



A G E N D A

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

**Wednesday, May 26, 2021
9:00 a.m.**

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

PUBLIC PARTICIPATION PROCEDURES

To protect public health and the safety of Placer County citizens, public access for this meeting is not open to in-person participation. Live streaming and public comment for this May 26, 2021 meeting will be offered through a remote call-in line or by joining the web-based meeting.

Public Comment will be opened for each agenda item, and citizens may comment virtually through a Zoom meeting webinar utilizing the “raise hand” function. If you are participating by phone, please dial *9 to “raise hand” and queue for Public Comment. Please raise your hand at the time the Chair announces the item. Please Note: There will be no phone reservation line. Written comments to the Board are welcome and may be emailed to ssabol@pctpa.net or by mailed to PCTPA at 299 Nevada Street, Auburn, CA 95603 and must be received by 3:00 p.m. the previous day.

Meetings are conducted in accordance with the Ralph M. Brown Act, California Government Code Section 54950, *et seq.* and Executive Order N-29-20.

Webinar access: <https://us02web.zoom.us/j/88364533093>

You can also dial in using your phone:

US: +1 669 900 9128

Webinar ID: 883 6453 3093

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: April 28, 2021**
- D. Agenda Review**
- E. Public Comment**

**Action
Pg. 1**

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
May 26, 2021
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- | | |
|--|---------------------------|
| F. Consent Calendar: Placer County Transportation Planning Agency | 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. | Pg. 5 |
| 1. FY 2019/20 TDA Financial Audits (under separate cover) | |
| 2. FY 20/21 City of Roseville Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$637,102 | Pg. 6 |
| 3. FY 2020/21 City of Rocklin Amended Claims for Local Transportation Funds (LTF): \$3,380,732 | Pg. 11 |
| | |
| G. Consent Calendar: Placer County Airport Land Use Commission | 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. | Pg. 16 |
| 1. Find that the Placer County Draft Health and Safety Element and corresponding zoning text amendments for the Aircraft Overflight Combining District be found consistent with the Placer County ALUCP. The TAC concurs with the staff recommendation. | |
| | |
| H. Placer-Sacramento Action Plan Project Update | Info |
| <i>Kathleen Hanley</i> | Pg. 21 |
| | |
| I. Final FY 2021/22 Overall Work Program (OWP) and Budget | Action |
| <i>Mike Luken</i> | Pg. 23 |
| • Adopt Resolution 21-20 authorizing the Executive Director to submit the ttached Final FY 2021/22 Overall Work Program (OWP) and Budget to Caltrans. | |
| | |
| J. Traffic Congestion Report Presentation | Info |
| <i>Aaron Hoyt</i> | |
| | |
| K. Executive Director's Report | |
| | |
| L. Board Direction to Staff | |
| | |
| M. Informational Items | Info |
| 1. PCTPA TAC Minutes – May 12, 2021 | Pg. 27 |
| 2. Status Reports | |
| a. PCTPA | Pg. 30 |
| b. AIM Consulting – Report for April 2021 | Pg. 33 |
| c. FSB – Report for April 2021 | Pg. 35 |
| d. Key Advocates – Report for April 2021 | Pg. 39 |
| 3. Newspapers Article | Pg. 43 |
| 4. WPCTSA Receipts and Expenditures – April 2021 | <i>Separate Cover</i> |

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
 May 26, 2021
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Following is a list of the 2021 Placer County Transportation Planning Agency (PCTPA) meetings.

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

Next Meeting – June 23, 2021

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

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



ACTION MINUTES

REGULAR MEETING OF THE

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

**April 28, 2021
9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California**

ROLL CALL

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

STAFF

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

This meeting was open to the public via remote access only under Executive Order N-29-20. Chair Joiner explained the meeting procedures to the Board and public as it relates to participating by means of a teleconference under Governor Newsom’s March 12, 2020 Executive Order N-25-20. Staff reports and background information are available at <http://pctpa.net/agendas2021>.

APPROVAL OF ACTION MINUTES – March 24, 2021

Upon motion by Burruss and second by Broadway, the action minutes of March 24, 2021 were approved by the following roll call vote:

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

AGENDA REVIEW

Agenda was accepted as presented.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. FY 2020/21 Western Placer Consolidated Transportation Services Agency Amended Claim for Local Transportation Funds (LTF): \$818,237
2. Authorizing Execution of Master Agreements, Program Supplements, Fund Transfer Agreements, Baseline Agreements, or Cooperative Agreements with the State of California for Federal-Aid Transportation Programs and Projects
3. PCTPA FY 2021 Federal Transit Administration (FTA) Section 5311 Program of Projects: \$523,465

4. PCTPA FY 2021 Coronavirus Relief and Response Supplemental Appropriations Act (CRRSAA) Funding for FTA Section 5311 Program of Projects: \$1,318,911
5. FY 2020/21 Placer County Amended Claims for Local Transportation Funds (LTF): \$4,983,792
6. FY 2020/21 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$372,951
7. FY 2020/21 Placer County Transportation Planning Agency Amended Claim for Local Transportation Funds (LTF): \$1,260,508

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

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

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

1. Authorizing Execution of Master Agreements, Program Supplements, Fund Transfer Agreements, Baseline Agreements, or Cooperative Agreements with the State of California for Federal-Aid Transportation Programs and Projects
2. Authorize filing FY 2020/21 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$818,237

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

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

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

1. Find that the Placer County Housing-Related Code Amendments are consistent with the 2014 ALUCP and authorize the Executive Director to sign and submit the attached consistency determination letter to Placer County.

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

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

PUBLIC HEARING: NON-EMERGENCY MEDICAL TRANSPORTATION SERVICE CHANGES

Staff report presented by Kathleen Hanley, Associate Planner

Kathleen Hanley provided a detailed presentation on the two non-emergency medical transportation programs currently operated by Western Placer Consolidated Transportation Services Agency (CTSA): 1) Health Express and 2) My Rides. She explained the new service, Placer Rides, that would replace these programs.

Public Comment was received from:

- Martha Dill, Forestill – Current Volunteer Driver
- Michael Garabedian, Placer County Tomorrow

- Will Tift, Assistant Director, Area 4 Area on Aging

Upon motion by Holmes and second by Broadway, the Board 1) adopted Resolution No. 21-13 to eliminate the Health Express program, 2) adopted Resolution No. 21-14 to eliminate the My Rides program, 3) adopted Resolution No. 21-15 to establish the Placer Rides program, 4) adopted the Placer Rides Service Policies as provided in the staff report, and 5) adopted the FY 2020/2021 Budget Amendment #2. These actions were approved by the following roll call vote:

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

CRRSAA HIGHWAY FUNDING ALLOCATION AND RTIP AMENDMENT

Staff report presented by Kathleen Hanley, Associate Planner

Public Comment was received from:

- Michael Garabedian, Placer County Tomorrow

Upon motion by Houdesheldt and second by Broadway the Board 1) allocated \$295,480 in 2021 Highway Infrastructure Program (HIP) funding to the Interstate 80 Auxiliary Lanes Project, 2) allocate \$3,264,711 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding to the Interstate 80 Auxiliary Lanes Project, 2) allocated \$3,264,711 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding to the Interstate 80 Auxiliary Lanes Project, and 3) adopted Resolution 21-16, nominating the Capital Region Freight – I-80 Project to the CTC for STIP programming. These actions were approved by the following roll call vote:

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

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

Staff report presented by Mike Luken, Executive Director

Public comment was received from:

- Michael Garabedian, Placer County Tomorrow
- Kirk Uhler, Placer Business Alliance

Upon motion by Holmes and second by Houdesheldt, the Board adopted Resolution No. 21-17 authorizing the Executive Director to submit FY 2020/21 Overall Work Program (OWP) and Budget Amendment #2 to Caltrans as provided.

TRAFFIC CONGESTION REPORT PRESENTATION

Staff report presented by Aaron Hoyt, Senior Planner

Aaron Hoyt provided a report on Placer County’s current travel trends on Interstate 80 and SR 65.

Public comment was submitted from:

- Michael Garabedian, Placer County Tomorrow

EXECUTIVE DIRECTOR'S REPORT

Mike Luken reported on the following:

- 1) To date we have conducted six outreach workshops for the Funding Strategy efforts: Two in Roseville, three in the City of Rocklin, and one in the City of Lincoln. There are 10 more workshops remaining.
- 2) We will be conducting our first countywide poll in June to gain a sense of the support of a transportation sales tax. The polling subcommittee will convene prior to the poll to determine the content and questions. They will meet again after the poll to hear the results. This poll will enable us to determine the direction of the funding strategy efforts as well as the support based on geography. Results of this poll will be provided to the full Board at the June 23rd meeting.
- 3) We continue to advance our new relationship with Washoe County in the Reno area to enhance the common interests as they relate to transportation and economic development.
- 4) We are working on several fronts in terms of the earmark issue and congressional authorized spending for transportation. We are likely to submit 'shovel-ready' projects to Senator Feinstein and Senator Padilla for their consideration.
- 5) We continue our efforts of 'Reinventing Transit' given the impacts of declining ridership and COVID-19 on local transit service. We are working with our transit providers on a micro-transit-based system, operational analysis and the impacts of implementation of the new South Placer Express Bus Route. Mike Luken noted that the City of Auburn is moving rapidly towards micro-transit pilot. Tahoe Area Rapid Transit (TART), operated by Placer County Public Works, is expanding service for micro-transit for the summer from serving only Olympic Valley to a pilot project serving the North and West Shores.
- 6) We continue to work closely with Roseville Transit and Placer County Transit as we work to restore confidence in transit.
- 7) We are working with SACOG and EDCTC to look at an potential webinar to assess when the State of California and other large employers will come back to working at their employment sites.
- 8) We are working on the Placer-Sacramento Action Plan to narrow down the 12 to 14 projects in the Sacramento Region along the I-80 Corridor that would be viable for the 2022 rounds of SB 1 funding. Kathleen Hanley will present an update at the May Board meeting.
- 9) We are in the middle of our recruitment process for the Deputy Executive Director interviews. Additionally, next week we will be looking at applicants for the Fiscal Administrative Officer position as Shirley LeBlanc will be retiring soon.

ADJOURN

The meeting adjourned at approximately 10:50 a.m.

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

Mike Luken, Executive Director

Paul Joiner, Chair

Solvi Sabol, Clerk of the Board

ML:ss

TO: PCTPA Board of Directors

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: May 26, 2021

Below are the Consent Calendar items for the May 26, 2021 agenda for your review and action.

1. FY 2019/20 TDA Financial Audits (under separate cover)
Staff recommends acceptance of the Transportation Development Act (TDA) Financial Audits for fiscal year 2019/2020 for the Cities of Colfax, Lincoln, Rocklin, Roseville, the Town of Loomis, and Placer County. The TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those agencies receiving Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Low Carbon Transit Operations Program (LCTOP), and the State of Good Repair (SGR) funds. All audits have been submitted to the State Controller's Office as required.
2. FY 20/21 City of Roseville Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$637,102
The City of Roseville submitted a TDA Bicycle and Pedestrian claim for \$637,102 in FY 2020/21 for the Washington Boulevard Andora Bridge Widening Phase 1 project. The City is also requesting to reallocate a balance of \$37,252.47 from the Harding to Royer Bike Trail project (Resolution #08-23) to the Washington Boulevard Andora Bridge project. This claim represents the full allocation from the FY 2016-2020 five-year Cash Management Plan for the TDA Pedestrian and Bicycle Fund. Staff recommends approval.
3. FY 2020/21 City of Rocklin Amended Claims for Local Transportation Funds (LTF): \$3,380,732
The City of Rocklin submitted an amended claim for \$3,380,732, an increase of \$314,769, in LTF funds for FY 2020/21 - \$179,939 for transit operations, \$3,125,793 for streets and roads maintenance, and \$75,000 for transportation planning process. The City's claims are in compliance with the approved LTF apportionment. The City has complied with the annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2020 and all transit needs that are reasonable to meet are being provided. Staff recommends the issuance of instructions to the County Auditor to pay the claimant in full.

ML:ss

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

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

FROM:

CLAIMANT: City of Roseville
ADDRESS: 316 Vernon St., Suite 150
Roseville, CA 95678


CONTACT PERSON: Michael Dour
Phone: (916) 746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$637,102 be approved for Fiscal Year 2020/21, to be drawn from the Bicycle and Pedestrian Trust Fund.

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

| | | | |
|--------------|-------------|--|-------------|
| BY: _____ | (signature) | BY:  | (signature) |
| TITLE: _____ | | TITLE: <u>CITY MANAGER</u> | |
| DATE: _____ | | DATE: <u>2.18.2021</u> | |

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 21-18

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 26, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Chairperson
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

THEREFORE, BE IT RESOLVED THAT the PCTPA has reviewed the claim and makes funds available for the 2020/21 fiscal year.

To the City of Roseville for Washington Blvd.
Andora Bridge Widening Phase 1 Project

\$132,262

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

ORDINANCE NO. 6330

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE
AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2020-21
BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY
EFFECTIVE AS AN APPROPRIATION MEASURE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. The City of Roseville Annual Budget, Fiscal Year 2020-21, is hereby amended as listed on the attached budget adjustment for the Safe Routes to School education program portion of the Washington Boulevard Bikeway and Pedestrian Project.

SECTION 2. This ordinance is hereby declared to be an appropriation measure, immediately effective pursuant to the provisions of Section 5.03 of the Charter.

SECTION 3. The City Clerk is hereby authorized and directed to post a true copy of the foregoing ordinance in each of three (3) conspicuous locations in the City and she shall immediately after such posting enter in the ordinance book, under the record of the ordinance, a certificate under her hand stating the time and place of such publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this 17th day of February, 2021, by the following vote on roll call:

AYES COUNCILMEMBERS: Houdesheldt, Alvord, Roccucci, Mendonsa, Bernasconi

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: None

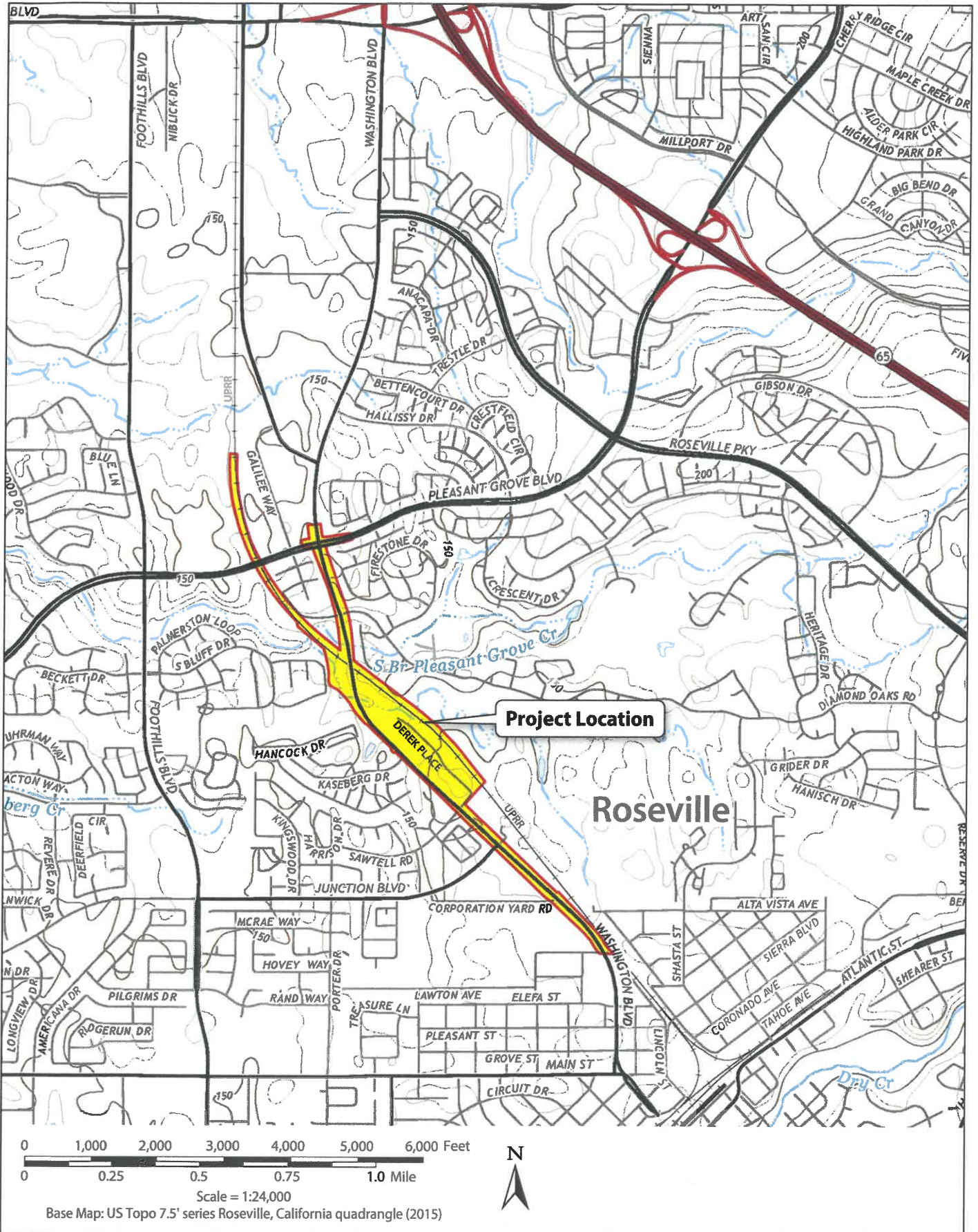


MAYOR

ATTEST:



City Clerk



Washington Boulevard/Andora Bridge Widening Project
Phase 1: Washington Blvd Bikeway and Pedestrian Pathway Project
Location Map

Exhibit A

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM:

CLAIMANT: City of Rocklin
ADDRESS: 3970 Rocklin Rd
Rocklin, CA 95677

CONTACT PERSON: Mary Rister
Phone: 916-625-5024 Email: Mary.Rister@Rocklin.ca.us

The City of Rocklin 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 2020/21, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

| | |
|---|--------------------------------|
| P.U.C. 99260a, Article 4, Transit Operations: | \$ |
| P.U.C. 99260a, Article 4, Transit Capital: | \$ |
| P.U.C. 99275, Article 4.5, Community Transit Services | \$ |
| P.U.C. 99400a, Article 8a, Local Streets and Roads | <u>\$2,886,024</u> \$3,125,793 |
| P.U.C. 99402, Article 8a, Transportation Planning Process | \$ 75,000 |
| P.U.C. 99400c, Article 8c, Contracted Transit Services: | \$ 179,939 |
| P.U.C. 99400e, Article 8e, Capital for Contracted Services: | \$ |
| C.C.R. 6648, Capital Reserve: | \$ |

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
City of Rocklin

BY: _____
(signature)

BY: A. Z. _____
(signature)

TITLE: _____

TITLE: CITY MANAGER

DATE: _____

DATE: 04/30/21

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Rocklin

Fiscal Year: FY 2020/21

| Brief Project Description | Project Cost | Source of Funding & Amount |
|--|---------------------|---|
| Purchase of Transit Contract Services FY 20/21 | \$ 411,857 | Carryover Shortfall FY 19/20 (\$ 39,968) STA FY 20/21 \$ 271,886 LTF Article 8c FY 20/21 \$ 179,939 |
| Total Transit | \$ 411,857 | Total Transit \$ 411,857 |
| Streets and Roads Capital Projects FY 20/21 (details in approved CIP) | \$ 1,378,000 | Carryover FY 19/20 \$ 3,024,964 LTF Article 8 FY 20/21 \$ 3,200,793 |
| Streets and Roads Maintenance FY 20/21 | \$ 2,965,700 | Interest Earnings \$ 6,200 |
| Streets and Roads Payroll & Admin FY 20/21 | \$ 571,600 | |
| Transportation Planning FY 20/21 | \$ 75,000 | |
| Early FY 21/22 Cap Projects & Payroll | \$ 1,241,657 | |
| Total Streets and Roads | \$ 6,231,957 | Total Streets and Roads \$ 6,231,957 |
| | | |

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 21-19

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 26, 2021 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the amended claim and has made the following allocations from the 2020/21 fiscal year funds.

- | | | |
|----|--|-------------------------|
| 1. | To the City of Rocklin for Contracted Transit Services | \$ 2,886,024 |
| | Conforming to Article 8 – Section 99400(a) of the Act: | \$ 3,125,793 |
| 2. | To the City of Rocklin for Contracted Transit Services | |
| | Conforming to Article 8 – Section 99400(c) of the Act: | \$ 179,939 |
| 3. | To the County of Placer for projects conforming to | \$ 0 |
| | Article 8(a) (99402) of the Act for the Transportation Planning Process: | \$ 75,000 |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2020, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION NO. 2021-52

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN AUTHORIZING
THE CITY MANAGER TO SUBMIT AN AMENDED CLAIM
FOR FISCAL YEAR 2020/21 LOCAL TRANSPORTATION FUNDS

WHEREAS, the California Public Utilities Code commencing with Section 99200 and Title 21 of the California Code of Regulations commencing with Section 6600 authorize local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims from local agencies, and for making allocations from the Local Transportation Fund; and

WHEREAS, on November 10th, 2020, the City Council of the City of Rocklin adopted Resolution 2020-209, authorizing the submission of the original Local Transportation Fund claim for the fiscal year 2020/21 in the amount of \$3,065,963, which was submitted to the Placer County Transportation Planning Agency; and

WHEREAS, the Placer County Transportation Planning Agency has amended the fiscal year 2020/21 findings of apportionment for the Local Transportation Fund, making available an additional \$314,769 to the City of Rocklin; and

WHEREAS, to receive the additional funding, the City of Rocklin needs to amend the original claim for the Local Transportation Fund funding for fiscal year 2020/21 to include the additional apportionment.

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

Section 1. The City Manager is authorized to submit to the Placer County Transportation Planning Agency an amended claim for fiscal year 2020/21 Local Transportation Funds in the amount of \$3,380,732, in substantially the form attached hereto as Exhibit "A," with such funds to be used for the purposes set forth therein.

PASSED AND ADOPTED this 27th day of April, 2021, by the following vote:

AYES: Councilmembers: Broadway, Gayaldo, Janda, Halldin, Patterson

NOES: Councilmembers: None

ABSENT: Councilmembers: None

ABSTAIN: Councilmembers: None



Jill Gayaldo, Mayor

ATTEST:



Hope Ithurnburn, City Clerk



TO: Airport Land Use Commission

DATE: May 26, 2021

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the May 26, 2021 agenda for your review and action.

1. Airport Land Use Commission (ALUC) Consistency Determination: Placer County Draft Health and Safety Element and Aircraft Overflight Combining District Zoning Text Amendments

Placer County is currently in the process of updating its Health and Safety Element. This effort is occurring concurrently with the update of the County's Housing Element. Updates to the Health and Safety Element will meet the requirements of recent changes to State law.

On May 6, 2021, Placer County submitted a request to the Placer County Airport Land Use Commission (ALUC) to review the County's Draft Health and Safety Element and corresponding zoning text amendments for the Aircraft Overflight Combining District for a determination of consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP). Before Placer County can take final action to approve the Draft Health and Safety Element and corresponding zoning text amendments the ALUC must determine whether the proposals are consistent with the ALUCP.

ALUC review of the Draft Health and Safety Element and the Aircraft Overflight Combining District amendments is required because it involves amending the County's General Plan and Zoning Ordinance to include changes to policies and programs that may affect lands subject to oversight by the ALUC. The goal of the Health and Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. Other locally relevant safety issues, such as airport land use, emergency response, hazardous materials spills, and crime reduction, may also be included in the Health and Safety Element. The purpose of the proposed zoning text amendments for the Aircraft Overflight Combining District is to create consistency within the goals and policies applicable to Airport Hazards in the Draft Health and Safety Element.

A General Plan's Health and Safety Element directly relates to the Land Use Element as development plans must adequately account for public safety considerations and increased hazard risk. Health and Safety Element policies and corresponding zoning text amendments for the Aircraft Overflight Combining District will help guide County decisions related to future zoning, subdivisions, and entitlement permits within the Auburn Municipal, Blue Canyon, and Lincoln Regional airport influence areas.

In December 2020, ALUC staff provided comments to Placer County to ensure the Draft Health and Safety Element and the Aircraft Overflight Combining District contained the following information:

- Reference to the ALUCP;
- Compliance with ALUCP policies and procedures for development, including airport plans, within airport influence areas;
- Inclusion of a project referral policy or program to the ALUC;
- Inclusion of policy requiring compliance with Federal Aviation Administration Part 77 of the Federal Aviation Regulations (i.e., objects affecting navigable airspace); and
- Discussion of safety impacts related to airport operations.

County staff agreed to update the Draft Health and Safety Element's "Section 8: Airport Hazards", adding a new background section, updating, and incorporating all the ALUC recommended changes to existing and adding new policies and programs. County staff similarly agreed to amend the zoning text for the Aircraft Overflight Combining District. The Draft Health and Safety Element can be accessed via the following webpage link: <https://www.placer.ca.gov/6655/2021-Safety-Element-Update>. The Draft Health and Safety Element's section on Airports Hazards is shown in Attachment 1 and the corresponding zoning text amendments for the Aircraft Overflight Combining District is shown in Attachment 2.

Staff recommends that the Placer County Draft Health and Safety Element and corresponding zoning text amendments for the Aircraft Overflight Combining District be found consistent with the Placer County ALUCP. The TAC concurs with the staff recommendation.

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ATTACHMENT 1

PROPOSED REVISIONS TO THE HEALTH AND SAFETY ELEMENT OF THE GENERAL PLAN

| Page No. | Goal/Policy/Program (2013-2015) | Goal/Policy/Program (2021 -Proposed) | Proposed Changes |
|--|---------------------------------|--------------------------------------|--|
| Chapter 3: Goals, Policies, and Implementation Programs | | | |
| Section D: Airport Hazards | | | |
| SE-87 | Goal 8.D: | Goal 8.D: | To minimize the <u>exposure of the public and risk of loss of life, injury, damage to property, and economic and social dislocations resulting from airport safety hazards through land use controls and policies for property in the vicinity of existing airports; and to limit urban encroachment around airports in order to preserve the safety of flight operations and the continued viability of airports.</u> <i>[Updated based on stakeholder feedback]</i> |
| SE-87 | Policy 8.D.1. | Policy 8.D.1. | The County shall ensure that new development around airports does not create safety hazards such as <u>physical obstructions that would create hazards to air navigation (such as tall structures that could result in penetrations of protected airspaces, result in hazardous wildlife attractants, etc.)</u> <u>distracting lights from direct or reflective sources, smoke, thermal plumes,</u> electrical interference, hazardous chemicals, or fuel storage in violation of adopted safety standards. <i>[Updated based on stakeholder feedback]</i> |
| SE-87 | Policy 8.D.2. | Policy 8.D.2. | Land Use Compatibility. The County shall limit land uses in airport safety zones to those uses listed <u>as compatible uses</u> in the applicable airport comprehensive land use compatibility plans (CLUPsALUCPs, <u>formerly known as comprehensive land use plans or CLUPs</u>) as compatible uses . Exceptions shall be made only as provided for in the <u>applicable CLUPsALUCPs</u> . Such uses shall also be regulated to ensure compatibility in terms of <u>safety, noise, height, and overflight, residential density, and non-residential density intensity</u> location, height, and noise. <i>[Updated based on stakeholder feedback]</i> |

ATTACHMENT 2

PROPOSED REVISIONS TO THE HEALTH AND SAFETY ELEMENT OF THE GENERAL PLAN

| | | | |
|-----------------|---------------|-------------------|--|
| SE-87 | Policy 8.D.3. | Policy 8.D.3. | <p>Hazardous Obstructions. The County shall ensure that development <u>complies with the Federal Aviation Administration (FAA) notification requirements and height limits of objects set by Title 14 of the Code of Federal Regulation (CFR) Part 77 Safe, Efficient Use, and Preservation of the Navigable Airspace within the airport approach and departure zones</u> complies with Part 77 of the Federal Aviation Administration Regulations (objects affecting navigable airspace).</p> <p><i>[Updated based on stakeholder feedback]</i></p> |
| SE-87 and SE-88 | | Policy 8.D.4. | <p>Airport Development Plans. <u>The County shall require future airport development plans to be compatible with existing and planned land uses that surround airports.</u></p> <p><i>[New policy based on stakeholder feedback]</i></p> |
| SE-88 | Program 8.9 | Program IM 8.D.1. | <p>The County shall review all development projects within <u>the Aircraft Overflight (AO) overflight zones Combining District of Placer County airports (Section 17.52.030) for consistency with applicable airport land use compatibility plans (ALUPs-ALUCPs).</u></p> <p>Responsibility: CDRA Planning Services Division, Planning Commission Time Frame: Ongoing Funding: Permit fees</p> <p><i>[Updated based on stakeholder feedback]</i></p> |
| SE-88 | | Program 8.D.2. | <p><u>The County shall refer to the applicable Airport Land Use Commission for review projects within the Airport Influence Area requiring amendments of the General Plan, zoning text amendments, building code amendments, airport development plans, rezoning applications, and other discretionary entitlements for consistency with the airport land use compatibility plans (ALUCPs).</u></p> <p><u>Responsibility: CDRA Planning Services Division</u> <u>Time Frame: Ongoing</u> <u>Funding: Permit fees</u></p> <p><i>[New program based on stakeholder feedback]</i></p> |

ATTACHMENT 2

PROPOSED REVISIONS TO THE PLACER COUNTY ZONING ORDINANCE

Revisions are formatted as follows: ~~Deleted~~; New; Moved; *[Supplemental Notes]*

| Chapter | Section | | Proposed Changes |
|-------------------|----------------------------|---------------------------|--|
| Chapter 17 | PLANNING AND ZONING | | |
| | 17.52.030 | Aircraft Overflight (-AO) | <p>B. Applicability. The Aircraft Overflight combining district is applied to:</p> <p>2. Safety areas surrounding each airport as identified in the applicable airport land use plan adopted by the airport land use commission;</p> <p><u>a. Auburn Municipal Airport Land Use Compatibility Plan (Month 2021)</u></p> <p><u>b. Blue Canyon Airport Land Use Compatibility Plan (February 2014)</u></p> <p><u>c. Lincoln Regional Airport Land Use Compatibility (Month 2021)</u></p> <p><u>d. Truckee-Tahoe Airport Land Use Compatibility Plan (October 2016)</u></p> <p><i>[Modified based on stakeholder input]</i></p> |
| | 17.52.030 | Aircraft Overflight (-AO) | <p>4. Other Regulations. This Zoning Ordinance includes other regulations regarding airfields and heliports in Section 17.56.040 (Airfields and heliports). <u>In the event of conflict between any provisions of this -AO and other zoning districts, the more restrictive provision shall apply.</u></p> <p><i>[Modified based on stakeholder input]</i></p> |



TO: PCTPA Board of Directors **DATE:** May 26, 2021

FROM: Kathleen Hanley, Associate Planner

SUBJECT: PLACER-SACRAMENTO ACTION PLAN PROJECT UPDATE

ACTION REQUESTED

No action requested. This item includes a presentation by staff and the consultant team and is for information only.

BACKGROUND

PCTPA, Caltrans District 3, CCJPA and SACOG have been working together for three years to prioritize and pursue funding for improvements to the I-80 corridor in Placer and Sacramento counties. This effort was first conducted as part of the Placer-Sacramento Gateway Plan, which the Board adopted in April 2020. The Gateway Plan prioritized eight projects for funding in Cycle 2 of the Senate Bill 1 Solutions for Congested Corridors Program (SCCP). PCTPA, Caltrans, CCJPA, and SACOG were successful in securing \$67 million in competitive SCCP funds for the prioritized projects.

With eight projects funded, there are 142 planned improvements to the I-80 corridor identified by the Gateway Plan that remain unfunded. Building on the success of the Gateway Plan, PCTPA staff secured a Caltrans Sustainable Communities planning grant to continue this work with the Placer Sacramento Mobility Action Plan (Action Plan). In April 2020, the Board authorized the Executive Director to negotiate and sign a contract with Mark Thomas to develop the Action Plan.

DISCUSSION

The Action Plan process kicked off in June 2020 and has continued since with monthly strategy team meetings with PCTPA, SACOG, CCJPA, and Caltrans management staff and bi-monthly project development team meetings with representatives from each city, county, and transit agency. In coordination with both groups, staff and the consultant team have prioritized eleven projects across the corridor for near-term funding (Attachment 1). Projects were prioritized based on local agency support, project development status (project readiness), and consistency with SCCP funding program goals.

This item will include a staff presentation on work completed to date, further information on the Tier I projects, and a path forward including the SCCP Cycle 3 grant timeline recently released by the California Transportation Commission. The Action Plan and the final priority project list are scheduled to return to the Board for consideration and action in early 2022.

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» Tier 1 Projects

| Project Title | Total Project Cost |
|--|----------------------|
| State Route 51 (Capital City) Corridor Improvements: J St to Arden Way (Northbound Only) | \$439,700,000 |
| Interstate 80 Express Lanes Phase 1: Sacramento River to SR-65 | \$150,000,000 |
| Watt Avenue Corridor Improvements | \$30,000,000 |
| Auburn Folsom Road Regional Corridor Improvements | \$3,650,000 |
| Dry Creek Greenway Trail Phase 2 | \$5,000,000 |
| Lincoln Boulevard Corridor Improvements | \$11,000,000 |
| Bell Road/I-80 Roundabouts Project | \$7,424,000 |
| Rocklin Road/I-80 Interchange Reconfiguration | \$26,150,000 |
| Sacramento to Roseville Third Main Track – Phase 1 | \$143,000,000 |
| Sacramento Valley Station (SVS) Loop Improvements | \$83,774,000 |
| North Watt Avenue BRT | \$31,020,000 |
| TOTAL | \$930,718,000 |

Tier 1 projects have a total project cost of nearly \$1 billion.

TO: PCTPA Board of Directors

DATE: May 26, 2021

FROM: Mike Luken, Executive Director

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

ACTION REQUESTED

Adopt Resolution 21-20 authorizing the Executive Director to submit the attached Final FY 2021/22 Overall Work Program (OWP) and Budget to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year and a final OWP by June of each year. The draft was approved by the Board in February, Caltrans comments were received and incorporated into the final draft prepared for Board consideration.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached Final OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. This final OWP also reflects financial and programmatic changes taken place since the draft OWP was approved by the Board, including an increase in LTF funding approved by the Board earlier this year.

DISCUSSION

Work Program

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

- The I-80 Auxiliary Lanes (WE 43) was awarded construction funding under Cycle 2 of the SB1 Competitive Grant Program and is currently completing 100 percent design; construction could begin in 2023.
- Placer Parkway Phase 1 (WE 40) design is being completed by the County of Placer and construction could start in 2023.
- Riego Road/Baseline Road Widening (WE 47) from State Route 99 in Sutter County to Foothills Boulevard in Placer County (12 miles) has completed the Project Study Report. Sutter County has submitted a Community Based Project request through Congressman Garamendi for their share of preliminary engineering, environmental review, right-of-way, and final design. The multi-county team is developing the framework for a regional fee program to provide local funds for construction.
- State Route 49 Sidewalk Gap Closure (WE 44) is currently nearing 90% design. Construction is fully funded through a state grant, and construction is anticipated to start in 2022.

The Regional Transportation Funding Strategy (WE 61) includes updating the expenditure plan this fiscal year with a series of virtual outreach events which are now nearly complete. This year's

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FINAL DRAFT FY 2021/22 OWP and BUDGET
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preliminary work will lead to full scale activities in FY 2021/22 including polling in June and September. If conditions warrant based upon polling in June and September, an aggressive educational outreach will be undertaken from September through June 2022 when the Board will decide whether to place a transportation sales tax measure on the November 2022 ballot. Considerable resources are placed in this program to address the structural deficit in funding for transportation in Placer County. If conditions do not justify moving forward for a 2022 measure, staff will return to the Board with an amendment to the FY21-22 OWP incorporating a smaller sustained strategy to maintain educational components until a full 2024 outreach program could commence.

The Placer-Sacramento Action Plan (WE 46) is in the process of narrowing down a list of multimodal projects of statewide significance among the 14 participating agencies for Cycle 3 of Senate Bill 1 competitive funding grants in 2022. Related to this is a tremendous effort working with the Capitol Corridor Joint Powers Authority (WE 35) on potentially using Senate Bill 1 and other state/federal funding to solve the gap in funding for the Third Track Project. An update on this program will be presented at the May 26th Board meeting.

Staff and a consultant team are currently working with the cities of Auburn and Lincoln to update the Airport Land Use Plan for their respective airports (WE 27). These plans are carefully being crafted and closely coordinated with the Community Development Department of Placer County and the Placer County Conservation Program.

The SPRTA Transportation Demand Model and Fee Update Project started in January 2021. Over the next 16 months, the project will include updating the traffic model using Streetlight Mobile Phone data, preparation of updates to the Tier 1 and Tier 2 fee programs and a robust internal and external outreach program to inform stakeholders and the public on the update. The travel demand model will be used as an education tool for updating the expenditure plan for a potential future transportation sales tax measure.

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

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

Staffing

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

Budget

Staff is pleased to again provide the Board with a balanced budget of \$5,124,193, which is a 0.7% increase from the preliminary FY 2021-22 OWP approved in February. The Agency's \$730,000 contingency fund was increased by \$100,000 to \$830,000 in accordance with previous board policy

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and is prudent in this fiscal environment. As in previous years, the contingency fund is used for cash flow. Staff is still investigating a line of credit to better reserve the contingency fund balance for emergency purposes.

The FY 2021/22 budget includes approximately 46.7% (\$2,391,407) of reimbursed work and grants, such as SPRTA administration, travel demand model update, fee update, CTSA administration, I-80 Auxiliary Lanes, Highway 49 Sidewalks, Riego/Baseline Road Widening, building management, and Freeway Service Patrol.

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PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Final



OVERALL WORK PROGRAM AND BUDGET

FISCAL YEAR 2021/22

May 26, 2021

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OVERALL WORK PROGRAM FOR 2021/22

OVERVIEW

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

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

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

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

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

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PCTPA ORGANIZATION

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

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

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

GEOGRAPHIC LOCATION

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

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

AGENCY COORDINATION

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

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

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

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

COMMUNITY PARTICIPATION

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

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

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

FY 2020/21

PCTPA Organizational Chart

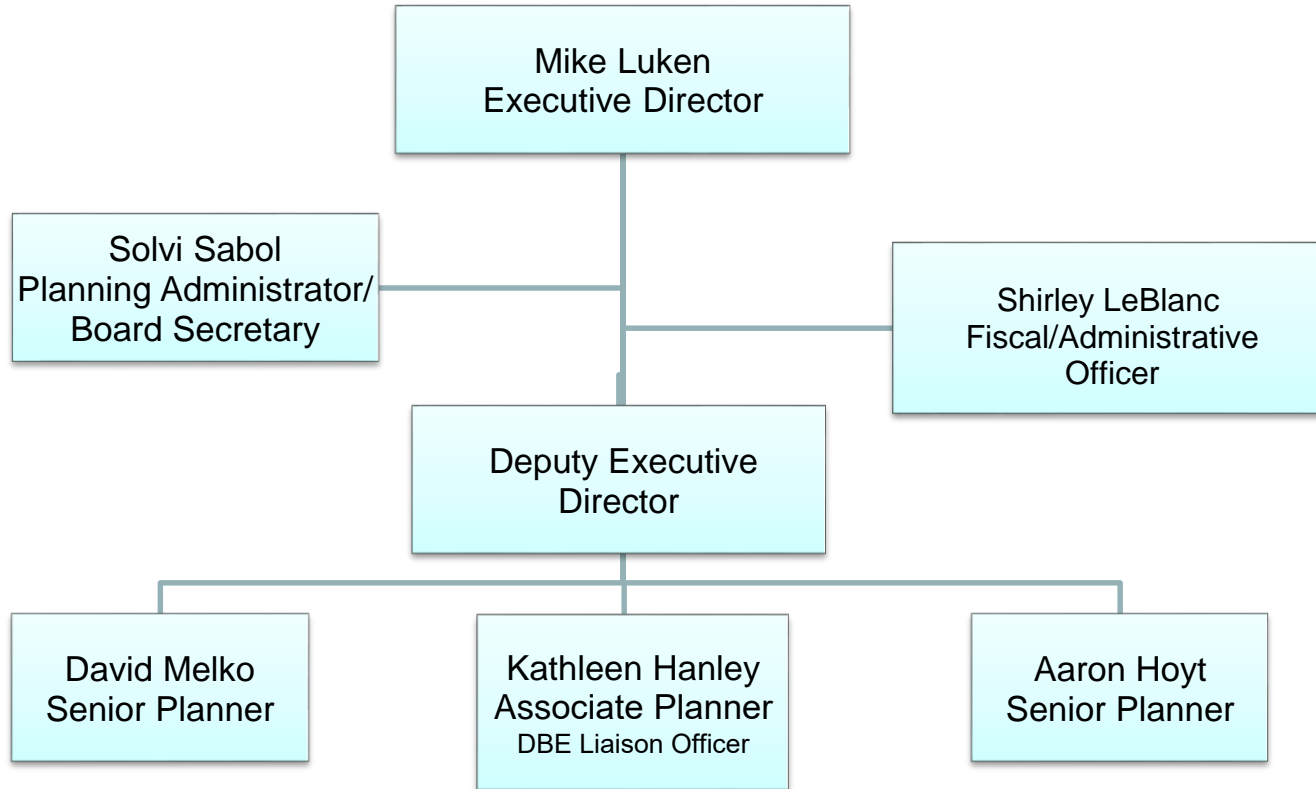
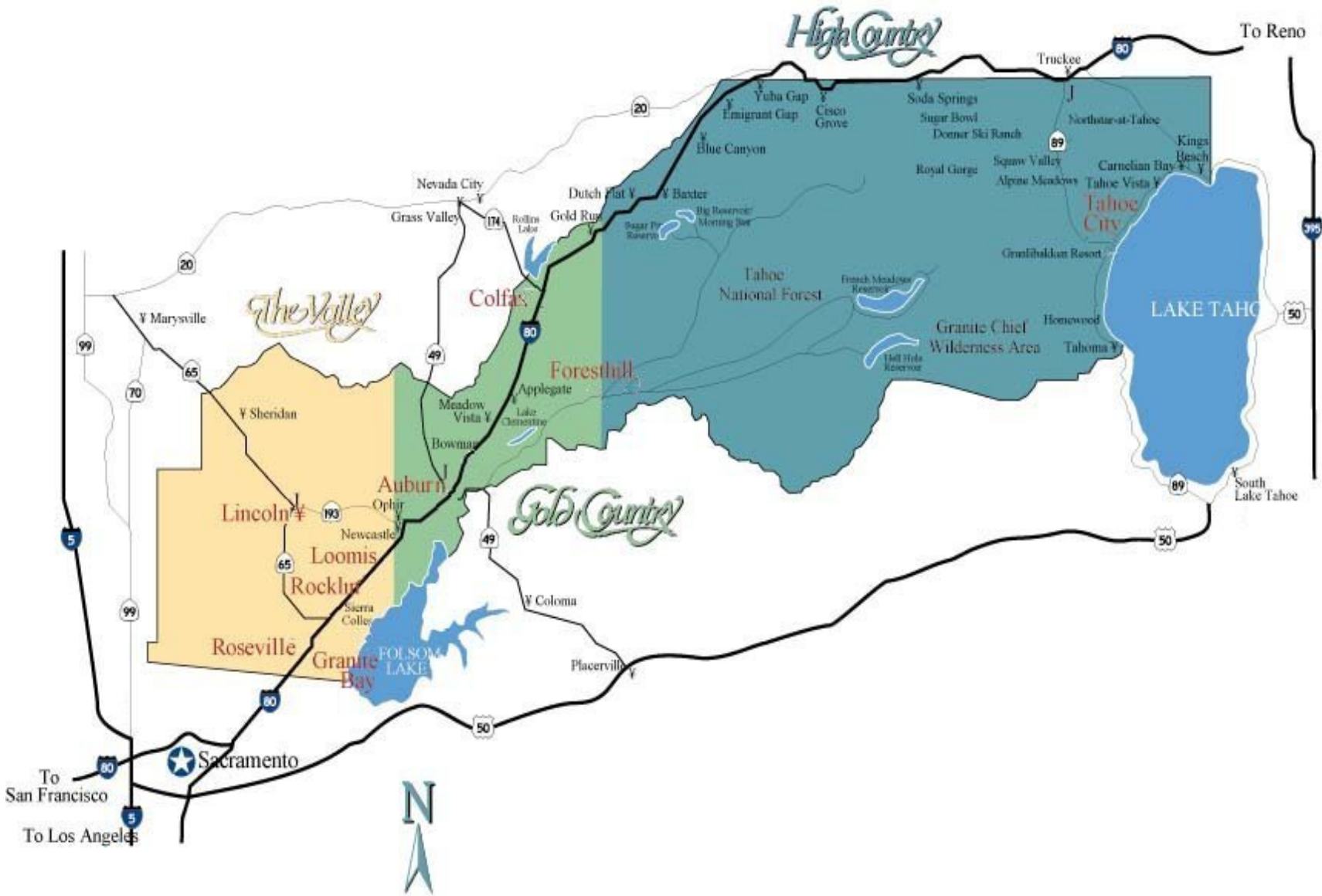


Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

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

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

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

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

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

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

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

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

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

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

Increase the accessibility and mobility of people and for freight

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

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

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

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

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

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

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

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

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

Promote efficient system management and operation

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

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

Emphasize the preservation of the existing transportation system

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

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

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

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

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

Enhance travel and tourism

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

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

CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

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

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 05 (continued)

AGENCY ADMINISTRATION: INDIRECT LABOR

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

PRODUCTS:

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

| REVENUES | | EXPENDITURES | |
|---|-----------|---------------------|-----------|
| Various – proportionately spread across all other work elements/fund types | \$305,630 | PCTPA | \$305,620 |
| | | | |

WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM

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

PREVIOUS WORK:

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

WORK PROGRAM:

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

PRODUCTS:

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

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | | |
|---------------------------------|---------------|---------------------|-----------------|--|
| LTF | \$37,298 | PCTPA | <u>\$62,298</u> | |
| Rural Planning Assistance Funds | <u>25,000</u> | | | |
| TOTAL | \$62,298 | | \$62,298 | |
| | | | | |
| Percent of budget: 1.22 % | | | | |

WORK ELEMENT 11

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

BACKGROUND: As the Regional Transportation Planning Agency, the most basic responsibility of PCTPA is to administer TDA funds and related programs. Currently, PCTPA administers TDA funds of approximately \$20 - 25 million annually. These funds operate public transit, maintain and construct local roads, and construct bicycle and pedestrian paths. Under the TDA, PCTPA is also responsible for carrying out the annual unmet transit needs process, fiscal audits, performance audits, transit planning, and transit coordination.

WORK PROGRAM:

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

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

PRODUCTS:

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

| REVENUES | | EXPENDITURES | |
|--------------------|------------------|-------------------------------------|------------------|
| LTF | <u>\$190,438</u> | PCTPA | \$107,553 |
| | | Legal | 500 |
| | | Meetings, Travel, and Notifications | 1,000 |
| | | Triennial Performance Auditor | 40,000 |
| | | Fiscal Audit Consultant | <u>41,385</u> |
| TOTAL | \$190,438 | | \$190,438 |
| Percent of budget: | 3.72 % | | |

WORK ELEMENT 12 INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

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

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

WORK PROGRAM:

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

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

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

PRODUCTS:

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

| REVENUES | | EXPENDITURES | |
|---|---------------|-------------------------------------|---------------|
| LTF | \$72,953 | PCTPA | \$82,953 |
| State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) | <u>20,000</u> | Meetings, Travel, and Notifications | <u>10,000</u> |
| TOTAL | \$92,953 | | \$92,953 |
| Percent of budget: 1.81 % | | | |

WORK ELEMENT 13 INTERGOVERNMENTAL ADVOCACY

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

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

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------|------------------|---------------------------------|------------------|
| LTF | \$115,865 | PCTPA | \$32,865 |
| Interest | <u>2,000</u> | Travel and Conference Expenses | 10,000 |
| | | Chamber of Commerce Memberships | 6,200 |
| | | CalCOG Membership | 2,300 |
| | | State Advocacy Consultant | 30,000 |
| | | Federal Legislative Advocate | <u>36,500</u> |
| TOTAL | \$117,865 | | \$117,865 |
| Percent of budget: | | | |
| 2.30% | | | |

WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

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

PRODUCTS:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

| REVENUES | | EXPENDITURES | |
|-----------------------------|---------------|--|--------------|
| LTF | \$104,454 | PCTPA | \$79,054 |
| CMAQ | <u>40,500</u> | Communications Consultant | 47,500 |
| | | Meeting Supplies, Travel, and Postage | 10,000 |
| | | TNT/TMA Education/Outreach | 6,400 |
| | | Alternative Fuel Vehicle Marketing/Support | <u>2,000</u> |
| TOTAL | \$144,954 | | \$144,954 |
| Percent of budget: 2.83% | | | |

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

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

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

WORK PROGRAM:

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

PRODUCTS:

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

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|-------------------------|-----------------|---------------------|-----------------|
| Nevada Station Property | <u>\$17,329</u> | PCTPA | <u>\$17,329</u> |
| TOTAL | \$17,329 | | \$17,329 |
| Percent of budget: | 0.34% | | |

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION

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

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

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

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

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

- Model Development and Support – PCTPA (SACOG Project #SAC108)
 - This project includes SACOG staff time for Placer County-related travel demand and transportation modeling, data assembly, analysis, and monitoring work.
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive and complete datasets quantifying and describing land use, transportation, and demographic characteristics for Placer County.

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - SACOG is required to update the long-range, six county Metropolitan Transportation Plan/Sustainable Communities Strategy at least every four years. The next update of the plan is scheduled to be completed by early 2024.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - As required under the FAST Act, SACOG is required to update and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Activities will include inclusion of Placer County data into the metrics and updates to the Project Performance Assessment tool created by SACOG.

PREVIOUS WORK:

PCTPA

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

SACOG

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

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Begin 2045 RTP update process, including review of goals, policies, and objectives **July 2021 – June 2022**
- Coordinate with SACOG on the kick-off and data collection effort of the SACOG 2024 MTP/SCS **July 2021 – June 2022**

SACOG

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2021 – June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - Collecting and updating Land Use inventories used in 2020 Base Year **July 2021 – June 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Coordinate with state, federal, regional, and local stakeholders on issue identification and process for the 2024 MTP/SCS update **July 2021 – June 2022**
 - Begin transportation and land use analysis that will support policy discussions throughout the MTP/SCS update cycle **July 2021 – June 2022**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Monitor, track, and update safety performance data for PM1. **June 2021 - February 2022**
 - Monitor, track, and update safety performance data, bridge conditions, and regional system performance metrics. **June 2021 - February 2022**
 - Develop draft CMAQ Performance Plan **Multi-year**

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **Bi-Monthly**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- Develop 2045 RTP Public Outreach Plan **June 2022**

SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Support provided and outcomes memo **September 2021, December 2021, March 2022, June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - Complete 2020 Base Year Housing and Employment Inventory for Placer County for the 2024 MTP/SCS **December 2021**
 - New Bikeways and Trails Inventory **June 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - 2024 MTP/SCS Process Map and Outreach Schedule **June 2022**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Establish Regional Targets or Support Statewide PM1 Safety Targets for 2021 **March 2022**
 - Update Project performance assessment (PPA) tool and interactive spatial performance metric display **June 2022**

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

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------------|-----------------|---------------------|-----------------|
| CTSA | <u>\$84,419</u> | PCTPA | <u>\$84,419</u> |
| TOTAL | \$84,419 | | \$84,419 |
| Percent of budget: 1.65% | | | |

WORK ELEMENT 24 TRANSIT PLANNING

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

BACKGROUND:

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

WORK PROGRAM:

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

PRODUCTS:

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

| REVENUES | | EXPENDITURES | |
|--------------------------|-----------------|-------------------------------------|-----------------|
| LTF | \$41,667 | PCTPA | \$64,215 |
| WPCTSA | \$38,048 | Transit Consultant | 15,000 |
| | | Meetings, Travel, and Notifications | <u>500</u> |
| TOTAL | \$79,715 | | \$79,715 |
| Percent of budget: 1.56% | | | |

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

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

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

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

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

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

WORK PROGRAM:

- Participate in interagency aviation meetings **As Needed**
- Review development projects for consistency with ALUCP **Ongoing**
- Provide staff support for aviation agencies, local jurisdictions and ALUC **Ongoing**
- Administer funds and programs for local jurisdictions **Ongoing/as needed**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **As needed**
- Complete the ALUCP Update to reflect the Auburn and Lincoln Airport Layout Plans and Narrative Report Updates **July 2021 – November 2021**
- Provide training for jurisdiction staff to conduct airport land use compatibility reviews.
- Update ALUC fee structure.

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

PRODUCTS:

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule**
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC meeting agendas **As needed**
- Final ALUCP **November 2021**
- Jurisdiction airport land use compatibility training November 2021 – January 2022
- Updated ALUC fee structure November 2021 – January 2022

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------------|------------------|-------------------------------------|------------------|
| LTF | \$136,712 | PCTPA | \$71,212 |
| ALUC Fees | 5,000 | Legal | 1,000 |
| | | Airport Conformity Consultant | \$7,500 |
| | | Meetings, Travel, and Notifications | \$2,000 |
| | | ALUCP Consultant | <u>60,000</u> |
| TOTAL | \$141,712 | | \$141,712 |
| Percent of budget: 2.77% | | | |

WORK ELEMENT 33 BIKEWAY PLANNING

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**
- Participate in SACOG Regional Parks and Trails Strategic Development Plan **As needed**
- Participate in development in Caltrans District 3 Active Transportation Plan **July 2021 – June 2022**

PRODUCTS:

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

| REVENUES | | EXPENDITURES | |
|-------------------------|--------------|-------------------------------------|-----------------|
| LTF | \$13,705 | PCTPA | \$15,204 |
| CMAQ | <u>2,000</u> | Meetings, Travel, and Notifications | <u>500</u> |
| TOTAL | \$15,705 | | <u>\$15,704</u> |
| Percent of budget:0.31% | | | |

WORK ELEMENT 35

RAIL PROGRAM

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

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

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 35 (continued)
RAIL PROGRAM

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

PRODUCTS:

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

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|---------------------------|----------|-------------------------------------|----------|
| LTF | \$31,120 | PCTPA | \$37,620 |
| CMAQ | 7,500 | Legal | 500 |
| CCJPA | 7,500 | Marketing Consultant | 7,500 |
| | | Meetings, Travel, and Notifications | 500 |
| TOTAL | \$46,120 | | \$46,120 |
| Percent of budget: 0.90 % | | | |

**WORK ELEMENT 40
PLACER PARKWAY**

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

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

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

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

WORK PROGRAM:

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

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------------|-----------------|--|-----------------|
| SPRTA Mitigation Fees | <u>\$42,008</u> | PCTPA | \$41,508 |
| | | Meetings, Travel, and Notifications | <u>500</u> |
| TOTAL | \$42,008 | | \$42,008 |
| Percent of budget:0.82 % | | | |

WORK ELEMENT 41

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

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

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

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

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

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------|-----------------|-------------------------------------|--------------|
| LTF | \$0 | PCTPA | \$19,597 |
| | | Legal | 1,000 |
| SPRTA | <u>\$21,597</u> | Meetings, Travel, and Notifications | <u>1,000</u> |
| TOTAL | \$21,597 | | \$21,597 |
| Percent of budget: | .42 % | | |

WORK ELEMENT 43

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

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

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

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

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

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|------------------------------|------------------|--|------------------|
| LTF | \$15,051 | PCTPA | \$122,756 |
| Federal HIP | 321,205 | Design and Right of Way Consultant | \$80,000 |
| SPRTA | <u>50,000</u> | Meetings, Travel, and Notifications | \$1,000 |
| | | Caltrans Office of Engineer | 175,000 |
| | | Legal | 7,500 |
| TOTAL | \$386,256 | | \$386,256 |
| Percent of budget: 7.54 % | | | |

WORK ELEMENT 44

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

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

- Final Design Plans **July 2021**
- Right of Way Acquisition **FY 2021/22**
- Right of Way Certification **November 2021**
- Ready to List **December 2021**
- Consultant assistance with construction bid package **February 2022**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

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

FY 21/22

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|---------------------------|------------------|-------------------------------------|------------------|
| LTF | \$9,544 | PCTPA | \$93,091 |
| CMAQ | \$315,547 | Design & ROW consultant | \$530,000 |
| ATP Federal Grant Funds | <u>\$300,000</u> | Meetings, Travel, and Notifications | \$1,000 |
| | | Legal | <u>\$1,000</u> |
| TOTAL | \$625,091 | | \$625,091 |
| Percent of budget: 12.20% | | | |

FY 22/23

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

WORK ELEMENT 46

MOBILITY ACTION PLAN *(Multi-year project)*

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

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

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

PREVIOUS WORK:

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

WORK PROGRAM:

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

PRODUCTS:

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

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

| REVENUES | | EXPENDITURES | |
|--|------------------|-------------------------------------|------------------|
| LTF | \$26,720 | PCTPA | \$76,416 |
| Caltrans Sustainable Communities Grant | 203,915 | Consultant | \$152,219 |
| | | Meetings, Travel, and Notifications | <u>2,000</u> |
| TOTAL | \$230,635 | | \$230,635 |
| Percent of budget: 4.50% | | | |

WORK ELEMENT 47

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

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

- Funding agreement with jurisdictions for PA&ED phase **July – December 2021**
- Riego Road/Baseline Road Widening consultant work products **In accordance with work program**
- PA&ED consultant contract **To Be determined**
- Newsletters, press releases, and outreach materials **Ongoing**

| REVENUES | | EXPENDITURES | |
|---------------------------|----------|---------------------|----------|
| LTF | 67,372 | PCTPA | \$67,372 |
| TOTAL | \$67,372 | | \$67,372 |
| Percent of budget: 1.31 % | | | |

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

PRODUCTS:

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

| REVENUES | | EXPENDITURES | |
|------------------------|-----------|-------------------------------------|-----------|
| LTF | \$54,293 | PCTPA | \$117,293 |
| STIP Programming (PPM) | 64,000 | Meetings, Travel, and Notifications | 1,000 |
| TOTAL | \$118,293 | | \$118,293 |
| Percent of budget: | 2.31% | | |

WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

WORK ELEMENT 61 (continued)
REGIONAL TRANSPORTATION FUNDING PROGRAM

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

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

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

WORK ELEMENT 80 (continued)
FREEWAY SERVICE PATROL

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|---------------------------|------------------|---|------------------|
| LTF | \$12,866 | PCTPA | \$66,778 |
| FSP State Allocation | \$440,352 | FSP contractor | \$488,228 |
| CMAQ Grant | <u>\$110,088</u> | Sacramento Transportation Authority Support | 5,800 |
| | | Legal | 500 |
| | | FSP Brochures | 1,500 |
| | | Meetings, travel, and notifications | <u>500</u> |
| TOTAL | \$563,306 | | \$563,306 |
| Percent of budget: 10.99% | | | |

WORK ELEMENT 100

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)

ADMINISTRATION

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 100 (continued)
SPRTA ADMINISTRATION

PRODUCTS:

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

FY 21/22

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------------|-----------|------------------------------------|-----------|
| SPRTA | \$369,802 | PCTPA | \$121,212 |
| | | Model and Fee Update Consultant | \$248,590 |
| TOTAL | \$369,802 | | \$369,802 |
| Percent of budget: 7.22% | | | |

COMMONLY USED ACRONYMS

| | |
|----------|---|
| ALUC | Airport Land Use Commission |
| ALUCP | Airport Land Use Compatibility Plan |
| ATP | Active Transportation Program |
| CALCOG | California Association of Councils of Governments |
| CCJPA | Capitol Corridor Joint Powers Authority |
| CEQA | California Environmental Quality Act |
| CMAQ | Congestion Mitigation Air Quality |
| CRRSAA | Coronavirus Response and Relief Supplemental Appropriations Act |
| CTC | California Transportation Commission |
| CTSA | Consolidated Transportation Services Agency |
| FAST Act | Fixing America's Surface Transportation Act |
| FHWA | Federal Highway Administration |
| FSP | Freeway Service Patrol |
| FTA | Federal Transit Administration |
| HIP | Highway Improvement Program |
| ITS | Intelligent Transportation Systems |
| JPA | Joint Powers Authority |
| LCTOP | Low Carbon Transit Operations Program Allocation |
| LTF | Local Transportation Fund |
| MOU | Memorandum of Understanding |
| MPO | Metropolitan Planning Organization |
| MTP | Metropolitan Transportation Plan |
| MTIP | Metropolitan Transportation Improvement Program |
| OWP | Overall Work Program |
| PA&ED | Project Approval and Environmental Documentation |
| PCLTA | Placer County Local Transportation Authority |
| PPM | Planning, Programming and Monitoring |
| Prop 1B | Proposition 1B (November 2006 Transportation Bond Funding) |
| PTMISEA | Public Transportation Modernization Improvement and Service Enhancement Account Program |
| RFP | Request for Proposal |
| RPA | Rural Planning Assistance Funds |
| RSTP | Regional Surface Transportation Program |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agency |
| SACOG | Sacramento Area Council of Governments |
| SCS | Sustainable Communities Strategy |
| SHOPP | State Highway Operation and Protection Program |
| SPRTA | South Placer Regional Transportation Authority |
| SSTAC | Social Services Transportation Advisory Council |
| STA | State Transit Assistance |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| TDA | Transportation Development Act |
| TIGER | Transportation Investment Generating Economic Recovery |
| TNT/TMA | Truckee North Tahoe Transportation Management Association |
| TRPA | Tahoe Regional Planning Agency |

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Table 1

**Budget Summary
FY 2021/22**

| Expenditures | FY 2021/22 May Final | FY 2020/21 Feb Draft | Difference |
|--|---------------------------------|---------------------------------|-------------------|
| Salary | \$871,798 | \$870,388 | \$1,410 |
| Benefits | \$515,010 | \$510,063 | \$4,947 |
| Direct (Table 2) | \$3,274,564 | \$3,147,415 | \$127,149 |
| Indirect (Table 3) | \$462,821 | \$456,314 | \$6,506 |
| Total | \$5,124,193 | \$4,984,181 | \$140,012 |
| Revenues | FY 2021/22 May Final | FY 2020/21 Feb Draft | Difference |
| LTF Administration | \$475,000 | \$475,000 | \$0 |
| LTF Planning | \$925,319 | \$925,319 | \$0 |
| Rural Planning Assistance - Formula | \$422,000 | \$422,000 | \$0 |
| ALUC Fees | \$5,000 | \$5,000 | \$0 |
| STIP Planning Funds | \$144,000 | \$144,000 | \$0 |
| CMAQ Grant - CMP | \$50,000 | \$50,000 | \$0 |
| Caltrans FSP Grants | \$266,785 | \$266,785 | \$0 |
| SB 1 FSP Grants | \$173,567 | \$173,567 | \$0 |
| CMAQ Grants - FSP | \$110,088 | \$110,088 | \$0 |
| Building Administration | \$17,329 | \$19,185 | (\$1,856) |
| Capitol Corridor Marketing Match | \$7,500 | \$7,500 | \$0 |
| Interest | \$2,000 | \$2,000 | \$0 |
| SPRTA Administration | \$369,802 | \$407,781 | (\$37,979) |
| SPRTA - I80/SR 65 IC | \$22,097 | \$22,050 | \$47 |
| SPRTA - Placer Parkway | \$42,008 | \$41,850 | \$158 |
| SPRTA - SR 65 Widening | \$21,597 | \$21,550 | \$47 |
| SPRTA - I-80 Aux Lanes | \$50,000 | \$50,000 | \$0 |
| HPP Section 1702 - I-80 Auxiliary Lanes | \$221,205 | \$221,205 | \$0 |
| HIP Grant - I-80 Auxiliary Lanes | \$100,000 | \$100,000 | \$0 |
| CMAQ Grant - SR 49 Sidewalks | \$315,547 | \$315,547 | \$0 |
| ATP Federal Funding - SR 49 Sidewalks | \$300,000 | \$300,000 | \$0 |
| Caltrans Sustainable Communities Grant | \$203,915 | \$203,915 | \$0 |
| Western Placer CTSA JPA Administration | \$84,419 | \$83,092 | \$1,327 |
| CTSA - Transit Planning | \$38,048 | \$0 | \$38,048 |
| LTF Additional Contribution from Jurisdictions | \$707,536 | \$707,536 | \$0 |
| LTF Carryover | \$49,431 | \$9,210 | \$40,221 |
| Total | \$5,124,193 | \$5,084,181 | \$40,012 |
| Contingency Fund Balance | FY 2021/22 May Final | FY 2020/21 Feb Draft | Difference |
| PCTPA | \$780,000 | \$780,000 | \$0 |
| Nevada Station | \$50,000 | \$50,000 | \$0 |
| Total | \$830,000 | \$830,000 | \$0 |
| Revenue to Expenditure Comparison | FY 2021/22 May Final | FY 2020/21 Feb Draft | Difference |
| Surplus/(Deficit) | (\$0) | (\$0) | |

Table 2

| Direct Costs FY 2021/22 | FY 2021/22 | FY 2020/21 | Difference | Source |
|--|--------------------|--------------------|------------------|----------------------------|
| | May Final | Feb Draft | | |
| TDA Fiscal Audits (WE 11) | \$41,385 | \$41,385 | \$0 | LTF |
| Triennial Transit Performance Audits (WE 11) | \$40,000 | \$40,000 | \$0 | LTF |
| Federal Advocacy Services (WE 13) | \$36,500 | \$36,500 | \$0 | LTF |
| State Advocacy Services (WE 13) | \$30,000 | \$30,000 | \$0 | LTF |
| CalCOG Membership (WE 13) | \$2,300 | \$2,300 | \$0 | LTF |
| Chamber of Commerce Memberships (WE 13) | \$6,200 | \$6,200 | \$0 | LTF |
| Advocacy Expenses/Travel (WE 13) | \$10,000 | \$10,000 | \$0 | LTF |
| Alternative Fuel Vehicle Marketing/Support (WE 14) | \$2,000 | \$2,000 | \$0 | CMAQ, LTF |
| TNT/TMA Membership (WE 14) | \$6,400 | \$6,400 | \$0 | LTF |
| Meeting Supplies, Travel, and Postage (WE 14) | \$10,000 | \$10,000 | \$0 | LTF |
| Communications Consultant (WE 14) | \$47,500 | \$47,500 | \$0 | LTF |
| SACOG Payment (WE 20) | \$432,029 | \$391,808 | \$40,221 | LTF, RPA |
| Transit Consultant (WE 24) | \$15,000 | \$15,000 | \$0 | CTSA |
| ALUCP Update Consultant (WE 27) | \$60,000 | \$60,000 | \$0 | LTF |
| ALUC Consulting Services (WE 27) | \$7,500 | \$7,500 | \$0 | ALUC fees, LTF |
| Bicycle Map Printing (WE 33) | \$0 | \$0 | \$0 | LTF |
| Capitol Corridor Marketing (WE 35) | \$7,500 | \$7,500 | \$0 | CMAQ, LTF, CCJPA |
| SR 65 Widening Consultant - Design/ROW (WE 42) | \$0 | \$0 | \$0 | SPRTA |
| I-80 Auxiliary Lanes Consultant - Design (WE 43) | \$50,000 | \$50,000 | \$0 | SPRTA |
| I-80 Auxiliary Lanes Consultant - ROW (WE 43) | \$30,000 | \$30,000 | \$0 | HPP, RPS9, HIP |
| I-80 Auxiliary Lanes - Caltrans Advertise/Award (WE 43) | \$175,000 | \$175,000 | \$0 | HPP, RPS9, HIP |
| SR 49 Sidewalk Consultant - Design (WE 44) | \$40,000 | \$40,000 | \$0 | CMAQ |
| SR 49 Sidewalk Consultant - ROW (WE 44) | \$490,000 | \$490,000 | \$0 | CMAQ |
| PSCMP Consultant (WE 45) | \$0 | \$0 | \$0 | LTF |
| PSMAP Consultant (WE 46) | \$152,219 | \$152,219 | \$0 | Caltrans Grant |
| Riego/Baseline Widening (WE 47) | \$0 | \$0 | \$0 | Local Agency Funds |
| Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50,61 80) | \$29,100 | \$29,100 | \$0 | RPA, LTF |
| Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80) | \$25,000 | \$22,500 | \$2,500 | LTF, RPA, CMAQ, HPP, SPRTA |
| Sales Tax Consultant (WE 61) | \$0 | \$0 | \$0 | LTF |
| Outreach Consultant (WE 61) | \$90,000 | \$90,000 | \$0 | LTF |
| Paid Digital Ads/Streaming (WE 61) | \$49,000 | \$49,000 | \$0 | LTF |
| Video Production (WE 61) | \$48,000 | \$48,000 | \$0 | LTF |
| Direct Mail (WE 61) | \$46,000 | \$46,000 | \$0 | LTF |
| Mall Kiosk Rent/Design (WE 61) | \$24,000 | \$24,000 | \$0 | LTF |
| Billboards-Static/Electronic (WE 61) | \$61,000 | \$61,000 | \$0 | LTF |
| Website (WE 61) | \$6,000 | \$6,000 | \$0 | LTF |
| SR 65 Traffic Camera (WE 61) | \$90,000 | \$67,200 | \$22,800 | LTF |
| Events (WE 61) | \$48,000 | \$48,000 | \$0 | LTF |
| Economic Impact Analysis (WE 61) | \$112,500 | \$45,000 | \$67,500 | LTF |
| Polling Consultant (WE 61) | \$92,000 | \$81,000 | \$11,000 | LTF |
| Sales Tax Update (WE 61) | \$37,313 | \$12,775 | \$24,538 | LTF |
| Funding Program Bonding Consultant (WE 61) | \$60,000 | \$60,000 | \$0 | LTF |
| Printing (WE 61) | \$21,000 | \$21,000 | \$0 | LTF |
| FSP Brochure (WE 80) | \$1,500 | \$1,500 | \$0 | LTF |
| Freeway Service Patrol Contractor (WE 80) | \$488,228 | \$488,228 | \$0 | Caltrans, SB1, LTF |
| Sacramento Transportation Authority (WE 80) | \$5,800 | \$5,800 | \$0 | Caltrans, SB1, LTF |
| Traffic Model and Fee Update Consultant (WE 100) | \$248,590 | \$290,000 | (\$41,410) | SPRTA |
| TOTAL | \$3,274,564 | \$3,147,415 | \$127,149 | |

LTF = Local Transportation Fund

CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds

STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

Table 3

| Indirect Cost Budget FY 2021/22 | | | | |
|--|-------------------|-------------------|-----------------|-------------------|
| | FY 2021/22 | FY 2020/21 | | |
| CALTRANS ICAP INDIRECT | May Final | Feb Draft | Variance | Variance % |
| ADVERTISING | \$1,000 | \$1,000 | \$0 | 0.00% |
| COMMUNICATION | \$13,600 | \$10,000 | \$3,600 | 36.00% |
| OFFICE/COMPUTER EQUIPMENT | \$10,000 | \$10,000 | \$0 | 0.00% |
| SUBSCRIPTIONS | \$1,000 | \$1,000 | \$0 | 0.00% |
| OFFICE/COMPUTER EQUIP MAINTENANCE | \$10,000 | \$10,000 | \$0 | 0.00% |
| FURNITURE | \$1,000 | \$1,000 | \$0 | 0.00% |
| INSURANCE | \$20,000 | \$20,000 | \$0 | 0.00% |
| LEGAL | \$2,500 | \$2,500 | \$0 | 0.00% |
| MEMBERSHIP/TRAINING | \$7,000 | \$7,000 | \$0 | 0.00% |
| OFFICE SUPPLIES | \$3,000 | \$3,000 | \$0 | 0.00% |
| POSTAGE & DELIVERY | \$2,500 | \$2,500 | \$0 | 0.00% |
| PRINTING & REPRODUCTION | \$4,000 | \$4,000 | \$0 | 0.00% |
| TRAVEL/AUTO/LODGING | \$3,000 | \$3,000 | \$0 | 0.00% |
| UTILITIES/MAINTENANCE | \$15,000 | \$15,000 | \$0 | 0.00% |
| ACTUARIAL | \$5,000 | \$5,000 | \$0 | 100.00% |
| FISCAL AUDIT | \$18,130 | \$18,130 | \$0 | 100.00% |
| INDIRECT LABOR - Note 1 | \$305,620 | \$305,620 | \$0 | 0.00% |
| Subtotal | \$422,350 | \$418,750 | \$3,600 | 0.86% |
| INDIRECT COST ADJUSTMENT FROM FY 19/20 | (\$141,775) | (\$141,775) | \$0 | 0.00% |
| ICAP ALLOWABLE TOTAL | \$280,575 | \$276,975 | \$3,600 | |
| TOTAL INDIRECT | | | | |
| BOARDMEMBER REIMBURSEMENT | \$12,000 | \$12,000 | \$0 | 0.00% |
| MEETING SUPPLIES | \$5,000 | \$5,000 | \$0 | 0.00% |
| OFFICE SPACE | \$165,246 | \$160,760 | \$4,486 | 2.79% |
| SUBTOTAL | \$182,246 | \$177,760 | \$4,486 | 2.52% |
| INDIRECT COST BUDGET TOTAL | \$462,821 | \$454,735 | \$8,086 | 1.78% |

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

Table 4

Revenue - 2021/22 OWP

| Work Element | Current Year | | Rural Plan | | STIP | Caltrans Sustainable Communities Grant | SPRTA | CMAQ | FSP Grants | CTSA | Other | TOTAL | |
|--------------------------------------|--------------------|-----|------------------|------------------|------------------|--|------------------|------------------|------------------|--------------------|------------|----------|--------------------|
| | LTF 2021/22 | \$0 | Assist | \$25,000 | | | | | | | | | |
| 5 Agency Admin - Indirect | \$0 | | | | | | | | | | \$ 305,620 | (1) | \$305,620 |
| 10 Agency Admin - OWP | \$37,298 | | \$25,000 | | | | | | | | | | \$62,298 |
| 11 TDA Implementation | \$190,438 | | | | | | | | | | | | \$190,438 |
| 12 Intergovernmental Coordination | \$72,953 | | | \$20,000 | | | | | | | | | \$92,953 |
| 13 Intergovernmental Advocacy | \$115,865 | | | | | | | | | | \$2,000 | (2) | \$117,865 |
| 14 Communications/Outreach | \$104,454 | | | | | | \$40,500 | | | | \$17,329 | (4) | \$144,954 |
| 15 Building Administration | (\$0) | | | | | | | | | | | | \$17,329 |
| 20 SACOG/MPO Planning Integration | \$70,143 | | \$397,000 | \$60,000 | | | | | | | | | \$527,143 |
| 23 CTSA Administration | (\$0) | | | | | | | | \$84,419 | | | | \$84,419 |
| 24 Transit Planning | \$41,667 | | | | | | | | \$38,048 | | | | \$79,715 |
| 27 Airport Land Use Commission | \$136,712 | | | | | | | | | | \$5,000 | (6) | \$141,712 |
| 33 Bikeway Planning | \$13,705 | | | | | | \$2,000 | | | | | | \$15,705 |
| 35 Capitol Corridor/Rail | \$31,120 | | | | | | \$7,500 | | | | \$7,500 | (3) | \$46,120 |
| 40 Placer Parkway | \$0 | | | | | | \$42,008 | | | | | | \$42,008 |
| 41 I-80/SR 65 Interchange | \$0 | | | | | | \$22,097 | | | | | | \$22,097 |
| 42 SR 65 Widening | \$0 | | | | | | \$21,597 | | | | | | \$21,597 |
| 43 I-80 Auxiliary Lanes | \$15,051 | | | | | | \$50,000 | | | | \$321,205 | (9),(10) | \$386,256 |
| 44 SR 49 Sidewalks | \$9,544 | | | | | | | | | | \$300,000 | (13) | \$625,091 |
| 46 Mobility Action Plan | \$26,720 | | | | | | \$315,547 | | | | | | \$230,635 |
| 47 Riego/Baseline Widening | \$67,372 | | | | | | | | | | \$0 | (11) | \$67,372 |
| 50 Project Programming and Reporting | \$54,293 | | | \$64,000 | | | | | | | | | \$118,293 |
| 61 Transportation Funding Program | \$449,549 | | | | | | | | | | \$707,536 | (14) | \$1,157,085 |
| 80 Freeway Service Patrol | \$12,866 | | | | | | \$110,088 | | \$440,352 | | | | \$563,306 |
| 100 SPRTA Administration | \$0 | | | | | | \$369,802 | | | | | | \$369,802 |
| Unallocated Revenue/Reserve | \$0 | | | | | | | | | | | | \$0 |
| Total | \$1,449,750 | | \$422,000 | \$144,000 | \$203,915 | \$203,915 | \$475,635 | \$440,352 | \$122,467 | \$1,360,570 | | | \$5,124,193 |

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

Table 5

| Expenditures - 2021/22 OWP | | PY | Staff | Caltrans /CAP rate | | SACOG | Consulting/ ROW Acquisition | Outreach/ Events | Legal | Other | Total | % of Budget |
|----------------------------|-----------------------------------|-------------|--------------------|--------------------|-----------------------------|------------------|-----------------------------------|---------------------|-----------------|-----------------|--------------------|----------------|
| | | | | Indirect | Total Rate (see Table 3) | | | | | | | |
| 5 | Agency Admin - Indirect | 1.31 | \$305,620 | | | | | | | | \$305,620 | see Table 3 |
| 10 | Overall Work Program | 0.18 | \$46,709 | \$9,450 | \$6,138 | | | | | | \$62,298 | 1.22% |
| 11 | TDA Implementation | 0.40 | \$80,641 | \$16,315 | \$10,597 | | \$81,385 | | \$500 | \$1,000 | \$190,438 | 3.72% |
| 12 | Intergovernmental Coordination | 0.24 | \$62,197 | \$12,583 | \$8,173 | | | | | \$10,000 | \$92,953 | 1.81% |
| 13 | Intergovernmental Advocacy | 0.08 | \$24,641 | \$4,985 | \$3,238 | | \$66,500 | | | \$18,500 | \$117,865 | 2.30% |
| 14 | Communications/Outreach | 0.26 | \$59,273 | \$11,992 | \$7,789 | | \$47,500 | | | \$18,400 | \$144,954 | 2.83% |
| 15 | Building Administration | 0.05 | \$12,993 | \$2,629 | \$1,707 | | | | | | \$17,329 | 0.34% |
| 20 | SACOG/MPO Planning Integration | 0.28 | \$69,065 | \$13,973 | \$9,076 | \$432,029 | | \$1,000 | | \$2,000 | \$527,143 | 10.29% |
| 23 | CTSA Administration | 0.30 | \$63,295 | \$12,806 | \$8,318 | | | | | | \$84,419 | 1.65% |
| 24 | Transit Planning | 0.21 | \$48,147 | \$9,741 | \$6,327 | | \$15,000 | | | \$500 | \$79,715 | 1.56% |
| 27 | ALUC/Aviation Planning | 0.22 | \$53,393 | \$10,802 | \$7,017 | | \$67,500 | | \$1,000 | \$2,000 | \$141,712 | 2.77% |
| 33 | Bikeway Planning | 0.05 | \$11,400 | \$2,306 | \$1,498 | | | | | \$500 | \$15,705 | 0.31% |
| 35 | Capitol Corridor Rail | 0.11 | \$28,207 | \$5,707 | \$3,707 | | \$7,500 | | \$500 | \$500 | \$46,120 | 0.90% |
| 40 | Placer Parkway | 0.11 | \$31,122 | \$6,296 | \$4,090 | | | | | \$500 | \$42,008 | 0.82% |
| 41 | I-80/SR 65 Interchange | 0.05 | \$14,693 | \$2,973 | \$1,931 | | | \$2,000 | | \$500 | \$22,097 | 0.43% |
| 42 | SR 65 Widening | 0.05 | \$14,693 | \$2,973 | \$1,931 | | \$0 | \$1,000 | | \$1,000 | \$21,597 | 0.42% |
| 43 | I-80 Auxiliary Lanes | 0.37 | \$92,039 | \$18,621 | \$12,095 | | \$255,000 | | \$7,500 | \$1,000 | \$386,256 | 7.54% |
| 44 | SR 49 Sidewalks | 0.31 | \$69,797 | \$14,121 | \$9,172 | | \$530,000 | | \$1,000 | \$1,000 | \$625,091 | 12.20% |
| 46 | Mobility Action Plan | 0.30 | \$57,295 | \$11,592 | \$7,529 | | \$152,219 | | | \$2,000 | \$230,635 | 4.50% |
| 47 | Riego/Baseline Widening | 0.19 | \$50,514 | \$10,220 | \$6,638 | | \$0 | | | | \$67,372 | 1.31% |
| 50 | Project Programming and Reporting | 0.41 | \$87,943 | \$17,792 | \$11,557 | | | | | \$1,000 | \$118,293 | 2.31% |
| 61 | Transportation Funding Program | 0.97 | \$267,799 | \$54,180 | \$35,193 | | \$784,813 | | \$10,000 | \$5,100 | \$1,157,085 | 22.58% |
| 80 | Freeway Service Patrol | 0.20 | \$50,069 | \$10,130 | \$6,580 | | \$488,228 | | \$500 | \$7,800 | \$563,306 | 10.99% |
| 100 | SPRTA Administration | 0.38 | \$90,882 | \$18,387 | \$11,943 | | \$248,590 | | | | \$369,802 | 7.22% |
| | Total | 7.00 | \$1,386,808 | \$280,575 | \$182,246 | \$432,029 | \$2,744,235 | \$0 | \$25,000 | \$73,300 | \$5,124,193 | 100.00% |

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

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,400 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses

(4) FSP brochure; (5) transportation event sponsorship; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage;

Table 6

**Summary of Staff Hours and Costs
FY 2021/22**

| | | Staff Hours | Staff Hour % | Person Years | | Staff Costs | Staff Cost % |
|-----|--|----------------|-----------------|-----------------|--|--------------------|-----------------|
| 5 | Agency Administration: Indirect | 2715 | 18.65% | 1.31 | | \$305,620 | 18.06% |
| 10 | Agency Admin - OWP | 380 | 2.61% | 0.18 | | \$46,709 | 2.76% |
| 11 | TDA Implementation | 830 | 5.70% | 0.40 | | \$80,641 | 4.76% |
| 12 | Intergovernmental Coordination | 490 | 3.37% | 0.24 | | \$62,197 | 3.67% |
| 13 | Intergovernmental Advocacy | 170 | 1.17% | 0.08 | | \$24,641 | 1.46% |
| 14 | Comm/Outreach | 540 | 3.71% | 0.26 | | \$59,273 | 3.50% |
| 15 | Building Administration | 100 | 0.69% | 0.05 | | \$12,993 | 0.77% |
| 20 | SACOG/MPO Plan Integration and Support | 580 | 3.98% | 0.28 | | \$69,065 | 4.08% |
| 23 | CTSA Administration | 630 | 4.33% | 0.30 | | \$63,295 | 3.74% |
| 24 | South Placer Transit Project | 435 | 2.99% | 0.21 | | \$48,147 | 2.84% |
| 27 | ALUC/Aviation Planning | 450 | 3.09% | 0.22 | | \$53,393 | 3.15% |
| 33 | Bikeway Planning | 105 | 0.72% | 0.05 | | \$11,400 | 0.67% |
| 35 | Capitol Corridor Rail | 225 | 1.55% | 0.11 | | \$28,207 | 1.67% |
| 40 | Placer Parkway EIR | 220 | 1.51% | 0.11 | | \$31,122 | 1.84% |
| 41 | I-80/SR 65 Interchange | 100 | 0.69% | 0.05 | | \$14,693 | 0.87% |
| 42 | SR 65 Widening | 100 | 0.69% | 0.05 | | \$14,693 | 0.87% |
| 43 | I-80 Auxiliary Lanes | 760 | 5.22% | 0.37 | | \$92,039 | 5.44% |
| 44 | SR 49 Sidewalks | 640 | 4.40% | 0.31 | | \$69,797 | 4.12% |
| 46 | Mobility Action Plan | 620 | 4.26% | 0.30 | | \$57,295 | 3.39% |
| 47 | Riego/Baseline Widening | 400 | 2.75% | 0.19 | | \$50,514 | 2.98% |
| 50 | Project Programming and Reporting | 850 | 5.84% | 0.41 | | \$87,943 | 5.20% |
| 61 | Regional Funding Program | 2010 | 13.80% | 0.97 | | \$267,799 | 15.82% |
| 80 | Freeway Service Patrol | 410 | 2.82% | 0.20 | | \$50,069 | 2.96% |
| 100 | SPRTA Administration | 800 | 5.49% | 0.38 | | \$90,882 | 5.37% |
| | Total | 14560 | 100.0% | 7.00 | | \$1,692,428 | 100.0% |

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 21-20

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held May 26,2021, by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

WHEREAS, the Draft FY 2021/22 OWP was approved on February 24, 2021, submitted to Caltrans for comment and Caltrans’ comments were incorporated into the Final Document; and

WHEREAS, the Final FY 2021/22 OWP adjusts staff time, professional services, and funding between work elements based on projections for FY 2021/22.

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves the Final FY 2021/22 OWP.



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

Technical Advisory Committee Meeting Minutes

May 11, 2021 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Mengil Deane, City of Auburn
Mohan Bonala, Caltrans
Fallon Cox, Caltrans
Larry Wing, City of Colfax
Araceli Cazarez, City of Lincoln
Justin Nartker, City of Rocklin
Ted Williams, City of Rocklin
Jake Hanson, City of Roseville
Mike Dour, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville
Amber Conboy, Placer County
Will Garner, Placer County
Stephanie Holloway, Placer County
Katie Jackson, Placer County
Richard Moorehead, Placer County

Staff

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

This meeting was conducted via video conference call.

FY 2021/22 Final Overall Work Program (OWP) and Budget

The final FY 2021/22 OWP and Budget was provided to the TAC. Mike Luken explained there was not much difference from the preliminary version which was provided back in February. Notable changes included WE 20, SACOG/MPO Planning Integration, which incorporate the changes in SACOG's work plan. Additionally, we updated WE 61 to account for changes in the timing of messaging methods.

The TAC concurred with bringing the FY 2021/22 Final Overall Work Program (OWP) and Budget to the Board for approval this month.

ALUCP Consistency Determination – Placer County Health and Safety Element Update

David Melko explained that the original agenda item, ALUCP Consistency Determination – Placer County General Plan, will be brought to the TAC for their consideration in October.

The item being considered today is an ALUCP Consistency Determination for the Placer County Draft Health and Safety Element and Aircraft Overflight Combining District Zoning Text Amendments. David explained we have been working with the County since November, adding that anytime there is an amendment to the County's General Plan and Zoning Ordinance, its required that the ALUC review it as it may affect lands subject to oversight by the ALUC.

David explained that we provided to comments to Placer County in December to ensure the Draft Health and Safety Element and the Aircraft Overflight Combining District included the following information: 1) reference to the ALUCP; 2) compliance with ALUCP policies and procedures, 3) inclusion of project referral policy or program to the ALUC, 4) FAA compliance, and 5) discussion of safety impacts related to airport operations. The County staff has agreed to update the recommended changes to their Draft Health and Safety Element and update the zoning text for the Aircraft Overflight Combining District.

The TAC concurred bringing the recommended staff recommendation in finding the Draft Health and Safety Element and corresponding zoning text amendments for the Aircraft Overflight Combining District be found consistent with the Placer County ALUCP.

Placer – Sacramento Mobility Action Plan Update

Kathleen Hanley said she will be updating the Board on the Placer-Sacramento Action Plan noting this will be an informational only. Kathleen reported that the Action Plan project builds on the success of the Placer-Sacramento Gateway Plan which secured \$67 million in competitive SB1 SCCP Cycle 2 funding. The Action Plan PDT and Strategy Team have narrowed down the list of 142 projects identified by the Gateway Plan to 11 Tier 1 projects to pursue for funding in Cycle 3. They will continue to narrow this list of projects down. Kathleen shared the SCCP Cycle 3 grant timeline and asked the jurisdictions to let us know if they will be pursuing projects so that we may advocate for their interests.

Pedestrian / Bicycle Discretionary Funding Allocations

Last month Aaron Hoyt asked the TAC to nominate eligible ped/ bike projects as we have accumulated approximately \$620,000 in ped / bike discretionary funding. Since then, every jurisdiction submitted a project which cumulatively totaled approximately \$1.2 million. With the requests being nearly double that of the available funding, Aaron will contact each jurisdiction separately to get input on various funding options and their respective projects. He will provide an update at the next TAC meeting.

Caltrans District 3 Update

Mohan Bonala provided an update on the roundabout project on Highway 49 near Borland Avenue/Lincoln Way in Auburn stating that construction is anticipated late this year or early next year. Mohan also detailed repaving, overcrossing replacement, and truck climbing lane projects being constructed on I-80 near the Tahoe summit. Mohan will get back to Mike Luken on the status of I-80 projects now under construction in Roseville.

Other Info / Upcoming Deadlines

- a) Personnel Policy Update: Mike Luken said we'll be taking minor legal updates of the Personnel Policy to the Board in May or June for their approval.
- b) Recruitment: Mike Luken stated that we are in the final stages of recruiting for a Deputy Executive Director. Additionally, we are going out again for the Fiscal / Administrative Officer position as Shirley LeBlanc has announced her retirement.

PCTPA Board Meeting: Wednesday, May 26, 2021 – 9:00 am

Next TAC Meeting: Tuesday, June 8, 2021 - 3:00 pm

The TAC meeting concluded at approximately 3:45 p.m.

ML:ss

TO: PCTPA Board of Directors

DATE: May 26, 2021

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

SUBJECT: STATUS REPORT

1. Quarterly Status Report on Regionally Significant Transportation Projects

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

2. Freeway Service Patrol (FSP)

The FY 2020/21 3rd Quarter statistical summary for Placer FSP is attached. For the 3rd Quarter there were 729 total assists. This compares to 569 assists during 2020. 3rd Quarter 2020 results include one month at the beginning of the pandemic. During the current 3rd Quarter, twenty-eight (28) assists occurred on Sundays; and 9 assists occurred on Martin Luther King Jr. Day and Presidents Day combined. Captain Straw at the Auburn CHP office reported his officers are very happy with the current FSP Sunday and Monday holidays schedule. Thirty-three (33) survey comments were submitted for the 3rd quarter. All motorists rated the service as “excellent.”

3. Transit Ridership and CTSA Call Center Operations Quarterly Report

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

ML:ss

PCTPA Board of Directors
Status Report
May 26, 2021
Page 2

Quarterly Ridership Trends by Transit Operator

| Transit Operator | FY 2020 | | | | | FY 2021 | | | | |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|------------------|--------------------------|--------------------------|--------------------------|--------------------------|------------------|
| | 1st Quarter (Jul-Sep) | 2nd Quarter (Oct-Dec) | 3rd Quarter (Jan-Mar) | 4th Quarter (Apr-Jun) | Total FY 2020 | 1st Quarter (Jul-Sep) | 2nd Quarter (Oct-Dec) | 3rd Quarter (Jan-Mar) | 4th Quarter (Apr-Jun) | Total FY 2021 |
| Auburn Transit | | | | | | | | | | |
| Total (all services) | 8,703 | 8,167 | 6,180 | 3,638 | 26,688 | 3,685 | 3,372 | | | 7,057 |
| Placer County Transit | | | | | | | | | | |
| Fixed Route | 62,393 | 64,093 | 50,629 | 25,532 | 202,647 | 26,579 | 29,718 | 31,094 | | 87,391 |
| Dial-A-Ride | 7,078 | 7,014 | 6,616 | 3,291 | 23,999 | 4,244 | 4,271 | 3,474 | | 11,989 |
| Vanpool | 5,760 | 5,770 | 5,401 | 978 | 17,909 | 910 | 1,382 | 1,190 | | 3,482 |
| Commuter | 17,472 | 20,792 | 18,496 | 1,960 | 58,720 | 1,528 | 1,268 | 1,038 | | 3,834 |
| Total (all services) | 92,703 | 97,669 | 81,142 | 31,761 | 303,275 | 33,261 | 36,639 | 36,796 | 0 | 106,696 |
| TART | | | | | | | | | | |
| Total (all services) | 93,263 | 83,621 | 167,867 | 27,376 | 372,127 | 53,351 | 46,874 | 50,483 | | 150,708 |
| Roseville Transit | | | | | | | | | | |
| Fixed Route | 44,221 | 42,358 | 34,607 | 19,527 | 140,713 | 25,196 | 23,833 | 22,951 | | 71,980 |
| Dial-A-Ride | 7,273 | 6,683 | 5,773 | 2,571 | 22,300 | 3,362 | 3,505 | 3,538 | | 10,405 |
| Commuter | 38,382 | 34,952 | 32,029 | 2,954 | 108,317 | 3,422 | 2,685 | 2,399 | | 8,506 |
| Total (all services) | 89,876 | 83,993 | 72,409 | 25,052 | 271,330 | 31,980 | 30,023 | 28,888 | 0 | 90,891 |
| Western Placer CTSA | | | | | | | | | | |
| Health Express | 1,409 | 1,278 | 1,071 | 543 | 4,301 | 752 | 603 | 603 | | 1,958 |
| My Rides | 1,197 | 997 | 1,119 | 667 | 3,980 | 575 | 683 | 819 | | 2,077 |
| Total (all services) | 2,606 | 2,275 | 2,190 | 1,210 | 8,281 | 1,327 | 1,286 | 1,422 | 0 | 4,035 |
| Region-Wide | | | | | | | | | | |
| Total (all services) | 287,151 | 275,725 | 329,788 | 89,037 | 981,701 | 123,604 | 118,194 | 117,589 | 0 | 359,387 |
| Annual Totals | 1,963,402 | | | | | 718,774 | | | | |

Quarterly Call Center Statistics

| Call Summary Data | FY 2020 | | | | | FY 2021 | | | | |
|------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|------------------|--------------------------|--------------------------|--------------------------|--------------------------|------------------|
| | 1st Quarter (Jul-Sep) | 2nd Quarter (Oct-Dec) | 3rd Quarter (Jan-Mar) | 4th Quarter (Apr-Jun) | Total FY 2020 | 1st Quarter (Jul-Sep) | 2nd Quarter (Oct-Dec) | 3rd Quarter (Jan-Mar) | 4th Quarter (Apr-Jun) | Total FY 2021 |
| Calls Answered | 11,700 | 11,640 | 10,279 | 6,404 | 40,023 | 9,948 | 7,818 | 6,772 | | 24,538 |
| % Calls Answered within 90 seconds | 87% | 88% | 90% | 87% | 88% | 80% | 83% | 85% | | 83% |
| % Calls Answered within 3 minutes | 94% | 94% | 95% | 93% | 94% | 89% | 91% | 92% | | 91% |
| % Calls Answered within 6 minutes | 99% | 99% | 99% | 99% | 99% | 98% | 98% | 98% | | 98% |
| Calls Abandoned | 1126 | 1070 | 716 | 705 | 3,617 | 811 | 974 | 674 | | 2,459 |
| Average Speed Calls Answered | 0.40 | 0.36 | 0.33 | 0.44 | 38% | 0.69 | 0.52 | 0.45 | | 54% |
| Average Incoming Call Time | 2.28 | 1.79 | 1.79 | 1.40 | 1.79 | 1.45 | 1.43 | 1.51 | | 1.46 |
| Calls Transferred Out | 2,688 | 2,691 | 2,370 | 1,857 | 9,606 | 2,173 | 1,909 | 1,694 | | 5,776 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|-------------|----------|--|--|--|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| Caltrans D3 | CAL17380 | SACOG Region Emergency Repair Program | Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only. | SHOPP Emergency State | \$400,000 | 2024 | | | 2021 |
| Caltrans D3 | CAL20541 | SR 49 Pavement Rehab | On SR 49 in and near Auburn, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road (PM 3.1/7.5): Rehabilitate pavement.. Toll Credits for ENG, ROW, CON | RSTP/STBG, SHOPP Roadway Pres AC | \$41,155,000 | 2021 | 2018 | 2018 | 2019 |
| Caltrans D3 | CAL20713 | District 3 AVC Upgrades | In various counties, on various routes at various locations within Caltrans District 3: Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations.. Toll Credits for ENG | SHOPP Mobility AC | \$13,570,000 | 2021 | 2018 | 2018 | 2019 |
| Caltrans D3 | CAL20719 | I-80 Bridge Rehab | On I-80 near Dutch Flat and Cisco Grove, at Crystal Springs Road Overcrossing #19-0112 (PM 46.3), Baxter Overcrossing #19-0113 (PM 46.9), Drum Forebay Overcrossing #19-0114 (PM 49.0), and Cisco Overcrossing #19-0118 (PM R63.5): Replace bridges at four locations. | SHOPP Bridge AC | \$53,235,000 | 2025 | 2018 | 2019 | 2020 |
| Caltrans D3 | CAL20721 | I-80 Colfax Culvert Rehabilitation | On I-80 in and near Colfax, from 0.3 mile west of Illinoistown Overcrossing to east of Cape Horn Undercrossing.(PM 31.5/36.9): Drainage system rehabilitation.. Toll Credits for ENG | SHOPP Roadway Pres AC | \$4,730,000 | 2021 | 2018 | 2018 | 2020 |
| Caltrans D3 | CAL20722 | District 3 LED Upgrades | On I-80 in Placer, Nevada, and Yolo Counties, at various locations: Upgrade Extinguishable Message Signs (EMS) to LED. . Toll Credits for ENG | SHOPP Mobility AC | \$2,565,000 | 2021 | 2017 | 2017 | 2020 |
| Caltrans D3 | CAL20728 | SR 49 Realignment | On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout. | SHOPP Collision AC | \$8,919,000 | 2023 | 2018 | 2019 | 2020 |
| Caltrans D3 | CAL20758 | Loop Detectors | In various counties on various routes at various locations within District 3: Repair or replace damaged inductive loop vehicle detection elements. The Repair Loop Detectors and Field Elements (2H57U) combines Pla/Sac/Yol Repair Field Elements project (2H700/CAL20760) and Loop Detectors project (2H570/CAL20758) for construction. | SHOPP Mobility AC | \$1,629,000 | 2021 | 2018 | 2018 | 2019 |
| Caltrans D3 | CAL20760 | Pla/Sac/Yol Repair Field Elements | In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements. The Repair Loop Detectors and Field Elements (2H57U) combines Pla/Sac/Yol Repair Field Elements project (2H700/CAL20760) and Loop Detectors project (2H570/CAL20758) for construction. | SHOPP Mobility AC | \$2,344,000 | 2021 | 2018 | 2018 | 2019 |
| Caltrans D3 | CAL20767 | D3 Habitat Mitigation at Various Locations | In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations: Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species. | SHOPP - Roadside Preservation (SHOPP AC) | \$1,510,000 | 2021 | 2018 | 2019 | 2019 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|-------------|----------|---|---|--|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| Caltrans D3 | CAL20768 | Coon Creek Conservation Ranch Habitat Mitigation (SR 65) | Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch (PM R19.5): Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and to other waters. | SHOPP - Roadside Preservation (SHOPP AC) | \$2,639,000 | 2030 | 2018 | 2020 | 2020 |
| Caltrans D3 | CAL20770 | I-80 Near Magra Rehab Drainage Systems | On I-80 near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (PM 38.3/41.5): Rehabilitate drainage systems. | SHOPP Roadway Pres AC | \$5,386,000 | 2022 | 2018 | 2020 | 2021 |
| Caltrans D3 | CAL20778 | Safety Improvements in Various Counties, Routes and Locations | In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations: Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards. | SHOPP Collision AC | \$4,115,000 | 2021 | 2018 | 2018 | 2019 |
| Caltrans D3 | CAL20780 | D3 Crash Cushion and Sand Barrel Upgrades | In Sacramento, Butte, Placer, Sutter, Nevada, and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89, SR 99, SR 160 at various locations: Upgrade crash cushions and sand barrel arrays to make more durable. | SHOPP Collision AC | \$2,750,000 | 2021 | 2019 | 2020 | 2021 |
| Caltrans D3 | CAL20783 | Placer County MBGR Upgrade | On I-80 in and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5): Upgrade guardrail to current standards. | SHOPP Collision AC | \$3,750,000 | 2022 | 2019 | 2019 | 2021 |
| Caltrans D3 | CAL20844 | Blue Canyon Truck Climbing Lane (G13 Contingency) | On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/28.8); also near Magra from PM 39.5 to 41.3; also near Emigrant Gap from PM 53.0 to 54.7: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency) | Local, SHOPP Roadway Pres AC | \$113,500,000 | 2026 | 2021 | 2022 | 2025 |
| Caltrans D3 | CAL20845 | Monte Vista Truck Climbing Lane | On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems. | SHOPP Roadway Pres AC | \$76,860,000 | 2025 | 2021 | 2022 | 2023 |
| Caltrans D3 | CAL21227 | SR 49 Safety Improvements | On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts. | SHOPP Collision AC | \$26,340,000 | 2024 | 2020 | 2021 | 2022 |
| Caltrans D3 | CAL21278 | SR 65 South Ingram Slough Slide Repair | On SR 65 in Lincoln at South Ingram Slough Bridge #19-0188L/R (PM R12.9/R13.1): Repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. | SHOPP - Emergency Response (SHOPP AC) | \$1,725,000 | 2021 | 2019 | 2020 | 2020 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|----------------------|----------|--|---|--|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| Caltrans D3 | CAL21354 | I-80 Rock Retention Fencing | On I-80 near Emigrant Gap, from 0.8 mile east to 2.1 miles east of Carpenter Flat UC, at two locations (PM R56.9L/R58.2L): Restore the structural integrity of storm damaged rockfall retention systems by replacing posts and base plates, and installing new ground anchors. | SHOPP - Emergency Response (SHOPP AC) | \$3,150,000 | 2022 | 2020 | 2021 | 2022 |
| Caltrans D3 | CAL21368 | SAC/PLA/BUT High Friction Surface Treatments | In Sacramento, Placer, and Butte Counties, on Routes 50, 51, 80, and 99 at various locations: Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations. | SHOPP Collision AC | \$3,945,000 | 2021 | 2020 | 2021 | 2021 |
| Caltrans D3 | CAL21373 | Auburn Blvd Ramp Meter | In Placer County on I-80 in Roseville at the EB on ramp from Auburn Blvd (PM 0.4): Install ramp metering.. Toll Credits for ENG, ROW | CMAQ | \$160,000 | 2024 | 2021 | 2021 | |
| Caltrans D3 | PLA25647 | I-80 Atlantic/Eureka W/B On-ramp Widening | On I-80 in Roseville, at the Atlantic Street/Eureka Road westbound on-ramp (PM 2.6/3.1): Install ramp meters and widen on-ramp for storage capacity. The existing Miner's Ravine Bridge #19-0056 will be reconstructed with a new structure containing a total of three lanes and standard shoulders. The existing Atlantic St/Eureka Rd WB on-ramp will be widened to include two metered general purpose lanes and one metered High Occupancy Vehicle (HOV) lane. | Local, SHOPP Mobility AC | \$11,150,000 | 2022 | 2016 | 2018 | 2020 |
| Caltrans HQ | CAL21357 | FTA 5310 Pride Industries vehicle replacement | Replace two medium, 12 ambulatory passenger, two wheelchair position buses and 13 large 16 ambulatory passenger two wheelchair position buses. All buses will be gasoline powered buses. These vehicles will be used to transport Pride clients who are seniors and those with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project. | FTA 5310 | \$1,209,000 | 2022 | | | 2020 |
| Capitol Corridor JPA | CAL18320 | Sacramento to Roseville Third Main Track - Phase 1 | On the Union Pacific mainline, from near the Sacramento and Placer County boarder 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 | \$83,535,000 | 2022 | 2011 | 2017 | 2017 |
| 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 | \$224,000,000 | 2026 | 2025 | | 2026 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|-----------------|----------|--|---|------------------|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| City of Auburn | PLA25704 | Non-Urbanized Transit Operations | In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.) | FTA 5311, Local | \$2,855,226 | 2024 | | | 2019 |
| City of Auburn | PLA25832 | 2021/2022 Road Treatment Project | In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay. | Local, RSTP/STBG | \$479,305 | 2024 | | | 2021 |
| City of Auburn | PLA25846 | Purchase of BEV Bus | Purchase of one 30' BEV Bus to replace transit cut-away bus reaching end of life.. Toll Credits for CON | FTA 5311 | \$135,318 | 2021 | | | 2021 |
| City of Colfax | PLA25845 | Road Repaving | in the City of Colfax, on South Auburn Street: Pavement rehabilitation. | RSTP/STBG | \$73,789 | 2025 | | | 2024 |
| City of Lincoln | PLA25540 | McBean Park Bridge Rehabilitation | McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.) | HBP, Local | \$13,521,200 | 2024 | 2013 | 2022 | 2025 |
| City of Lincoln | PLA25645 | Lincoln Boulevard Streetscape Improvements Project Phase 3 | Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes.. Toll Credits for ENG, CON | CMAQ, Local | \$3,856,228 | 2024 | 2016 | | 2021 |
| City of Lincoln | PLA25668 | Joiner Parkway Repaving Project Phase 2 | In Lincoln; from Moore Road to a point between 1st and 3rd Street on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping for both north and south bound lanes. | Local, RSTP/STBG | \$1,861,654 | 2022 | 2018 | | 2022 |
| City of Lincoln | PLA25677 | Lincoln Blvd Streetscape Improvement Project Phase 4 | The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street. | Local | \$1,566,000 | 2024 | 2022 | | 2022 |
| City of Lincoln | PLA25687 | East Joiner Parkway Overcrossing | In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway | Local | \$10,000,000 | 2025 | 2024 | | 2024 |
| City of Lincoln | PLA25688 | East Joiner Parkway Widening Phase 1 | In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits | Local | \$10,960,000 | 2021 | 2018 | | 2021 |
| City of Lincoln | PLA25689 | East Joiner Parkway Widening Phase 2 | In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north. | Local | \$8,992,396 | 2025 | 2024 | | 2024 |
| City of Lincoln | PLA25838 | 1st Street Resurfacing Ph2 | On 1st Street from mid-block between K and L Street to H Street: rehabilitation of the existing roadway surface, ADA, drainage, and utility replacement improvements. | Local, RSTP/STBG | \$1,970,921 | 2023 | | 2023 | 2023 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|-------------------|----------|--|--|--|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| City of Rocklin | PLA25635 | Pacific St at Rocklin Road Roundabout | At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout.. Toll Credits for ENG, ROW, CON | CMAQ, Local | \$6,199,806 | 2021 | 2016 | 2020 | 2021 |
| City of Rocklin | PLA25678 | Pavement Rehabilitation - Various Roads | In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. NEPA covered by PLA25551 (STPL-5095-025).. Toll Credits for ENG, CON | RSTP/STBG | \$1,900,463 | 2023 | 2021 | | 2023 |
| City of Rocklin | PLA25844 | Five Star Blvd & Destiny Drive Road Rehabilitation | In Rocklin: Five Star Blvd: from Stanford Ranch to South Whitney; Road Rehabilitation; From South Whitney Blvd to City Limits of ROW, road rehabilitation. Destiny Drive: from Five Star Blvd to end of drive; road rehabilitation. South Whitney Blvd from Five Star Blvd to Lincoln Ave, road rehabilitation.. Toll Credits for ENG, ROW, CON | RSTP/STBG | \$1,226,854 | 2022 | 2021 | 2023 | 2025 |
| City of Roseville | PLA15100 | Baseline Road | In Roseville, Baseline Road from Fiddymnt Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes. | Local | \$7,852,055 | 2023 | 2020 | 2021 | 2022 |
| City of Roseville | PLA15660 | Baseline Rd. Widening | In Roseville, Baseline Rd., from Brady Lane to Fiddymnt Road: widen from 3 to 4 lanes. | Local | \$6,106,889 | 2025 | 2022 | 2023 | 2024 |
| City of Roseville | PLA15760 | Pleasant Grove Blvd. Widening | In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes. | Local | \$4,200,000 | 2025 | 2021 | 2022 | 2023 |
| City of Roseville | PLA15850 | Roseville Road Widening | Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit. | Local | \$2,500,000 | 2027 | 2024 | 2024 | 2025 |
| City of Roseville | PLA19910 | Dry Creek Greenway Trail, Phase 1 | In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. | ATP (Fed), CMAQ, Local, Road Repair and Accountability Act of 2017 | \$15,749,130 | 2023 | 2011 | 2020 | 2022 |
| City of Roseville | PLA25377 | Market St. | City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes. | Local | \$8,500,000 | 2022 | 2020 | 2021 | 2021 |
| City of Roseville | PLA25378 | Santucci Blvd. Extension | City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard. | Local | \$6,500,000 | 2023 | 2020 | 2020 | 2021 |
| City of Roseville | PLA25501 | Washington Blvd/Andora Undercrossing Improvement Project | In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. | Local, RSTP/STBG | \$29,300,000 | 2025 | | | 2022 |
| City of Roseville | PLA25508 | Oak Ridge Dr/Linda Creek Bridge Replacement | Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON | HBP, Local | \$6,925,000 | 2021 | 2011 | 2017 | 2020 |
| City of Roseville | PLA25527 | Pleasant Grove Blvd. Extension | In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave). | Local | \$5,300,000 | 2020 | | | 2020 |
| City of Roseville | PLA25538 | Vista Grande Arterial | In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial. | Local | \$2,500,000 | 2021 | | | 2019 |
| City of Roseville | PLA25539 | Blue Oaks Blvd. Extension Phase 2 | In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes. | Local | \$6,350,000 | 2023 | 2021 | 2021 | 2022 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|-------------------|----------|--|---|--|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| City of Roseville | PLA25570 | Santucci Boulevard South | In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road. | Local | \$1,000,000 | 2021 | | | 2020 |
| City of Roseville | PLA25572 | Roseville Bridge Preventive Maintenance Program | Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects. | HBP, Local | \$1,977,500 | 2025 | 2014 | | 2020 |
| City of Roseville | PLA25666 | Commuter Fleet Replacement | Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service. | FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local | \$4,232,576 | 2022 | | | 2019 |
| City of Roseville | PLA25673 | Washington Bl/All America City Bl Roundabout | In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON | CMAQ, Local | \$4,438,000 | 2021 | 2019 | | 2021 |
| City of Roseville | PLA25680 | Roseville Parkway Widening | In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E). | Local | \$11,200,000 | 2024 | 2021 | 2022 | 2023 |
| City of Roseville | PLA25681 | Blue Oaks Blvd Bridge Widening | In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks. | Local | \$23,000,000 | 2025 | 2022 | 2023 | 2024 |
| City of Roseville | PLA25682 | Roseville Parkway Extension | In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks | Local | \$22,500,000 | 2023 | 2020 | 2021 | 2022 |
| City of Roseville | PLA25702 | Washington Boulevard Bikeway and Pedestrian Pathways Project | In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway. | ATP (Fed), CMAQ, Local | \$5,982,000 | 2023 | | | 2021 |
| City of Roseville | PLA25703 | Replace 3 dial-a-ride buses | Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan. | FTA 5307 - E.S., Local | \$600,000 | 2020 | | | 2019 |
| City of Roseville | PLA25829 | Fixed Route Fleet Replacement & Minor Fleet Expansion | Replace six (6) local fixed route diesel buses with six (6) 35' low floor diesel local fixed route buses; and purchase two (2) 40' low floor diesel commuter expansion buses to provide fleet resiliency. [Distributions by Fiscal Year: FY 18 \$575,887; FY19 \$937,455; FY20 \$957,742; FY21 \$850,127] | FTA 5307 - E.S., FTA 5339 - E.S., Local | \$4,191,243 | 2022 | | | 2020 |
| City of Roseville | PLA25833 | Dry Creek Greenway Trail, Phase 2 | In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles. | Local | \$5,000,000 | 2025 | 2023 | 2023 | 2024 |
| City of Roseville | PLA25843 | Vernon Street / Folsom Road Roundabout Project | In Roseville, at intersection of Vernon Street and Folsom Rd: construct new roundabout. | CMAQ, Local | \$3,732,000 | 2024 | | | 2025 |
| FHWA | VAR56279 | Mountain Quarry Bridge Improvements | In the Auburn State Recreation Area, on the Mountain Quarry bridge (FTBR): Remove the existing railing system and install a new system that meets current code and design practice for pedestrian and equestrian use; regrade gravel bridge deck & install new drainage system. | Federal Lands Highway Program | \$906,371 | 2022 | | | 2021 |
| FHWA | VAR56280 | Ponderosa Way Bridge Replacement | In El Dorado National Forest, Remove and replace 190 lf single span Ponderosa Way Bridge. Regravel approaches. Minor roadway rehabilitation of 2.4 miles of Ponderosa Way. | Federal Lands Highway Program | \$4,663,138 | 2022 | | | 2021 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|-------------|----------|--|---|--|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| PCTPA | PLA25468 | Placer County Congestion Management Program FY 2011 - 2022 | Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON | CMAQ, Local | \$1,256,813 | 2022 | | | 2011 |
| PCTPA | PLA25529 | SR 65 Capacity & Operational Improvements Phase 1 | SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes.. Toll Credits for ENG | CMAQ, Local | \$24,260,000 | 2025 | 2013 | 2023 | 2023 |
| PCTPA | PLA25543 | Placer County Freeway Service Patrol | In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). | CMAQ, State Cash | \$3,362,270 | 2022 | | | 2014 |
| PCTPA | PLA25576 | I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane | In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (PCTPA is applying for \$26.13 m SB1 discretionary funding.). Toll Credits for ENG, ROW | 2016 EARREPU, DEMO HPP, HIP, Local, NCI, RSTP/STBG, Road Repair and Accountability Act of 2017 | \$35,322,085 | 2023 | 2014 | 2020 | 2021 |
| PCTPA | PLA25649 | I-80/SR 65 Interchange Improvements Phase 2 | In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street. | Local | \$520,810,000 | 2030 | 2019 | 2025 | 2025 |
| PCTPA | PLA25670 | Highway 49 Sidewalk Gap Closure | Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON | ATP (Fed), ATP (State), CMAQ, HIP, Local | \$17,603,000 | 2023 | 2018 | 2021 | 2019 |
| PCTPA | PLA25679 | Planning, Programming, Monitoring 2019-2024 | PCTPA plan, program, monitor (PPM) for RTPA related activities. | RIP State Cash | \$888,000 | 2024 | | | 2019 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|---------------|----------|---|---|--|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| PCTPA | PLA25834 | Operating Assistance South Placer County Transit Project | Operating assistance for new express bus service between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station. | CMAQ, LCTOP, Local, Road Repair and Accountability Act of 2017 | \$11,400,000 | 2025 | 2022 | | 2022 |
| PCTPA | PLA25835 | Operating assistance for Lincoln to Sacramento Commuter Service | Operating assistance for new express bus service between the City of Lincoln in Placer County to Downtown Sacramento in Sacramento County. | Local | \$600,000 | 2026 | | | 2023 |
| PCTPA | PLA25839 | Placer County Congestion Management Program FY 2023+ | Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53) | CMAQ | \$150,000 | 2026 | | | 2023 |
| PCTPA | PLA25842 | Placer County Freeway Service Patrol FY 2023+ | In placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65. | CMAQ, State Cash | \$1,432,516 | 2026 | | | 2023 |
| Placer County | PLA15105 | Baseline Road Widening Phase 1 (West Portion) | Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes. | Local | \$19,200,000 | 2022 | 2012 | 2021 | 2021 |
| Placer County | PLA15270 | North Antelope Road | North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes. | Local | \$1,792,300 | 2030 | 2021 | 2023 | 2023 |
| Placer County | PLA15390 | Sierra College Boulevard Widening A | Sierra College Boulevard, from SR 193 to Loomis town limits: Widen from 2 lanes to 4 lanes. | Local | \$15,400,000 | 2025 | 2022 | 2024 | 2025 |
| Placer County | PLA15420 | Walerga Road | Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line. | Local | \$13,781,700 | 2022 | 1998 | 1999 | 2021 |
| Placer County | PLA18390 | Dyer Lane Extension (Placer Creek Drive) | Dyer Lane from Baseline Road (near Brewer) to Baseline Road east of Watt Avenue: Construct 2-lane road. (Segment east of Watt has been renamed to Placer Creek Drive.) | Local | \$10,543,400 | 2025 | 2021 | | 2023 |
| Placer County | PLA18490 | PFE Rd. Widening | PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign. | Local | \$13,085,000 | 2024 | 2012 | 2013 | 2021 |
| Placer County | PLA20700 | Watt Avenue Widening | Widen Watt Avenue: from Baseline Road to the Sacramento County line: Widen from 2 lanes to 4 lanes. | Local | \$14,582,700 | 2025 | 2021 | | 2023 |
| Placer County | PLA25044 | Sunset Blvd. Widening | Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes. | Local | \$37,925,000 | 2025 | 2021 | 2021 | 2022 |
| Placer County | PLA25170 | Sunset Blvd Phase 2 | Sunset Blvd, from Foothills Boulevard to Fiddymnt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.] | Local | \$7,624,000 | 2025 | 2021 | 2022 | 2022 |
| Placer County | PLA25299 | Placer Parkway Phase 1 | In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard. | Local, RSTP/STBG | \$70,000,000 | 2025 | 2013 | 2016 | 2023 |

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

| Lead Agency | MTIP ID | Project Title | Project Description | Fund Source | Total Project Cost | Year Complete | 1st Yr PA&ED | 1st Yr ROW | 1st Yr CON |
|---------------|----------|---|--|------------------------|--------------------|---------------|--------------|------------|------------|
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 | Column 7 | Column 8 | Column 9 | Column 10 |
| Placer County | PLA25449 | Dowd Rd Bridge Replacement at Coon Creek | Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ROW, CON | HBP, Local | \$10,900,000 | 2021 | 2008 | 2017 | 2020 |
| Placer County | PLA25458 | Bridge Preventive Maintenance | In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations. | HBP, Local | \$1,356,000 | 2024 | 2015 | | 2023 |
| Placer County | PLA25463 | Baseline Road Widening Phase 2 (West Portion) | Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes. | Local | \$29,000,000 | 2023 | 2014 | 2016 | 2021 |
| Placer County | PLA25475 | Haines Rd Bridge Replacement | Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON | HBP | \$6,200,000 | 2025 | 2011 | 2019 | 2025 |
| Placer County | PLA25479 | 16th Street / Placer Vineyards Road | 16th Street / Placer Vineyards Road, from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road (renamed to Placer Vineyards Road). | Local | \$7,485,900 | 2025 | 2021 | | 2023 |
| Placer County | PLA25505 | Yankee Jim's Rd Bridge at North Fork American River | Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON | HBP, Local | \$44,651,000 | 2023 | 2011 | 2022 | 2025 |
| Placer County | PLA25506 | Walerga Rd/Dry Creek Bridge Replacement | Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON | HBP, Local | \$35,149,220 | 2021 | 2011 | 2016 | 2018 |
| Placer County | PLA25535 | Watt Ave. Bridge Replacement | Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON | HBP, Local, RSTP/STBG | \$48,847,750 | 2025 | 2013 | 2022 | 2025 |
| Placer County | PLA25536 | Crosby Herold Rd. Bridge | Crosby Herold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON | HBP, Local | \$6,000,000 | 2025 | 2013 | 2020 | 2021 |
| Placer County | PLA25549 | Martis Valley Trail | Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. | CMAQ, Local | \$4,514,886 | 2021 | 2012 | 2018 | 2020 |
| Placer County | PLA25598 | SR 49 Widening A | SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes. | Local | \$8,350,650 | 2025 | 2022 | 2024 | 2025 |
| Placer County | PLA25650 | Safety Improvements | At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009. Toll Credits for CON | HSIP, Local, RSTP/STBG | \$3,358,057 | 2021 | | | 2016 |
| Placer County | PLA25663 | Crosswalk Safety Enhancements | At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON | HSIP, Local, RSTP/STBG | \$1,049,700 | 2023 | | | 2017 |
| Placer County | PLA25671 | Bell Road at I-80 Roundabouts | The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON | CMAQ, Local, RSTP/STBG | \$7,424,177 | 2025 | 2019 | 2021 | 2024 |

**Quarterly Status Report on 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 | PLA25691 | Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge | Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity. | HBP, Local | \$2,410,000 | 2023 | 2023 | 2023 | 2023 |
| Placer County | PLA25692 | New Airport Rd Over Wise Canal - Rehabilitate Bridge | New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity. | HBP, Local | \$3,449,500 | 2023 | 2023 | 2023 | 2023 |
| Placer County | PLA25693 | Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge | Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity. | HBP, Local | \$2,393,500 | 2023 | 2023 | 2023 | 2023 |
| Placer County | PLA25694 | McKinney Creek Rd Over McKinney Creek - Replace Bridge | McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON | HBP | \$3,317,500 | 2023 | 2023 | 2023 | 2023 |
| Placer County | PLA25696 | Gladding Rd Over Coon Creek - Rehabilitate Bridge | Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON | HBP | \$4,109,500 | 2023 | 2023 | 2023 | 2023 |
| Placer County | PLA25697 | Dalby Rd Over Yankee Slough - Bridge Replacement | Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON | HBP | \$2,245,000 | 2025 | 2024 | 2025 | 2025 |
| Placer County | PLA25699 | Dry Creek Rd Over Rock Creek - Rehabilitate Bridge | Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity). | HBP, Local | \$1,849,001 | 2025 | 2024 | 2025 | 2025 |
| Placer County | PLA25700 | Foresthill Road Hilfiker Wall Stabilization | On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON | RSTP/STBG | \$1,500,000 | 2021 | 2018 | | 2019 |
| Placer County | PLA25725 | Education Street | Education Street, from east of SR 49 to Quartz Drive: Construct 2 lane roadway and signal modifications. | Local | \$3,901,200 | 2024 | 2020 | | 2022 |
| Placer County | PLA25726 | Richardson Drive | Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road. | Local | 6386800 | 2025 | 2022 | | 2024 |
| Placer County | PLA25778 | Foresthill Rd. Safety | Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013) | HSIP | 2430900 | 2024 | | | 2020 |
| Placer County | PLA25831 | Transit Vehicle Purchase | Purchase of one (1) diesel bus to replace an older vehicle currently in use by Placer County Transit.. Toll Credits for CON | RSTP/STBG, Road Repair and Accountability Act of 2017 | 727300 | 2023 | | | 2020 |
| Placer County | PLA25837 | Preventive Maintenance and Operation Assistance, 2020 | Operating assistance and preventive maintenance for urban transit services within Placer CountyFFY 2020 - Operating Assistance \$1,328,184FFY 2020 - Preventive Maintenance \$433,165 | FTA 5307 - E.S., Local | 1761349 | 2021 | | | 2020 |

**Quarterly Status Report on 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 | PLA25848 | Dowd Rd Bridge Replacement at Markham Ravine Mitigation | Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: mitigation for the project to replace existing 2 lane structurally deficient bridge with a new 2 lane bridge (PLA25474). | HBP | 50000 | 2024 | | | 2021 |
| Placer County Transit | PCT10512 | Transit Operations | Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area. FY 2021: \$463,087 | FTA 5311, Local | 1550000 | 2021 | | | 2021 |
| 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 | 821886 | 2021 | | | 2020 |
| Town of Loomis | PLA25840 | Loomis Traffic Signal Improvements and coordination | In Loomis, at the : intersections of Taylor Rd and King Rd, King Road and Swetzer Rd, and Taylor Rd and Horseshoe Bar Rd: signal synchronization and pedestrian and bicycle improvements. | CMAQ, Local, RSTP/STBG | 938120 | 2025 | 2021 | 2021 | 2023 |

PCTPA FSP 3rd Quarter ((2020/21) Statistical Summary

Total Assists = 729

| Vehicle Type | Percent | Count | Vehicle Origin | Percent | Count | Was the driver courteous and helpful? | Percent | Count |
|--|----------------|--------------|---------------------------------|----------------|--------------|--|----------------|--------------|
| Car/Minivan/Wagon | 57.9% | 410 | Found by You | 66.1% | 482 | Yes, very | 100.0% | 33 |
| Sport Utility Vehicle/Crossover | 18.4% | 130 | Dispatched by CHP | 18.5% | 135 | | | |
| Pickup Truck | 16.5% | 117 | Partner Assist | 13.2% | 96 | How did FSP know you needed help? | Percent | Count |
| Other | 2.0% | 14 | Directed by CHP Officer | 0.3% | 2 | Driver saw me | 84.9% | 28 |
| Truck - Over 1 Ton | 1.3% | 9 | Revisit | 1.9% | 14 | Others | 15.2% | 5 |
| Big Rig | 0.9% | 6 | | | | | | |
| Motorcycle | 2.1% | 15 | Vehicle Action | Percent | Count | How would you rate this service? | Percent | Count |
| RV/Motorhome | 0.6% | 4 | Towed to Drop Zone | 14.7% | 107 | Excellent | 100.0% | 33 |
| Truck - Under 1 Ton | 0.4% | 3 | Traffic Control | 18.2% | 133 | | | |
| Blank | 3.0% | 21 | Tagged Vehicle | 6.3% | 46 | How did you hear about FSP? | Percent | Count |
| | | | Quick Fix / Repair | 18.4% | 134 | Other | 6.1% | 2 |
| Vehicle Problem | Percent | Count | Called for Private Assistance | 5.8% | 42 | Hadn't heard until today | 84.9% | 28 |
| Accident | 22.1% | 161 | None - Not Needed | 11.0% | 80 | Was helped previously | 6.1% | 2 |
| Mechanical | 23.7% | 173 | None - Motorist Refused Service | 2.7% | 20 | Have see trucks driving around | 3.0% | 1 |
| Flat Tire | 18.8% | 137 | Debris Removal | 2.6% | 19 | Brochure | 0.0% | 0 |
| Abandoned | 7.4% | 54 | Escort Off Freeway | 2.1% | 15 | | | |
| Out of Gas | 8.8% | 64 | Towed Off Freeway | 7.7% | 56 | How long did you wait before FSP arrived? | Percent | Count |
| Driver Related | 1.9% | 14 | Other | 5.1% | 37 | Less than 5 | 33.3% | 11 |
| Overheated | 2.6% | 19 | Provided Transportation | 0.7% | 5 | 5 - 10 minutes | 24.2% | 8 |
| Debris | 1.0% | 7 | Partner Assist | 4.8% | 35 | 10 - 15 minutes | 21.2% | 7 |
| Other | 2.2% | 16 | | | | 15 - 20 minutes | 12.1% | 4 |
| Unsecured Load | 2.1% | 15 | Vehicle Location | Percent | Count | 20 - 30 minutes | 6.1% | 2 |
| None - Not Needed | 7.0% | 51 | Right Shoulder | 77.0% | 545 | 30 - 45 minutes | 3.0% | 1 |
| Electrical | 1.7% | 12 | Left Shoulder | 7.2% | 51 | Over 45 minutes | 0.0% | 0 |
| Car Fire | 0.3% | 2 | In Freeway Lane(s) | 5.8% | 41 | | | |
| Partner Assist | 0.6% | 4 | Ramp/Connector | 9.9% | 70 | Other Metrics | | |
| Locked Out | 0.0% | 0 | Unable to Locate | 0.1% | 1 | Average Duration (Minutes) | | 13.0 |
| | | | Blank | 3.0% | 21 | Overtime Assists | | 11 |
| | | | | | | Overtime Blocks | | 22 |
| Source: http://www.sacfsp.com/admin | | | Total Comments | NA | 27 | Multi-Vehicle Assist | | 52 |

MEMORANDUM

TO: Mike Luken

FROM: AIM Consulting

DATE: May 5, 2021

RE: April Monthly Report

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

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

Following is an activity summary of AIM's work during the month of April:

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA. Topics included promotion of the spring Funding Strategy community workshops, service update news, and other relevant transportation projects and updates. Additionally, AIM set up a "linkin.bio" account for the PCTPA Instagram to drive website traffic and direct users to the registration page for the Funding Strategy community workshops.

Key social media posts included:

- Rocklin, Lincoln, and Roseville Funding Strategy Meetings
- City of Rocklin – Breen Area road resurfacing project
- Roseville Public Works- May is Bike Month
- City of Roseville- Electric City Vehicle upgrades
- City of Rocklin – SACOG Trails Network Survey
- Capitol Corridor – Swapping old trains for cleaner fleet
- Capitol Corridor- Earth Day
- SACOG- \$200 million funding in transportation projects
- Caltrans District 3 – Road closure/road work updates
- Gold Country Media- PCTPA Online Community Workshops
- City of Rocklin- City Council Meeting Update/ Community Workshops
- City of Roseville- Resurfacing Work on Roseville Streets
- Placer County- Road Update

Current social media page statistics include:

- Facebook – 1,862 Followers
 - *Previously: 1,851 Followers*
- Twitter – 1,339 Followers
 - *Previously: 1,328*
- Instagram – 1,027 Followers
 - *Previously: 1,016 Followers*

Key website analytics include:

- Total page views for the PCTPA website during April: 4,103
- 19.4% were returning visitors / 80.6% were new visitors
 - 44.93% of views were on the Homepage
 - 4.35 % of views were on the Agendas 2021 page
 - 3.23% of views were on the Placer County Bike Map page
- Total page views for the Interstate 80/Highway 65 Interchange Improvements website during April: 226

Media Relations

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

Funding Strategy

During April, AIM continued weekly promotions of the Funding Strategy Community Workshops on all social media channels. AIM edited and posted recordings of the community workshops that took place in the Rocklin, Roseville, and Lincoln areas on the PCTPA YouTube channel to provide access for community members who were unable to attend the workshops.



May 4, 2021

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

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

RE: April Summary of Activities for Funding Strategy Outreach Effort

Stakeholder Outreach – In Progress

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

Partner Collaboration – In Progress

- Continued Traffic Camera Partnership Outreach

Earned Media/Collateral Development/Paid Advertising – Complete

- Paid Advertisements Continued
- Mall Kiosk
- Digital Billboards Continued

Account Management – Complete

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

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

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

Costs to Date:

| Item | Budget | Spent | Remaining |
|-----------------------------------|---------------|--------------|------------------|
| Retainer | \$30,000 | \$30,000 | \$0 |
| Paid Digital Ads/Streaming | \$22,500 | \$16,875 | \$5,625 |
| Video Design/Production | \$24,000 | \$9,200 | \$14,800 |
| Mall Kiosk | \$36,191 | \$23,000 | \$13,191 (rent) |
| Billboards | \$27,500 | \$11,150 | \$16,350 |
| Website | \$3,500 | \$1,897.50 | \$1,602.50 |
| Traffic Camera | \$33,600 | \$287.50 | \$33,312.50 |
| General Consumer Outreach | \$15,000 | \$7,146.10 | \$7,853.90 |



(703) 340-4666

www.keyadvocates.com

April 30, 2021

To: PCTPA

From: Sante Esposito

Subject: April Monthly Report

Infrastructure

On April 22, a group of Senate Republicans outlined their infrastructure plan, a much narrower vision than the approach backed by President Biden. The GOP package would cost \$568 billion compared to the Biden \$2 trillion package. It also would not address policies such as care for elderly and disabled people, which Biden included in his plan:

- \$299 billion for roads and bridges
- \$65 billion for broadband
- \$61 billion for public transit
- \$44 billion for airports
- \$35 billion for drinking water and waste water systems
- \$20 billion for railways
- \$17 billion for ports and inland waterways
- \$14 billion for water storage
- \$13 billion for safety measures

The GOP proposal is backed by Sens. Capito, Wicker, Toomey and Barrasso. Democrats, who have stressed the need for a sprawling infrastructure package, will likely reject the lower price tag. Capito called the framework an effort to start a conversation toward a compromise with Democrats, and said the investments would be fully funded through policies including user fees on electric vehicles and repurposing of unused state and local relief passed as part of coronavirus aid bills. She said the GOP aims to maintain tax cuts passed in 2017, which Biden wants to partly reverse.

Also on April 22, House Transportation Chair DeFazio said he will unveil soon a surface transportation bill that largely tracks his package from last year - a \$500 billion bill that included provisions to combat climate change with reauthorizing surface transportation programs. DeFazio called the bill a “starting point” and that his committee will consider it next month. He also noted that “the numbers and the programs in that bill are very close to what Biden has proposed in the American Jobs Plan,” and defended the revival of earmarks for the upcoming bill.

On April 23, the House Problem Solvers Caucus unveiled an infrastructure proposal that included a gas tax increase as an alternative to raising corporate taxes, among other policy recommendations. The gas tax would be indexed to factors including fuel economy standards, construction costs and inflation. The group also suggested looking at a modest annual registration fee for electric and hybrid vehicles or freight value-based user fee as alternative options to help pay for infrastructure.

In the Senate, so far we've only seen that the Environment and Public Works (EPW) Committee is working on its highway bill, and that their water bill has passed. As usual, the Senate is expected to follow the lead of The White House and House.

Biden Infrastructure Proposal

To review, the \$2.25T proposal includes the following: \$621B for highways (\$115B to modernize 20,000 miles of highways, roads, and main streets) and bridges (to fix the most economically significant large bridges and repair the worst 10,000 smaller bridges), highway safety (\$20B), transit (\$85B for modernization and system expansion), rail (including \$80B for Amtrak's repair backlog and to modernize the Northeast Corridor), ports and inland waterways and ferries (\$17B), airports (\$25B); electric vehicles (\$174B to accelerate the shift to electric vehicles, consumer rebates and tax incentives to buy American-made electric vehicles, a new grant and incentive program to build a national network of 500,000 charging stations by 2030, replace 50,000 diesel transit vehicles, and electrify at least 20% of yellow school buses); \$300B for housing; \$300B to booster U.S. manufacturing including \$50B for semiconductor manufacturing and \$30B for medical manufacturing; \$400B for elderly and disabled care; expand access to long-term Medicaid care services; give caregiving workers the opportunity to join a union; \$213B for housing including building and rehabilitating more than 50,000 homes for low and middle income homebuyers; \$180B for research in critical technologies; \$111B for water infrastructure to replace all lead pipes and service lines and to upgrade clean water, drinking water, wastewater and storm water systems; \$100B to build new schools and upgrade existing buildings, \$12B for community colleges infrastructure needs; \$25B to upgrade child care facilities; \$100B for broadband; \$100B for workforce development including \$40B to retain dislocated workers; and, \$18B to modernize Veterans Affairs' hospitals and \$10B to modernize federal buildings.

The combined price tag for this package and the second one to be announced within weeks (health care, child tax credit, paid medical and family leave, etc.) could come in at more than \$4T. Spending would be offset by a tax increase of up to \$3T targeted at wealthier Americans and corporations – an increase in the top individual tax rate for those making over \$400,000 from 37% to 39.6% and an increase in the corporate tax rate from 21% to 28%. Also possibly included, though not verified, taxing capital gains as normal income and imposing a minimum tax on profits companies make from foreign subsidiaries. Not included are an increase in the gas tax and the imposition of a vehicle mileage tax.

Earmarks

The House Appropriations deadline for Member earmark requests just concluded. PCTPA did not submit a request as Congressman McClintock opposes earmarks. On April 27, Senator Leahy, Chair of the Appropriations Committee, put out a call for earmarks. No submission deadline announced. Subsequently, Senator Feinstein put out a call for projects with guidelines and a submission deadline of May. 5. Senator Padilla's office is currently deciding its requirements - application and deadline. PCTPA is preparing an earmark request.

Biden FY22 Transportation Budget

DOT's discretionary resources are only a fraction of the Department's total budgetary resources. The majority of DOT's financial assistance to States, localities, and transportation authorities is provided through mandatory funding derived from the Highway Trust Fund, as part of multiyear surface transportation authorizations. The current authorization, the Fixing America's Surface Transportation Act, expires at the end of 2021.

- Rail: \$625 million for a new passenger rail competitive grant program to invest in passenger rail as a competitive, low-carbon option for intercity travel. Also, \$375 million for Consolidated Rail Infrastructure and Safety Improvement grants to improve safety, throughput, and reliability of the Nation's rail network.
- Amtrak: \$2.7 billion for Amtrak for improvements and expansion on the Northeast Corridor and throughout the Nation's passenger rail network.
- Transit: \$2.5 billion for the Capital Investment Grant program to improve accessibility to high-quality transit.
- Buses: \$250 million for grants for transit agencies to purchase low-no-emission buses.
- Communities Initiative Pilot: \$110 million for grants and technical assistance to communities to improve access to destinations and foster community vibrancy.
- Competitive Infrastructure Grant Programs: \$1 billion for the Better Utilizing Investments to Leverage Development (BUILD) grant program for innovative surface transportation infrastructure projects with significant benefits.
- Air Traffic Safety and Efficiency: Supports the growing costs of managing the national airspace system (NAS), continues investments to improve aviation safety, integrates new NAS entrants including unmanned aircraft systems and commercial space launches, and improves data analytics and decision-making.
- Merchant Mariners: Funds to purchase the fifth and final State maritime academy training vessel within the Maritime Administration.
- Civil Rights Enforcement: Increases the budget for the Office of Civil Rights to further the President's equity agenda.

Senate Highway Bill

Senate Democrats plan to scrap a bipartisan surface transportation bill, S. 2302, drafted last Congress for a new proposal that contains more aggressive proposals on climate issues and other Democratic priorities. To review last Congress, the EPW bipartisan bill authorized \$287B in highway spending, 90- percent of which would be distributed to the states by formula. The bill

featured a title on climate change that authorized \$10.8B for various programs addressing resiliency and \$1B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provided billions for curbing emissions, reducing congestion and truck idling. It also streamlined infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill authorized \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax. No action was taken by the Senate on the bill. The highway program was extended for one year.

House Highway Bill

Chairman DeFazio says that he wants a bill by the third week in May (see comments above). To review last Congress, no House action on a multiyear bill; one-year extension enacted. The multiyear bill provided \$494B in total funding from FY21 to FY25, as follows: \$319B for the highways; \$105B for transit; \$4.6B for safety; \$5.3B for motor carrier safety; and, \$60B for passenger rail.

Bill Tracking

Summaries and updates included as available.

H.R.227 — 117th Congress (2021-2022)

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

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

Committees: Transportation and Infrastructure; Ways and Means

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

H.R.1812 — 117th Congress (2021-2022)

To amend titles 23 and 49, United States Code, to streamline the environmental review process for major projects, and for other purposes.

Sponsor: Rep. Davis, Rodney [R-IL-13] (Introduced 03/11/2021) **Cosponsors:** (18)

Committees: House - Transportation and Infrastructure

Latest Action: House - 03/11/2021 Referred to the House Committee on Transportation and Infrastructure.

H.R.2204 — 117th Congress (2021-2022)

To amend title 23, United States Code, to establish additional requirements for certain transportation projects with estimated costs of \$2,500,000,000 or more, and for other purposes.

Sponsor: Rep. DeSaulnier, Mark [D-CA-11] (Introduced 03/26/2021) **Cosponsors:** (0)

Committees: House - Transportation and Infrastructure

Latest Action: House - 03/29/2021 Referred to the Subcommittee on Highways and Transit.

Gold Country Media

April 5, 2021

BY CAROL FEINEMAN

Placer County Transportation Planning Agency hosts online community workshops through May

Now through May 27, Placer County Transportation Planning Agency (PCTPA) is hosting 15 online community workshops to discuss which highway, roads, transit, bicycle and pedestrian improvement projects are the most important to residents.

Placer County Transportation Planning Agency manages the entire regional transportation system of roads and streets for vehicle use as well as for transit, bicycles and pedestrians. The agency uses federal and state dollars to plan and administer transportation projects, along with residential, commercial and industrial developer impact fees.

The workshops, from 4:30 to 6:30 p.m., are a great opportunity for residents to let their voice be heard when it comes to planning the way they travel, according to the planning agency's executive director Mike Luken.

"With vaccinations underway and life slowly returning to normal, traffic is returning rapidly," Luken said. "We need help from the community to determine what improvements are needed to protect our quality of life, make our businesses flourish, help emergency vehicles get where they need to go and show visitors that Placer is a great place to live, work and play. We invite the community to join PCTPA at a virtual workshop this spring to help prioritize the transportation projects that are being planned in the region."

The workshops enable the public to provide feedback and learn more about the transportation projects being planned in Placer County, as well as the overall funding strategy for those projects.

"The workshops are hosted by elected officials, myself and another planning agency staff member. We talk about current traffic and projections, and then we talk about how private sector (developers) pays two-thirds to fund these projects," Luken said. "Then we list projects we have on our radar for improvement. The last part is for people to give input. Go to www.KeepPlacerMoving.com. We're also in support of our restaurants, which have suffered during the pandemic so we'll raffle off gift cards for people who attend the workshops. We want to do our part."

To view the full list of dates and times, see the info box above. To register for a workshop in your area, visit www.KeepPlacerMoving.com/register. Sign up for a meeting up until noon of that night's workshop.

For more information, call the Placer County Transportation Planning Agency at 530-823-4030.

Gold Country Media

March 4, 2021

ANOTHER VIEW – MIKE LUKEN

Traffic is returning

Despite the pandemic and the changes our community and businesses have faced over the past year, our region is one of the few in our state experiencing growth. With an increasing amount of Bay Area residents migrating to our cities and new housing development projects underway, traffic remains an issue in Placer County.

According to Caltrans data, the evening traffic peak period levels are only seven percent lower than numbers we experienced in 2019. Overall, our traffic levels have returned to approximately 90 percent of pre-pandemic numbers. Vaccines are rolling out and businesses and office buildings are expected to reopen soon. Placer County Transportation Planning Agency (PCTPA) has plans to make the much-needed improvements to our roads and highways so our residents are spending more time with their families, not stuck in traffic.

Placer County remains one of the largest counties in California without a local funding source to put up as a match for state and federal funding for transportation infrastructure projects. We recently were awarded grant funding for alternative transportation projects because we applied with Sacramento County, a county with a dedicated local-funding source. While we are ecstatic for this opportunity to be able to begin constructing some improvements to our community, this grant cannot be used for major expansion projects like widening Highway 65 or finishing the 80/65 interchange project that Placer desperately needs. We must have a dedicated local funding source. We lived nearly all of 2020 at the mercy of state and federal government rules, guidelines and regulations. If the last year has taught us anything, it's that local control over our quality of life in Placer County is what's best for those of us who call this beautiful county home.

Placer County Transportation Planning Agency is dedicated to ensuring our necessary transportation infrastructure projects are completed to preserve south Placer's unmatched quality of life. In April and May, we will be inviting the community to discuss transportation challenges in Placer and invite you to participate in these virtual workshops. More information on local transportation challenges and a schedule of these virtual workshops in your community will be available at www.keepplacermoving.com. Together we can plan for the future of south Placer County and ensure that our growing community can get the transportation improvements we need to keep our community thriving.

Mike Luken is the Placer County Transportation Planning Agency executive director.

May 1-2, 2021

BY NICK PECORARO

Fifth lane for I-80? Agency gauges interest in Auxiliary Lanes Project

BY NICK PECORARO
OF THE AUBURN JOURNAL

In a Placer County Transportation Planning Agency (PCTPA) presentation during Tuesday's Rocklin City Council meeting, its executive director, Mike Luken, pointed out that traffic is returning to pre-pandemic volumes.

"I don't have to tell anyone that traffic is back," Luken said. "We're almost fully back to normal, and once people are fully vaccinated and get back to work in person, it will have a severe impact on our community."

Luken said residents are still leery, however,

of public transit use despite COVID-19 restrictions easing with more individuals being vaccinated.

"We will see people mostly using single-occupancy vehicles at least for the foreseeable future because of the lack of trust of the close proximity that there is with public transit, even though there has been zero contact tracing back to public transit worldwide," Luken said. "There is still a lack of confidence and therefore adds to the volume that is going to be on our streets and highways."

The PCTPA has plans for an Auxiliary Lanes

Project, which could add a fifth lane to westbound Interstate 80 between Douglas Boulevard and Riverside Avenue and eastbound between the Highway 65 interchange and Rocklin Road.

Despite securing significant grant funding from the Solutions for Congested Corridors Program (\$67 million) and Trade Corridor Enhancement Program (\$63 million) under Senate Bill 1, Luken said those monies are not to be used for expansion projects.

"Most of those dollars are for fixing our roads and fixing our transit buses and addressing

pedestrian and bicycle safety," Luken said. "Ultimately, there is a structural deficit in transportation funding here in Placer. We simply do not have the money to address the transportation needs we have."

Luken said the PCTPA Board has considered a sales tax measure for county residents and businesses to help fund the project, which if approved could begin in 2023.

"A sales tax is probably our only alternative that would be equitable for Placer to move forward," Luken said.

Meanwhile, the PCTPA is conducting

countywide public outreach workshops to gauge residents and business owners on their interest in the transportation issues and priorities. Input and feedback from the public outreach campaign will be brought to the PCTPA Board of Directors on June 23.

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