA to support its efforts in discussing the need for local transportation infrastructure funding.

### **PCTPA.net & Social Media**

AIM continued to update the PCTPA transportation blog with current news articles about PCTPA and additional information including programs, transportation projects, and achievements. The transportation blog included a project update on the Highway 49 Gap Closure.

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, other transportation projects in the Placer region, and current transportation news.

Key social media posts included:

- Regional Bikeway Master Plan to be presented to the PCTPA Board
- Lincoln News Messenger and Gold Country Media Article – Work on I-80, Highway 65 Interchange underway

- Gold Country Media Article – Drive cautiously during much needed Highway 65/I-80 repair
- Fox 40 Morning Show – Roseville, Rocklin Leaders Have High Hopes for Highway 65 Expansion
- Placer County Transit, Roseville Transit and Auburn Transit Unlimited Summer Youth Bus Pass
- Auburn Journal Article – More Sidewalks in Highway 49’s future?
- Highway 49 Gap Closure Project Update
- Short Range Transit Plan – Provide your thoughts on Draft Plans
- Capitol Corridor Fare Increase
- South Placer Transit Information Webpage Promotion
- Sierra Garden Drive and Roseville Transit’s Sierra Gardens Transfer Point Construction
- Placer County Transit, Roseville Transit and Auburn Transit Unlimited Summer Youth Bus Pass
- South Placer Transportation Call Center

Current social media page statistics include:

- Facebook – 1,286 Followers
- Twitter – 355 Followers
- Instagram – 155 Followers

Key website analytics include:

- Total page views for the PCTPA website during July: 3,302
  - 19.7% of views were on the PCTPA homepage
  - 7% of views were on the SR 65 Widening
  - 4% of views were on the bikeways map
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during July: 2,114



## Media Relations

AIM continued to monitor industry and local news in an effort to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues. Key stories in local media outlets were highlighted on social media.

AIM responded to local news outlet inquiries regarding Interstate 80 / Highway 65 project and construction updates. AIM, in coordination with PCTPA, wrote talking points for on-camera media coverage of the Interstate 80 / Highway 65 project.

## Newsletter #39

AIM drafted articles for the 39<sup>th</sup> edition of the PCTPA newsletter. These articles focus on: Executive Director Mike Luken's Message, a Board Perspective from PCTPA Board of Director and Rocklin Mayor Ken Broadway, an update on the I-80 Auxiliary Lane Project, a "Meet the Staff" article on Kathleen Hanley, and an informational article on the South Placer Call Center.

## Project Assistance

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM provided Caltrans with weekly updates to include in their weekly construction email updates.

AIM, in coordination with PCTPA, promoted the draft plans for the Short Range Transit Plan. This included developing and distributing an email to the PCTPA database and social media platforms and reaching out to local public information officers. In addition, AIM collected, and managed comments received on the draft SRTP plans.



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June 28, 2018

To: PCTPA  
From: Sante Esposito  
Subject: June Monthly Report

### **Infrastructure: The Status**

With the departures at the National Economic Council, the Administration's advocacy efforts for a mega infrastructure bill are now being led by Department of Transportation Secretary Elaine Chao. On June 6, we met with her staff in support of a mega infrastructure effort. We focused on two points: that it be multimodal but limited to core infrastructure items - highways, bridges, transit, rail aviation and water - and that the Administration propose a specific funding mechanism as seed money. Regarding the latter, because the Administration has to date not done so, the Congress has been reluctant to put forth a funding source. Also, regarding Congress, the House Transportation Committee leaders are asking Members what they'd like to see in a potential infrastructure bill - even though no one expects such a thing to come together before the November election. Ranking Member Defazio said the outline could provide a template for the future, and Rep. Graves acknowledged that whatever the Committee comes up with it won't be a big, trillion-dollar spending bill like what the President wants. In addition, Chairman Shuster said his "real infrastructure bill" - not the FAA or WRDA bills) will be released before November with policies, pay-fors and a plan for the Highway Trust Fund. These recent Committee reports are consistent with the report last month that T&I Chairman Shuster is gearing up to introduce infrastructure legislation this summer - before the August recess or perhaps even before the July 4th break. It was also reported that Congressman Sam Graves, Chairman of the T&I Surface Transportation Subcommittee, said that Members would be working on a "framework" of transportation infrastructure concepts to put forward later in the year. Committee Ranking Democrat DeFazio said that, while he and Shuster are having some discussions, they are talking about potential funding and then presumably policy. We followed up the report with Committee staff meetings, as reported previously. In support of a mega bill, Reps. Earl Blumernauer (D-Ore.) and Tom Rice (R-S.C.) along with more than 80 other lawmakers sent a letter to House leadership urging them to pass a bill that would increase federal infrastructure investment, improve the federal permitting process and build upon financing tools like municipal and private activity bonds. We spoke with both offices to advise them of our support.

### **FY19 House and Senate Transportation Appropriations Bill**

On June 5, the House Appropriations Committee approved its version of the FY19 DOT funding bill. FY19 is the second year of the two-year budget deal that Congress agreed to in February which raised the budget caps on both defense and domestic spending and designated at least \$10B per year in additional general funds for infrastructure programs. The House bill recommends that the highway and transit formula programs receive the same amount that was authorized in the FAST Act for those programs in FY19 plus additional funding from the General Fund (\$4.25B for highways and \$800M for transit). Other programs, such as transit Capital Improvement Grants (CIG) (New Starts/Small Starts/Core Capacity), are recommended to receive the same increased funding level as in FY18. The TIGER (now BUILD) program is recommended to receive \$750M, which is only half of the FY18 level of \$1.5B, but is significantly higher than in prior-year House bills, which often zeroed out TIGER, and higher than the pre-FY18 levels of approximately \$500M per year. On June 7, the Senate Appropriations Committee approved its version of the FY19 DOT funding bill. Key highlights include: FHWA - \$45.27B (the FAST ACT authorized level) plus an additional \$3.3B from the General Fund of which \$800M would be directed to bridge repairs and \$90M for highway-rail grade crossings; FAA - \$3.35B (the authorized level) plus an additional \$750M from the General Fund for the Airport Improvement Program (AIP). There no language increasing the Passenger Facility Charge (PFC) as in FY18; FRA - a total of \$1.9B for Amtrak, in addition to \$300M for FRA State of Good Repair (SOGR) grants, and \$255M for FRA Consolidated Rail Infrastructure and Safety (CRISI) grants; FTA - \$9.94B (the FAST Act authorized level) plus an additional \$800M from the General Fund for the FTA formula program; \$2.6B for the Capital Investment Grant (CIG) program which includes New Start, Small Start, and Core Capacity projects; and, BUILD (formerly TIGER) - \$1B. Both House and Senate bills are pending Floor action.

### **Earmarks**

No further developments to date. As a result of the Rules Committee hearings on earmarks, it was decided that both parties would take the issue to their respective caucus for further deliberation. The Republicans have done so. There was some discussion in the caucus but not too extensive and no resolution was forthcoming. The Dems have not brought the issue up but are still planning to do so.

### **Bill Tracking**

**H.R.434** — 115th Congress (2017-2018) **New WATER Act Sponsor:** [Rep. Denham, Jeff \[R-CA-10\]](#) (Introduced 01/11/2017) **Cosponsors:** (9) **Committees:** House - Natural Resources

Status Update: no change since the last report.

**H.R.23** — 115th Congress (2017-2018) **Gaining Responsibility on Water Act of 2017 Sponsor:** [Rep. Valadao, David G. \[R-CA-21\]](#) (Introduced 01/03/2017) **Cosponsors:** (14) **Committees:** House - Natural Resources, Agriculture **Latest Action:** Passed House on July 12.

Status Update: no change since the last report.

H.R.465 — 115th Congress (2017-2018) **To amend the Federal Water Pollution Control Act to provide for an integrated planning and permitting process, and for other purposes.** **Sponsor:** Rep. Gibbs, Bob [R-OH-7] (Introduced 01/12/2017) **Cosponsors:** (1, now 8) **Committees:** House - Transportation and Infrastructure

Status Update: no change since the last report.

H.R.547 — 115th Congress (2017-2018) **National Infrastructure Development Bank of 2017** **Sponsor:** Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/13/2017) **Cosponsors:** (73, now 81) **Committees:** House - Energy and Commerce, Transportation and Infrastructure, Financial Services, Ways and Means

Status Update: no change since the last report.

H.R.2479 — 115th Congress (2017-2018) **Leading Infrastructure for Tomorrow's America Act** **Sponsor:** Rep. Pallone, Frank, Jr. [D-NJ-6] (Introduced 05/17/2017) **Cosponsors:** (24) **Committees:** House - Energy and Commerce, Science, Space, and Technology, Transportation and Infrastructure, Ways and Means, Natural Resources

Status Update: no change since the last report.

H.R.100 — 115th Congress (2017-2018) **Support Local Transportation Act** **Sponsor:** Rep. Brownley, Julia [D-CA-26] (Introduced 01/03/2017) **Cosponsors:** (0, now 2) **Committees:** House - Transportation and Infrastructure

Status Update: no change since the last report.

H.R.481 — 115th Congress (2017-2018) **REBUILD Act** **Sponsor:** Rep. Calvert, Ken [R-CA-42] (Introduced 01/12/2017) **Cosponsors:** (0) **Committees:** House - Natural Resources

Status Update: no change since the last report.

H.R.966 — 115th Congress (2017-2018) **TIGER CUBS Act** **Sponsor:** Rep. Larsen, Rick [D-WA-2] (Introduced 02/07/2017) **Cosponsors:** (5, now 8) **Committees:** House - Appropriations, Budget.

Status Update: no change since the last report.

S.846 — 115th Congress (2017-2018) **SAFE Bridges Act of 2017** **Sponsor:** Sen. Shaheen, Jeanne [D-NH] (Introduced 04/05/2017) **Cosponsors:** (4) **Committees:** Senate - Environment and Public Works

Status Update: no change since the last report.

H.R.1670 — 115th Congress (2017-2018) **Infrastructure 2.0 Act**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (21)

**Committees:** House - Ways and Means, Transportation and Infrastructure, Rules

Status Update: no change since the last report.

H.R.1669 — 115th Congress (2017-2018) **Partnership to Build America Act of 2017**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (23, now 27)

**Committees:** House - Transportation and Infrastructure, Ways and Means

Status Update: no change since the last report.

S.1756 — 115th Congress (2017-2018) **Rebuild America Now Act**

**Sponsor:** Sen. Sullivan, Dan [R-AK] (Introduced 08/03/2017) **Cosponsors:** (10)

**Committees:** Senate - Environment and Public Works

Status Update: no change since the last report.



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July 31, 2018

To: PCTPA  
From: Sante Esposito  
Subject: July Monthly Report

### **Infrastructure: The Status**

Both the Administration and Congress have talked about doing infrastructure “after the election”, but it’s not clear if that will be this year or next. The DOT has the lead for the Administration. Previously, the President sent his proposal to Congress and they have been waiting for Congress to act. However, that proposal was short on details, being an outline and not bill language, and it was silent on the source for the \$200B seed money. This is different with how past presidents have submitted proposals, but is consistent with this president (submitting general policy outlines for health care and tax reform). While the timing is not clear for an infrastructure bill, House Transportation and Infrastructure (T&I) Chair Shuster recently introduced his infrastructure plan (see the following section). Key Advocates connected with staff from the Energy & Commerce, Natural Resources, and Ways and Means Committees, and there have been no activity regarding a mega infrastructure bill. However, this is not unusual as these committees expect T&I to be out-front on a large infrastructure bill. Key Advocates has also met with Senate Environment and Public Works (EPW) staff. They are currently focusing on program structure, specifically for highways. So far, these efforts have been bi-partisan. In addition, Key Advocates met with the Senate Banking Committee, and they are looking for money for transit. So far there are no activities for Energy and Natural Resources, Commerce and Finance Committees.

### **Shuster Infrastructure Plan**

On July 11, Congressman Bill Shuster, Chair of the Transportation and Infrastructure Committee, released his infrastructure plan. In doing so, he said: “This discussion draft does not represent a complete and final infrastructure bill. It is meant to reignite discussions amongst my colleagues, and I urge all Members to be open-minded and willing to work together in considering real solutions that will give America the modern day infrastructure it needs. Over the coming weeks and months, I look forward to additional input from my Republican and Democratic colleagues in order to prepare a bill for congressional consideration.”

**For section-by section summary, see the following link-**

<https://transportation.house.gov/building21/>

Revenues: The base bill extends all funding in the Fast Act by one year - to FY21 - to give time for a new “blue-ribbon commission” to come up with revenues to stabilize the trust fund above and beyond the gasoline tax increase (15 cents/gallon) and diesel fuel tax increase (20 cents/gallon) included in the proposal. The proposal also proposes new taxes on mass transit buses (eliminates the refund on motor fuels), commuter rail fuels, electric vehicle batteries and bicycle tires. Overall, the Shuster bill raises approximately \$284 billion over 10-years to cover the HTF shortfall and leave room for additional investment. But Shuster also wants to create a blue-ribbon panel to dive deeper into long-term HTF sustainability. The blue-ribbon panel would be made up of 5 members appointed by DOT, 5 House members and 5 Senators. The panel be required to produce a long-term funding fix by January 15, 2021. The bill would be “fast tracked” and thus is not open to amendment in either chamber and could not be filibustered in the Senate.

Spending: On the spending side, Shuster is basically proposing a three year “infrastructure bill” and plusses up some FAST Act authorized programs, including the Bus and Bus Facility program. In addition, the tax increases will allow room for the next reauthorization bill to increase highway and transit funding through 2028. However, Shuster does go outside the three-year window for the TIGER (BUILD) program and for the first time authorizes the program through 2023 (\$3 billion per year). The TIGER funding increase along with increased “general fund plus-ups” make up the bulk of the short term “infrastructure” component of the spending equation on the transportation side (there is a water infrastructure component too).

In the bill, Fast Act authorized funding levels are maintained in FY19, FY20 and FY21 (FY21 is the extra year of authorization and is flat lined at the FY20 level). In these three years, there is extra “infrastructure” funding for buses, rail, highways, Amtrak and TIGER.

**Increased or New General Fund Authorizations in Title II, Subtitle A of the Shuster Bill**

Millions of dollars. General fund authorizations subject to appropriation.

		<u>FY19</u>	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>
Sec. 201	National Infrastructure Investments	3,000	3,000	3,000	3,000	3,000
	<i>Set-aside: Projects of National Significance</i>	500	500	500	500	500
	<i>Limitation: Incentive Grants</i>	<i>[Not more than \$3.0 billion over FY29-23]</i>				
Sec. 204(a)	Surface Transportation Block Grant Program	2,000	1,500	1,000		
Sec. 204(b)	Bus and Bus Facility Grants	400	300	200		
Sec. 204(c)	Nationally Signif. Fed. Lands & Tribal Projects	200	200	0		
Sec. 204(d)	Grants to Amtrak - Northeast Corridor	93	63	676		
Sec. 204(d)	Grants to Amtrak - National Network	148	117	1,343		
Sec. 204(e)	Consolidated Rail (CRISI) Grants	345	282	624		
Sec. 20f(f)	Fed.-State Partnership for SOGR Grants	300	312	624		
Sec. 204(g)	Rail Restoration & Enhancement Grants	5	6	1		
Sec. 204(h)	Amtrak Inspector General	0	0	23		
Sec. 204(i)	PHMSA Hazardous Materials	0	0	62		

Innovative Financing and Project Delivery. There are some P3 components and other innovative loan and financing programs included. Shuster also includes some project delivery features that require “Record of Decisions” to be met in 2-years, expand Categorical Exclusions and promote

innovative environmental review practices.

### **FY19 Transportation Appropriations Bill**

On June 5, the House Appropriations Committee approved its version of the FY19 DOT funding bill. FY19 is the second year of the two-year budget deal that Congress agreed to in February which raised the budget caps on both defense and domestic spending and designated at least \$10B per year in additional general funds for infrastructure programs. The House bill recommends that the highway and transit formula programs receive the same amount that was authorized in the FAST Act for those programs in FY19 plus additional funding from the General Fund (\$4.25B for highways and \$800M for transit). Other programs, such as transit Capital Improvement Grants (CIG) (New Starts/Small Starts/Core Capacity), are recommended to receive the same increased funding level as in FY18. The TIGER (now BUILD) program is recommended to receive \$750M, which is only half of the FY18 level of \$1.5B, but is significantly higher than in prior-year House bills, which often zeroed out TIGER, and higher than the pre-FY18 levels of approximately \$500M per year. On June 7, the Senate Appropriations Committee approved its version of the FY19 DOT funding bill. Key highlights include: FHWA - \$45.27B (the FAST ACT authorized level) plus an additional \$3.3B from the General Fund of which \$800M would be directed to bridge repairs and \$90M for highway-rail grade crossings; FAA - \$3.35B (the authorized level) plus an additional \$750M from the General Fund for the Airport Improvement Program (AIP). There no language increasing the Passenger Facility Charge (PFC) as in FY18; FRA - a total of \$1.9B for Amtrak, in addition to \$300M for FRA State of Good Repair (SOGR) grants, and \$255M for FRA Consolidated Rail Infrastructure and Safety (CRISI) grants; FTA - \$9.94B (the FAST Act authorized level) plus an additional \$800M from the General Fund for the FTA formula program; \$2.6B for the Capital Investment Grant (CIG) program which includes New Start, Small Start, and Core Capacity projects; and, BUILD (formerly TIGER) - \$1B. Both House and Senate bills are pending Floor action.

### **Earmarks**

No further developments to date. As a result of the Rules Committee hearings on earmarks, it was decided that both parties would take the issue to their respective caucus for further deliberation. The Republicans have done so. There was some discussion in the caucus but not too extensive and no resolution was forthcoming. The Dems have not brought the issue up but are still planning to do so.

### **Bill Tracking**

H.R.434 — 115th Congress (2017-2018) **New WATER Act Sponsor:** Rep. Denham, Jeff [R-CA-10] (Introduced 01/11/2017) **Cosponsors:** (9) **Committees:** House - Natural Resources

Status Update: no change since the last report.

H.R.23 — 115th Congress (2017-2018) **Gaining Responsibility on Water Act of 2017 Sponsor:** Rep. Valadao, David G. [R-CA-21] (Introduced 01/03/2017) **Cosponsors:** (14) **Committees:** House - Natural Resources, Agriculture **Latest**



**Action:** Passed House on July 12.

Status Update: no change since the last report.

H.R.465 — 115th Congress (2017-2018) **To amend the Federal Water Pollution Control Act to provide for an integrated planning and permitting process, and for other purposes.** **Sponsor:** Rep. Gibbs, Bob [R-OH-7] (Introduced 01/12/2017) **Cosponsors:** (1, now 8) **Committees:** House - Transportation and Infrastructure

Status Update: no change since the last report.

H.R.547 — 115th Congress (2017-2018) **National Infrastructure Development Bank of 2017** **Sponsor:** Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/13/2017) **Cosponsors:** (73, now 81) **Committees:** House - Energy and Commerce, Transportation and Infrastructure, Financial Services, Ways and Means

Status Update: no change since the last report.

H.R.2479 — 115th Congress (2017-2018) **Leading Infrastructure for Tomorrow's America Act** **Sponsor:** Rep. Pallone, Frank, Jr. [D-NJ-6] (Introduced 05/17/2017) **Cosponsors:** (24) **Committees:** House - Energy and Commerce, Science, Space, and Technology, Transportation and Infrastructure, Ways and Means, Natural Resources

Status Update: no change since the last report.

H.R.100 — 115th Congress (2017-2018) **Support Local Transportation Act** **Sponsor:** Rep. Brownley, Julia [D-CA-26] (Introduced 01/03/2017) **Cosponsors:** (0, now 2) **Committees:** House - Transportation and Infrastructure

Status Update: no change since the last report.

H.R.481 — 115th Congress (2017-2018) **REBUILD Act** **Sponsor:** Rep. Calvert, Ken [R-CA-42] (Introduced 01/12/2017) **Cosponsors:** (0) **Committees:** House - Natural Resources

Status Update: no change since the last report.

H.R.966 — 115th Congress (2017-2018) **TIGER CUBS Act** **Sponsor:** Rep. Larsen, Rick [D-WA-2] (Introduced 02/07/2017) **Cosponsors:** (5, now 8) **Committees:** House - Appropriations, Budget.

Status Update: no change since the last report.

S.846 — 115th Congress (2017-2018) **SAFE Bridges Act of 2017** **Sponsor:** Sen. Shaheen, Jeanne [D-NH] (Introduced 04/05/2017) **Cosponsors:** (4)

**Committees:** Senate - Environment and Public Works

Status Update: no change since the last report.

H.R.1670 — 115th Congress (2017-2018) **Infrastructure 2.0 Act**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (21)

**Committees:** House - Ways and Means, Transportation and Infrastructure, Rules

Status Update: no change since the last report.

H.R.1669 — 115th Congress (2017-2018) **Partnership to Build America Act of 2017**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (23, now 27)

**Committees:** House - Transportation and Infrastructure, Ways and Means

Status Update: no change since the last report.

S.1756 — 115th Congress (2017-2018) **Rebuild America Now Act**

**Sponsor:** Sen. Sullivan, Dan [R-AK] (Introduced 08/03/2017) **Cosponsors:** (10)

**Committees:** Senate - Environment and Public Works

Status Update: no change since the last report.

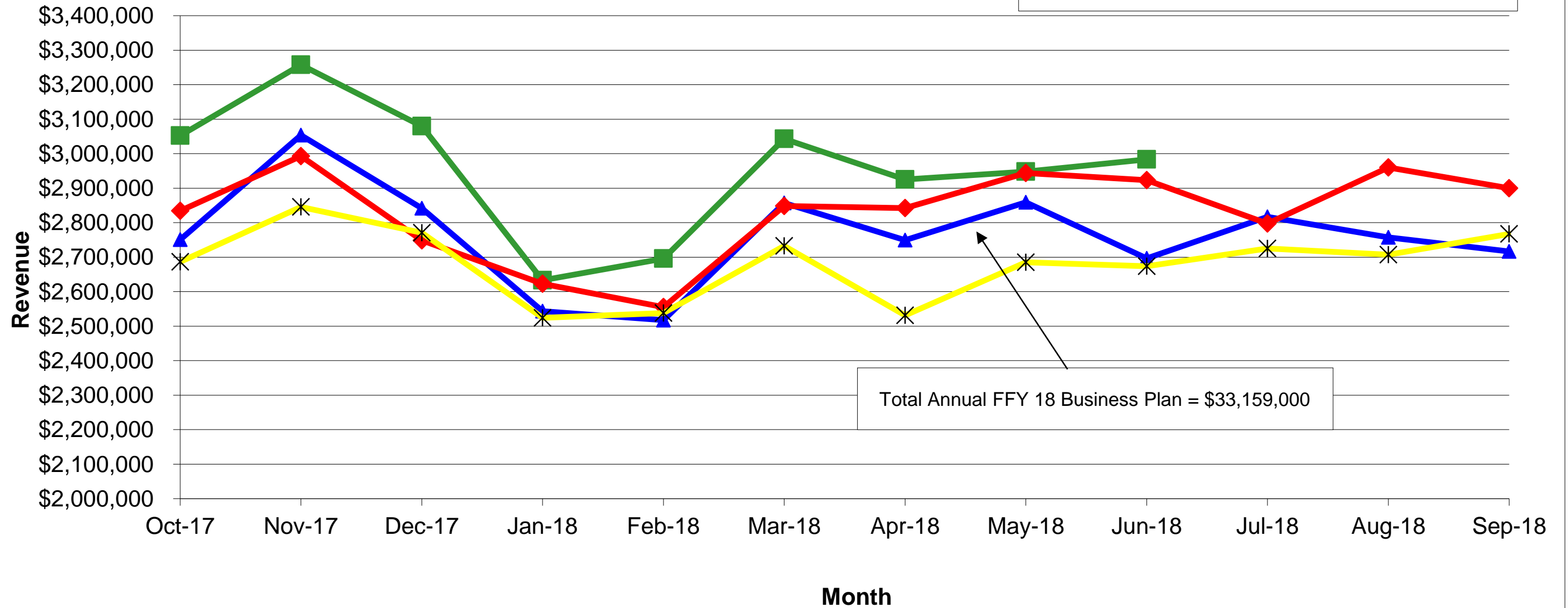
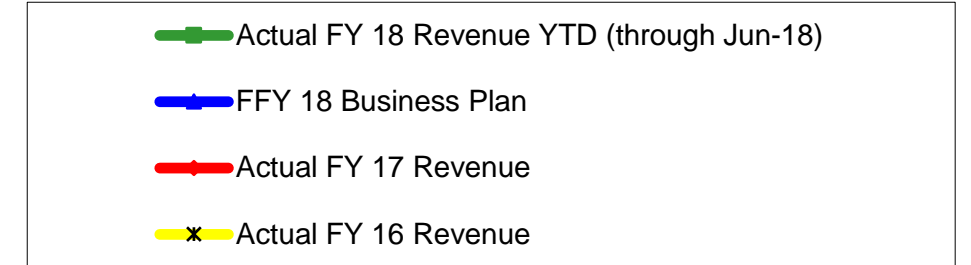
**How's Business?:  
Revenue**

7.% vs.FFY 18 Business Plan YTD

5.2% vs. Prior FFY 17 YTD

11.% vs. Prior FFY 16 YTD

**Capitol Corridor Performance  
FFY 2017-18  
Monthly Revenues  
Actual vs Business Plan**



# How's Business?

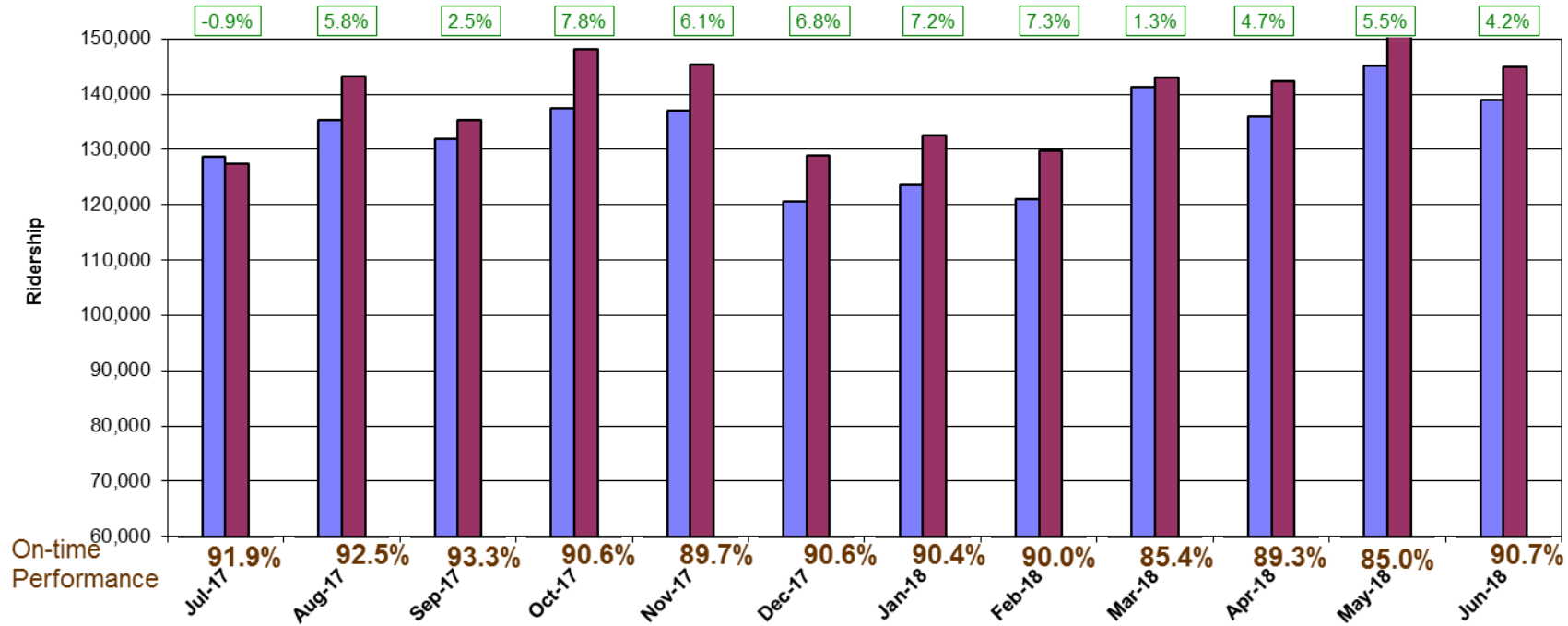
## Ridership



■ Prior 12 Months   ■ Current 12 Months

4.83% Overall 12-Month Growth  
 Ridership Last 12 Months=1,674,398  
 Ridership Prior 12 Months=1,597,217

% difference current month to prior year's month





### FY 2018 Performance Measures

Month	State Performance Standards (a)				Other Performance Measures		
	Ridership		On-time Performance	System Operating Ratio (b)	Revenues		Customer Satisfaction
	Actual	Business Plan	Actual	Actual	Actual	Business Plan	Actual
October-17	148,197	137,817	90.6%	61.9%	\$3,052,153	\$2,750,501	84.9
November-17	145,452	137,521	89.7%	63.0%	\$3,257,487	\$3,053,546	84.8
December-17	128,934	121,027	90.6%	61.4%	\$3,079,878	\$2,841,590	85.4
January-18	132,493	123,979	90.4%	48.2%	\$2,633,084	\$2,543,469	83.0
February-18	129,738	121,317	90.0%	56.8%	\$2,695,666	\$2,517,561	84.8
March-18	143,036	141,667	85.4%	69.3%	\$3,043,175	\$2,857,182	85.9
April-18	142,365	136,349	89.3%	49.4%	\$2,924,960	\$2,749,680	83.6
May-18	153,227	145,657	85.0%	51.3%	\$2,947,974	\$2,858,706	85.2
June-18	144,939	139,456	90.7%	55.4%	\$2,983,081	\$2,696,223	87.6
July-18		127,880				\$2,816,737	
August-18		143,651				\$2,757,183	
September-18		135,680				\$2,716,621	
<b>Total YTD</b>	<b>1,268,381</b>	<b>1,204,790</b>	<b>89%</b>	<b>57%</b>	<b>\$26,617,458</b>	<b>\$24,868,459</b>	<b>85.0</b>
<b>Previous YTD</b>	<b>1,201,260</b>	<b>--</b>	<b>94%</b>	<b>55%</b>	<b>25,311,846</b>	<b>--</b>	<b>87.8</b>
<b>YTD Change</b>	<b>5.6%</b>	<b>5.3%</b>	<b>-5.3%</b>	<b>2.8%</b>	<b>5.2%</b>	<b>7.0%</b>	<b>-3.2%</b>
<b>Annual Standard/Measure</b>		<b>1,612,000</b>	<b>90%</b>	<b>52%</b>		<b>\$33,159,000</b>	<b>89.7</b>

a) Standard developed by CCJPA in annual business plan update and approved by the California State Transportation Agency

b) This standard measures total revenues (farebox and other operating credits) divided by total expenses (Amtrak operations + CCJPA Call Center)

## Capitol Corridor Station Ridership

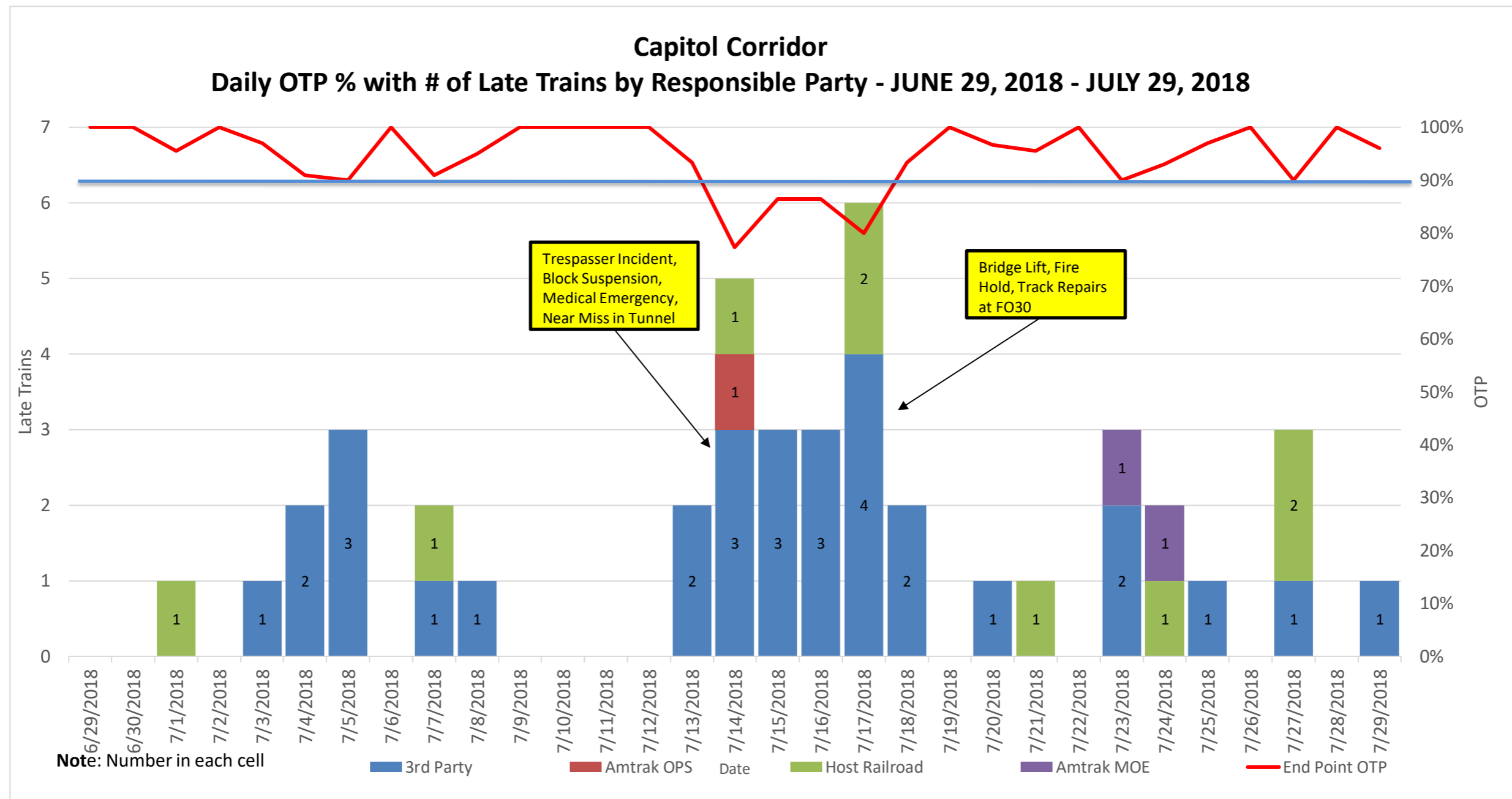
FY2018 YTD - October 2017 through April 2018

Stations	Boardings	Alightings	Avg Boardings	Avg Deboards	Avg Total	Meet criteria?*	Station Code
ARN	4,449	3,484	11.0	8.6	20	Y	ARN
BKY	50,225	49,582	8.9	8.8	18	Y	BKY
DAV	112,084	108,933	19.8	19.2	39	Y	DAV
EMY	109,959	112,264	19.4	19.8	39	Y	EMY
FFV	10,978	10,868	3.9	3.8	8	N	FFV
FMT	12,817	12,391	4.5	4.4	9	N	FMT
GAC	50,873	51,036	17.9	18.0	36	Y	GAC
HAY	16,422	16,454	5.8	5.8	12	N	HAY
MTZ	56,196	60,943	9.9	10.8	21	Y	MTZ
OAC	21,662	25,675	7.6	9.0	17	Y	OAC
OKJ	78,155	74,719	13.8	13.2	27	Y	OKJ
RIC	64,355	68,933	11.4	12.2	24	Y	RIC
RLN	5,396	4,495	13.3	11.1	24	Y	RLN
RSV	8,906	8,159	21.9	20.1	42	Y	RSV
SAC	255,397	248,552	45.1	43.9	89	Y	SAC
SCC	16,938	15,763	6.0	5.5	12	N	SCC
SJC	54,811	54,628	19.3	19.2	39	Y	SJC
SUI	40,591	43,335	7.2	7.6	15	Y	SUI

FY17 YTD Avg	FY18 vs FY17 % Diff
19	4%
16	10%
38	3%
37	7%
-	-
8	5%
34	6%
10	13%
21	-1%
15	10%
25	10%
23	1%
23	6%
41	2%
85	4%
9	27%
36	6%
16	-9%

\*\*Per the Capitol Corridor "Policy on Train Stations" the following minimum daily average ridership (boardings and/or alightings) applies.

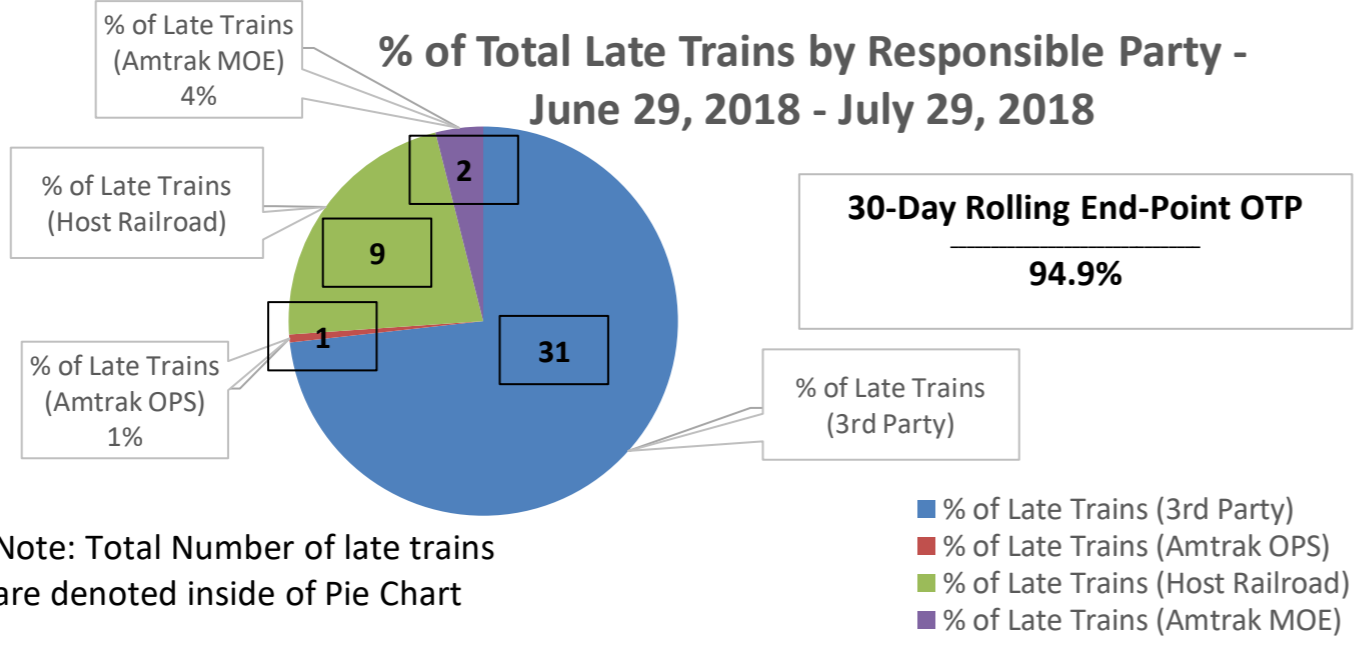
- 10 within first 6 months of CCJPA train service
- 12 within 2 years of CCJPA train service
- 15 within 3+ years of CCJPA train service



Host Railroad Performance Incentives				
Month/Fiscal Year To Date	OTP %	Incentive Budget	Actual Incentive Received	% Difference
*5/1/2018	85%	\$247,427.50	\$239,670.00	-3.1
*FYTD (Through May 2018)	89%	\$1,734,803.25	\$1,615,176.55	-6.9

\*Most Current Data Available for Host Railroad Incentives is May 2018

SUMMARY OF END POINT DELAYS OTP - JUNE 2018							*Eastbound Stations Performing Below 90%				
	JUNE - 18	MAY - 18	% Change	CURRENT YTD	PRIOR YTD	% Change		Apr-2018	Apr-2017	FY 2018	FY 2017
End Point	90.7%	85.1%	+6.6	88.8%	90.7%	-2.1	EMY	89.3%	97.8%	91.2%	93.6%
	APR - 18	MAR - 18	% Change				BKY	83.3%	97.8%	88.5%	93.7%
All Stations*	86.1%	87.4%	-1.5				RIC	76.9%	98.3%	86.4%	93.4%
* Most Current Data Available for All Station OTP is APR-18							MTZ	71.6%	97.3%	84.7%	91.0%
NUMBER OF LATE TRAINS JUNE 29, 2018 - JULY 29, 2018 VS. PREVIOUS MONTH							SUI	65.0%	96.3%	79.5%	89.4%
Responsible Party	# of Late Trains JUNE 29 - JULY 29 2018	# of Late Trains June - 18	% Change				DAV	66.3%	95.6%	78.4%	86.2%
3rd Party	31	43	-27.9				SAC	90.8%	98.3%	91.5%	93.6%
Amtrak (OPS)	1	3	-66.7				RSV	33.3%	90.0%	48.6%	83.0%
Host Railroad	9	44	-79.5				RLN	26.7%	90.0%	40.8%	79.7%
Amtrak ( MOE)	2	7	-71.4				ARN	90.0%	93.3%	85.8%	88.2%
Total # of Late Trains:	43	97	-55.7				*Westbound Stations Performing Below 90%				
								Apr-2018	Apr-2017	FY 2018	FY 2017
							BKY	85.3%	97.6%	90.0%	92.8%
							EMY	83.1%	97.6%	89.3%	92.6%
							OKJ	86.4%	97.6%	90.2%	94.2%
							OAC	80.1%	95.7%	85.8%	92.8%
							HAY	81.9%	95.7%	85.0%	92.6%
							FMT	79.5%	95.7%	82.8%	91.6%
							GAC	71.0%	94.8%	77.3%	87.3%
							SCC	67.1%	94.3%	74.5%	86.2%
							SJC	89.5%	95.7%	87.9%	89.6%
							* Most Current Data Available for Stations below 90% is April 2018				





# Auburn Journal

Date: Thursday, July 5, 2018

By: Gus Thomson

## More sidewalks in Highway 49's future?

Project looking at three miles along busy traffic corridor

**BY GUS THOMSON**  
OF THE AUBURN JOURNAL

Sidewalks stretching along Highway 49 from Interstate 80 in Auburn to Dry Creek Road are envisioned in a new planning effort.

What is being labeled the Highway 49 Sidewalk Gap Closure Project proposes to construct more than three miles of sidewalks alongside

the busy traffic corridor.

The project will build on the upcoming Caltrans Highway 49 road rehabilitation project to add pedestrian walkway elements to plans being developed by the state to improve traffic flows and safety, Placer County Transportation Planning Agency Senior Planner Aaron Hoyt said.

Hoyt reported to the planning agency board this past week that the goal is to have a project in place that meets state and federal environmental requirements so that the agency can pursue grant

funding.

As part of the effort, staff from the agency, Placer County, city of Auburn and Caltrans conducted a field study in May to identify terrain, right-of-way, utilities and habitat issues that could result in design challenges along Highway 49.

Five segments of the road were considered critical to a future sidewalks project:

The stretch of Highway 49 from the Fulweiler Avenue crossroads to Palm Avenue was examined because of right-of-way and terrain issues

Persimmon Terrace to Marguerite Mine Road is considered a challenge because of terrain and lack of walkable destinations

Wise Canal crossing near Live Oak Lane had issues related to right of way, terrain, utilities and habitat

Dry Creek crossing near Locksley Lane also had terrain and habitat challenges

Shale Ridge road to Dry Creek Road had terrain issues.

About 18,000 feet of sidewalk gaps have been identified as potential locations for new sidewalks along Highway 49.

## Work on I-80, Highway 65 interchange underway

### Project phase expected to finish in 2020

**BY STEVE ARCHER**  
OF THE AUBURN JOURNAL

Construction of major improvements to the Interstate 80 and Highway 65 interchange is underway the last few weeks and the project is going great, according to Placer County Transportation Planning Agency executive director Mike Luken.

The project is a partnership between the planning agency and the California Department of Transportation (Caltrans). The \$50 million project is expected to wrap up in 2020, according to Luken.

"We are on time and on schedule now," Luken said Friday. "This is Phase I of a \$450 million upgrade to the interchange,

one of the most vital congestion points in the region."

Specifically, work is being done on the northbound lane to the Stanford Ranch/Galleria Boulevard exit.

"We're adding an additional lane from I-80 all the way to Stanford Ranch/Galleria Boulevard and fixing a number of turning movements," Luken said. Turning movements are often areas where motorists cross a number of lanes to make a left-hand turn. "There will be a number of improvements to make the interchange work more efficiently."

"This is really important to the region and South Placer County. Highway 65 is one of the chief ways people use to get around," Luken said.

Funding is not yet available for all project phases, according to Luken.

"There is a \$1.3 billion back-

log in transportation projects that need matching funds," Luken said. "We don't have all the matching funds in place."

Phase I funding came from money left over from a previous I-80 project that came in under budget and from development impact fees paid into the South Placer Regional Transportation Authority.

Motorists should follow the Caltrans announcements and detour signs, Luken advised.

CalTrans District 3 spokesman Gilbert Mohtes-Chan said Friday that much of the project construction will take place at night.

"We're trying to avoid lane closures during the day," Mohtes-Chan said. "As a general rule, motorists can expect lane closures from 10 p.m. to 5 a.m. between the interchange and Pleasant Grove Boulevard."

During this week, however,

lane closures can be expected today and Friday.

Mohtes-Chan said work is being done below the viaduct at I-80 and Highway 65, and on the highway itself.

"We're adding a lane so we have to expand the viaduct structure," Mohtes-Chan said. "Motorists can also expect closure of the northbound off-ramp to Stanford Ranch/Galleria Boulevard from 9 p.m. to 5 a.m., Mondays through Fridays."

"When the Stanford Ranch/Galleria Boulevard off-ramp is closed, we advise motorists to exit at Pleasant Grove and turn around," Mohtes-Chan said. "There will also be detour signs out. As a rule, we don't close consecutive ramps."

Motorists should plan for alternate routes and watch for construction workers at night, according to Mohtes-Chan.



COURTESY PHOTO • CALTRANS

Construction activity is now ongoing under the Highway 65 viaduct at Interstate 80. Motorists can expect lane closures at night as much of the work will be done between 9 p.m. and 5 a.m. Mondays to Fridays.