



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, September 22, 2021
9:00 a.m.**

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

PUBLIC PARTICIPATION PROCEDURES

The Board Meeting will be open to in-person attendance. Public Comment will be opened for each agenda item, and citizens may comment virtually through a Zoom meeting webinar utilizing the “raise hand” function. If you are participating by phone, please dial *9 to “raise hand” and queue for Public Comment. Please raise your hand at the time the Chair announces the item. Public comments will also be accepted at ssabol@pctpa.net or 530-823-4030 or by mail to: PCTPA, 299 Nevada Street, Auburn, CA 95603.

Webinar access: <https://placer-ca-gov.zoom.us/j/92130397129>

You can also dial in using your phone:

US: +1 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 921 3039 7129

- A. Flag Salute**
- B. Roll Call**
- C. Approval of AMENDED Action Minutes: June 23, 2021** **Action**
Pg. 1
- D. Agenda Review**
- E. Public Comment**
- F. Consent Calendar: Placer County Transportation Planning Agency** **Action**
Pg. 5
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.

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
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- | | | |
|----|--|--------|
| 1. | Adopt Resolution 21-26 to Reprogram CRRSAA STIP to I-80 Auxiliary Lanes | Pg. 7 |
| 2. | FY 2021/22 Final State Transit Assistance (STA) Fund Allocation Estimate - \$3,750,587 | Pg. 9 |
| 3. | FY 2021/22 Preliminary State of Good Repair (SGR) Fund Allocation Estimate - \$524,943 | Pg. 11 |
| 4. | FY 2021/22 PCTPA Claim for Local Transportation Funds (LTF) - \$1,360,509 | Pg. 15 |
| 5. | Social Services Transportation Advisory Council (SSTAC) Membership | Pg. 17 |

G. Consent Calendar: Western Placer Consolidated Transportation Services Agency (WPCTSA) Action Pg. 18

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.

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| 1. | FY 2021-2022 Placer 211 Work Program - \$50,000 | Pg. 19 |
|----|---|--------|

H. Consent Calendar: Airport Land Use Commission (ALUC) Action Pg. 20

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.

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|----|---|--------|
| 1. | <u>9:00 A.M. PUBLIC HEARING:</u> Airport Land Use Commission (ALUC) Consistency Determination: Gateway Village Subdivision, Auburn | Pg. 20 |
|----|---|--------|

I. 9:00 A.M. PUBLIC HEARING: Adoption of Negative Declarations, Notice of Exemptions and Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports Action Pg. 26

David Melko

- Conduct a public hearing on the Negative Declarations/Initial Studies and Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airport
- Adopt Resolution 21-30 for the Negative Declarations/Initial Studies for Auburn Municipal and Lincoln Regional Airports and Notice of Exemption for Blue Canyon Airport
- Adopt Resolution 21-31 for the Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports

J. I-80 Auxiliary Lanes Project – Approving PG&E Utility Agreement Action Pg. 69

David Melko

- Approve Utility Agreement with Pacific Gas and Electric (PG&E) for relocation of gas line facilities resulting from construction of the I-80 Auxiliary Lanes project and authorizing the Executive Director or designee to execute said Agreement and disburse funds as required by the same.

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
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| K. Fiscal Year 2021/22 Final Findings of Apportionment for the Local Transportation Fund
<i>Aaron Hoyt</i> | Action
Pg. 79 |
| <ul style="list-style-type: none"> • Receive a presentation by HDL and Staff on prior year revenues and job sector performance and revenue projections for FY 2021/22 Local Transportation Fund. • Approve the Fiscal Year FY 2021/22 Final Findings of Apportionment for the Local Transportation Fund (LTF). | |
| L. Traffic Congestion Report Presentation
<i>Aaron Hoyt</i> | Info |
| M. Update on a Potential 2022 Transportation Sales Tax Measure
<i>Mike Luken</i> | Action
Pg. 83 |
| <ul style="list-style-type: none"> • Receive a presentation from staff and the consultant team on a potential 2022 Countywide Transportation Sales Tax Measure • Provide direction to staff given current circumstances for South County District for a transportation sales tax measure | |
| N. Executive Director’s Report | |
| O. Board Direction to Staff | |
| P. Informational Items | Info |
| 1. PCTPA TAC Minutes – September 7, 2021 | Pg. 85 |
| 2. Status Reports | |
| a. PCTPA | Pg. 89 |
| b. AIM Consulting – Report for June, July and August 2021 | Pg. 104 |
| c. FSB – Report for June, July, and August 2021 | Pg. 112 |
| d. Key Advocates – Report for June, July, and August 2021 | Pg. 125 |
| e. Capitol Corridor Monthly Performance Report – June & July 2021, and FY 2021 | Pg. 132 |
| 3. Newspaper Articles | Pg. 148 |
| 4. PCTPA Receipts and Expenditures – June, July, and August 2021 | <i>Separate Cover</i> |
| 5. WPCTSA Financial Reports – June 30, 2021 | <i>Separate Cover</i> |

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 – October 27, 2021

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
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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.



AMENDED 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)**

**June 23, 2021 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California**

ROLL CALL

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

STAFF

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

Chair Joiner explained the meeting procedures to the Board and public as it relates to participating by means of a teleconference under Executive Orders N-29-20 and N-33-20. Staff reports and a video of this meeting is available at: <http://pctpa.net/agendas2021>.

Mike Luken introduced Rick Carter, who recently started as PCTPA’s Deputy Executive Director. Mr. Carter provided his professional background and said he looks forward to working at PCTPA and the agency’s partners.

APPROVAL OF ACTION MINUTES – May 26, 2021

Upon motion by Holmes and second by Broadway, the action minutes of May 26, 2021, were approved by the following roll call vote:

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

AGENDA REVIEW

Mike Luken indicated that Item I, Traffic Report Presentation, is being deferred until the next meeting. Agenda was accepted with this modification.

PUBLIC COMMENT

Public comment was received from Mike Garabedian, Placer County Tomorrow.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. FY 2020/21 City of Auburn Claim for Local Transportation Funds (LTF) - \$701,281
2. FY 2020/21 City of Auburn Claim for State Transit Assistance (STA) Funds - \$56,955

3. FY 2020/21 City of Auburn Claim for State of Good Repair Funds (SGR) Funds - \$17,647
4. FY 2021/22 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000
5. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2021/22: Richardson & Company LLP - \$59,515
6. Nevada Station Operating Budget for Fiscal Years 2021/22 and 2022/23
7. I-80 Auxiliary Lanes Project Contract Amendment to Provide Design Support Services for Caltrans Office of Engineer - \$79,713
8. Reprogram Congestion Mitigation & Air Quality (CMAQ) Funds from Roseville Vernon Street/Folsom Road Roundabout to Washington Blvd/All American Road Roundabout
9. Adopt Resolution 21-25 to Nominate the Sacramento to Roseville Third Main Track – Phase 1 Project for STIP Reprogramming
10. Update of PCTPA Personnel Policies and Practices Handbook
11. FY 2019/20 TDA Financial Audit – City of Auburn (under separate cover)

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

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

PUBLIC WORKSHOP: AIRPORT LAND USE COMPATIBILITY PLAN UPDATE AND ASSOCIATED ENVIRONMENTAL DOCUMENTS

Staff report presented by David Melko, Senior Transportation Planner

David Melko provided background on the Airport Land Use Commission (ALUC) including ALUC roles, responsibilities and limitation. Mr. Melko explained that the Airport Land Use Compatibility Plan (ALUCP) update was necessitated by the Auburn Municipal Airport and Lincoln Regional Airport recently completed airport layout plan updates in 2019 and 2020. Mr. Melko introduced ALUC consultant, Miranda Thompson, Mead and Hunt, who explained the ALUCP update scope, project development team involvement in the update, and policy changes. Ms. Thompson went over the update as it relates specifics of the Lincoln Regional Airport and Airport Municipal Airport. In terms of the Wildlife Policies being proposed in the ALUCP Update, Mr. Melko noted that we worked cooperatively with Greg McKenzie, Placer County Conservation Program (PCCP) Administrator, to ensure that the update supported the PCCP policies and guidelines. Ms. Thompson went over the CEQA findings and said that they are proposing filing a negative declaration for Lincoln Regional Airport and Auburn Municipal Airport. With respect to Blue Canyon Airport, they are proposing filing a Notice of Exemption given that the countywide policy revisions are more technical in nature, and we are simply bringing forward the airport specific policies in the current, 2014 plan. Mr. Melko went over next steps which includes releasing the draft ALUCP update, the public outreach noticing that has taken place to date, and the live virtual workshops that are scheduled for Auburn (July 14) and Lincoln (July 15). Mr. Melko went over the ALUC Fee Structure component of the update. The draft ALUCP update and associated environmental documents are available for a 30-day review at <http://pctpa.net/alucp>. To view the presentation in full, go to <http://pctpa.net/agendas2021>. Chair Joiner opened the Public Workshop. Public comments were made by the following individuals:

- Steven Stern, Auburn Resident
- Alex Fisch, Placer County Planning Services Division
- Doug Marquan, Auburn Resident
- Mary Paasch, Lincoln Resident
- Joe M, Auburn Resident

- Heidi Tempko, Auburn Resident
- Christina Myer, Lincoln Resident
- Steve Prosser, City of Lincoln
- Jeff Spencer, Caltrans Division of Aeronautics
- Michael Garabedian, Placer County Tomorrow
- CJ McMurray, Auburn Resident

Upon motion by Houdesheldt and second by Broadway, the Commission authorized the Executive Director to release the draft Airport Land Use Compatibility Plan Update and associated environmental documents for a 30-day public review by the following roll call vote:

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

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY FY 2020/21 BUDGET AND ADOPTION AND PROGRAM AGREEMENT RENEWAL

Staff report presented by Kathleen Hanley, Associate Planner

Upon motion by Holmes and second by Broadway, the Board 1) approved FY 2021/2022 WPCTSA Budget as presented in this staff report, 2) authorized the Executive Director to negotiate and sign a Memorandum of Understanding with the City of Roseville to administer the South Placer Transit Information Center, 3) authorize Executive Director to negotiate and sign a Memorandum of Understanding with the City of Roseville to administer the Mobility Training Program, and 4) authorize Executive Director to negotiate and sign a Memorandum of Understanding with the City of Roseville to administer the Transit Ambassadors Program by the following roll call vote:

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

JUNE 2021 POLLING RESULTS FOR A POTENTIAL 2022 TRANSPORTATION SALES TAX MEASURE

Staff report presented by Mike Luken, Executive Director

Mike Luken introduced Curt Below, FM3 who went over the June 2021 countywide polling results. which were conducted in early June. The presentation can be viewed here: https://pctpa.net/agendas/2021/06_ItemI.pdf. Cherri Spriggs, FSB Public Affairs, and PCTPA contractor who is working on the funding strategy efforts, spoke on the polling results specific to the countywide and district wide poll.

Public comment was received from:

- Michael Garabedian, Placer County Tomorrow

Upon motion by Houdesheldt and second by Holmes, the Board directed staff to implement educational and outreach in the South County District for the cities of Roseville, Rocklin, and Lincoln, and 2) directed staff to conduct a poll in the South County District in October 2021 to provide direction to staff.

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

EXECUTIVE DIRECTOR’S REPORT

Mike Luken reported on the following:

- 1) Today's PowerPoint presentations were provided to the Board by email, and we will endeavor to provide presentations to the Board prior to the Board meetings on a continual basis.
- 2) Governor Newsome rescinded Executive Order N-29-20 to allow the waiver of the Brown Act for virtual meetings effective September 30, 2021, We will therefore need to move into full, in-person Board attendance. Noticing will be required if Board Members attend outside the Chambers which could become problematic if these they aren't noticed properly.
- 3) There will not be a regularly scheduled Board meeting on July 28, 2021.

ADJOURN

The meeting adjourned at approximately 11:50 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

DATE: September 22, 2021

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the September 22, 2021 agenda for your review and action.

1. Adopt Resolution 21-26 to Reprogram CCRSAA STIP to I-80 Auxiliary Lanes
In April 2021, the PCTPA Board adopted Resolution 21-16 programming \$1.6 million of Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) State Transportation Improvement Program (STIP) to the Interstate 80 Auxiliary Lanes Project. In June 2021, the PCTPA Board adopted Resolution 21-25, reprogramming \$1 million of those funds to the Sacramento to Roseville Third Main Track – Phase 1 Project. Given changing funding availability for the Third Track Project, staff recommends reprogramming the STIP funds back to the to the Interstate 80 Auxiliary Lanes Project.
2. FY 2021/22 Final State Transit Assistance (STA) Fund Allocation Estimate - \$3,750,587
State Transit Assistance (STA) is one of two fund sources made available through the Transportation Development Act and is derived from the statewide sales of diesel fuel. STA funds are dedicated to public transit operations and capital uses. The funds are initially divided up between the western slopes and Tahoe basin portions of Placer and El Dorado Counties because the Tahoe Regional Planning Agency (TRPA) spans both counties. The funds are divided based on a historical formula. The funds within the PCTPA boundary are then distributed to each jurisdiction based on population (section 99313) and on a fare revenue basis (section 99314) to those jurisdictions operating a public transit service.

The State Controller's Office (SCO) released the final estimate for FY 2021/22 on July 30, 2021. The final SCO estimate is \$3,085,608, which is a 9.3% increase from the preliminary estimate adopted in February 2021. A FY 2020/21 fund balance of \$664,979 combined with the SCO estimate totals \$3,750,587. Attachment A contains the Final STA Fund Allocation worksheet. Staff recommends that the Board approve the attached FY 2021/22 Final STA Fund Allocation. The PCTPA TAC concurred with this recommendation at its September 7, 2021 meeting.

3. FY 2021/22 Final State of Good Repair (SGR) Fund Allocation Estimate - \$524,943
Senate Bill 1 (SB 1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB 1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$117 million has been made available for FY 2021/22 to eligible recipients according to PUC sections 99313 and 99314.

According to the State Controller's Office Allocation Estimate for FY 2021/22, the County's share of the statewide total is \$541,752; however, a \$16,809 shortfall occurred in FY 2020/21, which reduces the overall funding available to \$524,943 for FY 2021/22. This is a 1.2% decrease in estimated revenue compared to the FY 21/22 preliminary revenue estimate. Attachment A contains the fund allocation and projects proposed for funding. Since the inception of the program, the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for repair and rehabilitation of the existing fleet and fueling station repairs and modernization that is associated with the contracted services.

Staff recommends that the Board approve the FY 2021/22 SGR Fund Allocation, associated project list, and adopt resolution 21-27 authorizing the list of projects and designating the Executive Director as the Authorized Agent to execute grant related documents and to comply with the required Certifications and Assurances of the Senate Bill 1 State of Good Repair Program. The PCTPA TAC concurred with this recommendation at their September 7, 2021 meetings, respectively.

4. FY 2021/22 PCTPA Claim for Local Transportation Funds (LTF) - \$1,360,509
Staff recommends approval of the attached PCTPA LTF claim for FY 2021/22 in the amount of \$1,360,509 per the FY 2021/22 Final Apportionment of Local Transportation Funds approval on September 22, 2021 Board meeting. PCTPA previously claimed the \$475,000 Administration allocation at the June 23, 2021 Board meeting.
5. Social Services Transportation Advisory Council (SSTAC) Membership
As the part of PCTPA's responsibility to administer Transportation Development Act (TDA) funds, the agency is required to establish a Social Services Transportation Advisory Council (SSTAC). Under the TDA, the SSTAC's responsibilities are three-fold:
 - Annually participate in the identification of unmet transit needs;
 - Annually review and recommend action by the transportation planning agency regarding any recommendations and findings relative to unmet transit needs; and
 - Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

SSTAC membership is guided by the TDA and shown on the attached member roster. Members are appointed by the Board and subject to a three-year term of appointment that may be renewed for an additional three-year term by Board action. Staff recommends appointment of the 23 individuals detailed in the attached roster

ML

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: THE 2021
CORONAVIRUS RESPONSE AND
RELIEF SUPPLEMENTAL
APPROPRIATIONS ACT (CRRSAA)
STATE TRANSPORTATION
IMPROVEMENT PROGRAM (STIP)
ALLOCATION**

RESOLUTION NO. 21-26

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held September 22, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Paul Joiner, Chair
Placer County Transportation Planning Agency

Executive Director

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

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

WHEREAS, State law requires the adoption of a Regional Transportation Improvement Program (RTIP) by each regional transportation planning agency every two years, to be adopted by the California Transportation Commission (CTC) into the State Transportation Improvement Program (STIP);

WHEREAS, the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) distributed funding for highway projects to stimulate the economy during the COVID-19 pandemic;

WHEREAS, the CTC apportioned \$1,632,184 in CRRSAA funding to PCTPA through the STIP;

WHEREAS, the CTC adopted 2021 Midyear STIP guidelines allowing for the nomination of projects to the STIP that were not in the region's RTIP for the purposes of utilizing CRRSAA funds;

NOW, THEREFORE, BE IT RESOLVED THAT the Placer County Transportation Planning Agency reprograms all \$1,632,184 CRRSAA STIP to the Capital Region Freight – I-80 project.

CRRSAA STIP PROGRAMMING

Capital Region Freight – I-80 (PPNO 5101A)

The PCTPA requests the CTC program CRRSAA STIP for construction of the I-80 Capital Region Freight project:

FY 2022/23 - \$1,632,184

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

PUC 99313 Allocation	\$2,697,494
PUC 99314 Allocation	\$388,114
Total STA Allocation ⁽¹⁾	\$3,085,608

4.5 Percent Allocation of PUC 99313 to WPCTSA⁽²⁾ \$121,387

Total PUC 99313 Allocation Available to Jurisdictions \$2,576,107

FY 2021/2022 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2021 Population ⁽³⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	PUC 99313 FY 2020/21 Fund Balance ⁽⁴⁾	PUC 99313 Population Allocation
Placer County	103,151	26.21%	\$675,239	\$138,830	\$814,068
Auburn	14,433	3.67%	\$94,480	\$19,520	\$114,000
Colfax	2,172	0.55%	\$14,218	\$2,878	\$17,097
Lincoln	49,624	12.61%	\$324,845	\$65,964	\$390,809
Loomis	6,808	1.73%	\$44,566	\$9,213	\$53,779
Rocklin	70,469	17.91%	\$461,298	\$94,097	\$555,395
Roseville	146,875	37.32%	\$961,461	\$194,163	\$1,155,624
TOTAL	393,532	100.00%	\$2,576,107	\$524,665	\$3,100,772

Notes: (1) 2021/2022 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, July 30, 2021.

(2) 4.5% of unencumbered PUC 99313 Allocation is allocated to WPCTSA, beginning FY 21/22.

(3) Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 1, 2021.

(4) FY 2020/2021 STA carryover balance per County Auditor's Office, September 3, 2021. Allocation formula uses FY 2020/21 population estimates.

PUC = Public Utilities Code

FY 2021/2022 Jurisdiction PUC 99314 STA Final Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁵⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	PUC 99314 FY 2020/2021 Adjustment ⁽⁶⁾	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$317,769	\$112,650	\$430,419	\$1,244,487
Auburn	\$21,830	0.3%	\$1,282	\$491	\$1,773	\$115,774
Colfax	\$0	0.0%	\$0	\$0	\$0	\$17,097
Lincoln	\$0	0.0%	\$0	\$0	\$0	\$390,809
Loomis	\$0	0.0%	\$0	\$0	\$0	\$53,779
Rocklin	\$0	0.0%	\$0	\$0	\$0	\$555,395
Roseville	\$1,175,827	17.8%	\$69,063	\$27,173	\$96,236	\$1,251,860
TOTAL	\$6,607,798	100.0%	\$388,114	\$140,314	\$528,428	\$3,629,200

Notes: (5) 2021/2022 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, July 30, 2021.

(6) Adjustments to reconcile difference in FY 2020/21 PUC 99314 4th Quarter payment to adopted estimates, August 18, 2021.

PUC 99313 Fund Balance

Amount of FY 2020/2021 Fund Balance¹: **\$ 524,665**

Jurisdiction	January 2020 Population ⁽²⁾	PUC 99313 Population Percentage	FY 2020/21 Carryover Adjustments ⁽³⁾
PLACER COUNTY	103,794	26.46%	\$ 138,830
AUBURN	14,594	3.72%	\$ 19,520
COLFAX	2,152	0.55%	\$ 2,878
LINCOLN	49,317	12.57%	\$ 65,964
LOOMIS	6,888	1.76%	\$ 9,213
ROCKLIN	70,350	17.93%	\$ 94,097
ROSEVILLE	145,163	37.01%	\$ 194,163
TOTAL	392,258	100.00%	\$ 524,665

Sources:

- 1) Carryover balance per County Auditors Office, September 3, 2021.
- 2) Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.
- 3) Adjustment to be applied to FY 2021/2022 State Transit Assistance 99313 Allocation.

PUC 99314 Adjustment - Reconcile FY 2020/2021 Allocation from 99314 Account

FY 2020/2021 Final STA PUC 99314 Fare Revenue Allocation Adjustment

Transit Operators	FY 2020/21 Adopted ¹	FY 2020/21 Actual ²	FY 2020/21 Actual vs. Adopted	FY 2021/22 Adjustments ⁽³⁾
Placer County	\$146,046	\$ 258,696.00	\$112,650.00	\$112,650.00
Auburn	\$553	\$ 1,044.00	\$491.00	\$491.00
Colfax	\$0		\$0.00	\$0.00
Lincoln	\$0		\$0.00	\$0.00
Loomis	\$0		\$0.00	\$0.00
Rocklin	\$0		\$0.00	\$0.00
Roseville	\$29,052	\$ 56,225.00	\$27,173.00	\$27,173.00
TOTAL	\$175,651	\$315,965.00	\$140,314.00	\$140,314.00

Notes: 1) 2020/2021 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, September 1, 2020.

2) 4th Quarter State Transit Assistance Allocation, State Controller's Office, August 18, 2021.

3) Adjustment to be applied to FY 2021/2022 State Transit Assistance 99314 Allocation.

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

PUC 99313 Allocation	\$473,609
PUC 99314.8 Allocation	\$68,143
Total SGR Allocation ⁽¹⁾	\$541,752

Percent Allocation of PUC 99313 to WPCTSA (5% max) \$0

Total PUC 99313 Allocation Available to Jurisdictions \$473,609

FY 2021/2022 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2021 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	PUC 99313 FY 2020/21 Adjustment ⁽³⁾	PUC 99313 Jurisdiction Allocation	Reallocation to Transit Operator ⁽⁴⁾	PUC 99313 Total Allocation
Placer County	103,151	26.21%	\$124,140	(\$3,878)	\$120,263	\$150,529	\$270,792
Auburn	14,433	3.67%	\$17,370	(\$545)	\$16,825	\$0	\$16,825
Colfax	2,172	0.55%	\$2,614	(\$80)	\$2,534	(\$2,534)	\$0
Lincoln	49,624	12.61%	\$59,722	(\$1,842)	\$57,879	(\$57,879)	\$0
Loomis	6,808	1.73%	\$8,193	(\$257)	\$7,936	(\$7,936)	\$0
Rocklin	70,469	17.91%	\$84,808	(\$2,628)	\$82,180	(\$82,180)	\$0
Roseville	146,875	37.32%	\$176,762	(\$5,423)	\$171,338	\$0	\$171,338
TOTAL	393,532	100.00%	\$473,609	(\$14,654)	\$458,955	\$0	\$458,955

Notes: (1) 2021/2022 State of Good Repair Allocation Estimate, California State Controller Division of Accounting and Reporting, July 30, 2021.

(2) Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 1, 2021.

(3) Adjustments to reconcile difference in FY 2020/21 PUC 99313 4th Quarter payment to adopted estimates, August 18, 2021.

(4) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to repair and rehabilitation of the existing fleet, fueling stations and/or modernization of capital infrastructure.

FY 2021/2022 Jurisdiction PUC Section 99314 SGR Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁵⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	PUC 99314 FY 2020/21 Adjustment ⁽⁶⁾	PUC 99314 Total Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$55,792	(\$1,765)	\$54,028	\$324,819
Auburn	\$21,830	0.3%	\$225	(\$7)	\$218	\$17,042
Colfax	\$0	0.0%	\$0	\$0	\$0	\$0
Lincoln	\$0	0.0%	\$0	\$0	\$0	\$0
Loomis	\$0	0.0%	\$0	\$0	\$0	\$0
Rocklin	\$0	0.0%	\$0	\$0	\$0	\$0
Roseville	\$1,175,827	17.8%	\$12,126	(\$383)	\$11,743	\$183,081
TOTAL	\$6,607,798	100.0%	\$68,143	(\$2,155)	\$65,988	\$524,943

Notes: (5) 2021/2022 State of Good Repair Allocation Estimate, California State Controller Division of Accounting and Reporting, July 30, 2021.

(6) Adjustments to reconcile difference in FY 2020/21 PUC 99314 4th Quarter payment to adopted estimates, August 18, 2021.

FY 2021/2022 SGR Project Summary

Jurisdiction	Project Title	FY 2020/21 Allocation Amount
Placer County	Placer County Transit Bus Replacement	\$174,290
	Repair/Rehabilitation of Existing Fleet and Fueling Station Repairs and/or Modernization	\$150,529
Auburn	Electric Vehicle Transit Bus Replacement	\$17,042
Roseville	Zero Emissions Bus Purchase, Chargers, and Infrastructure	\$183,081
FY 2021/22 Total		\$524,943

PUC 99313 Fund Balance

Amount of FY 2020/2021 Fund Balance¹: \$ **(14,654)**

Jurisdiction	January 2020 Population ⁽²⁾	PUC 99313 Population Percentage	FY 2020/21 Carryover Adjustments ⁽³⁾
PLACER COUNTY	103,794	26.46%	\$ (3,878)
AUBURN	14,594	3.72%	\$ (545)
COLFAX	2,152	0.55%	\$ (80)
LINCOLN	49,317	12.57%	\$ (1,842)
LOOMIS	6,888	1.76%	\$ (257)
ROCKLIN	70,350	17.93%	\$ (2,628)
ROSEVILLE	145,163	37.01%	\$ (5,423)
TOTAL	392,258	100.00%	\$ (14,654)

Sources:

- 1) Shortfall based on 4th Quarter State Transit Assistance Allocation, State Controller's Office, August 18, 2021.
- 2) Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.
- 3) Adjustment to be applied to FY 2021/2022 State Transit Assistance 99313 Allocation.

PUC 99314 Adjustment - Reconcile FY 2020/2021 Allocation from 99314 Account

FY 2020/2021 Final SGR PUC 99314 Fare Revenue Allocation Adjustment

Transit Operators	FY 2020/21 Adopted ¹	FY 2020/21 Actual ²	FY 2020/21 Actual vs. Adopted	FY 2021/22 Adjustments ⁽³⁾
Placer County	\$55,944	\$ 54,179.47	(\$1,764.53)	(\$1,764.53)
Auburn	\$226	\$ 218.61	(\$7.39)	(\$7.39)
Colfax	\$0		\$0.00	\$0.00
Lincoln	\$0		\$0.00	\$0.00
Loomis	\$0		\$0.00	\$0.00
Rocklin	\$0		\$0.00	\$0.00
Roseville	\$12,158	\$ 11,775.23	(\$382.77)	(\$382.77)
TOTAL	\$68,328	\$66,173.31	(\$2,154.69)	(\$2,154.69)

Notes: 1) 2020/2021 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, September 1, 2020.

2) 4th Quarter State Transit Assistance Allocation, State Controller's Office, August 18, 2021.

3) Adjustment to be applied to FY 2021/2022 State Transit Assistance 99314 Allocation.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVAL
OF THE FY 2021/22 REGIONAL PROJECT
LIST FOR THE CALIFORNIA STATE OF GOOD
REPAIR PROGRAM**

RESOLUTION NO. 21-27

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

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

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

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

WHEREAS, the statutes related to state-funded transit projects require a local or regional

implementing agency to abide by various regulations; and

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

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

WHEREAS, the Placer County Transportation Planning Agency concurs with and approves the attached project list for the State of Good Repair Program funds, and

NOW, THEREFORE, BE IT RESOLVED THAT the Board of Directors hereby approves the SB1 State of Good Repair Project List for FY 2021-22; and

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

BE IT FURTHER RESOLVED that Michael W. Luken, Executive Director be authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

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

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

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

PCTPA Administration	\$ 475,000
PCTPA Planning	<u>\$ 1,360,509</u>
TOTAL	\$ 1,835,509
PREVIOUS PAYMENTS	<u>\$ 475,000</u>
BALANCE	\$ 1,360,509

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

APPROVED:
PLACER COUNTY TRANSPORTATION
PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

BY: _____
(signature)

BY: _____
(signature)

BY: PCTPA Chair

BY: Michael Luken, Executive Director

BY: September 22, 2021

BY: September 22, 2021

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 21-28

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

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

1.	To the Placer County Transportation Planning Agency for administrative purposes:	\$ 475,000
2.	To the Placer County Transportation Planning Agency for transportation planning purposes:	<u>\$ 1,360,509</u>
	Total LTF Funds Allocated	\$ 1,835,509
	Previous Payments	<u>(\$ 475,000)</u>
	Balance of LTF Funds Claimed	\$ 1,360,509

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

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Social Services Transportation Advisory Council September 2021

Required Members per Public Utilities Code 99238 (a) 1-6								
Name	Affiliation	Required Membership Types*						Term Expiration
		Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	
Linda Berry	Agency on Aging			X	X			Oct 2024
Christa Coats	PRIDE Industries				X			Oct 2024
Sharese Gavin	So. Placer Call Center			X	X	X		Oct 2024
Jennifer Higgins	Roseville Resident		X					Oct 2024
Aaron Hoyt	W. Placer CTSA						X	Oct 2024
Colby Hytoff	Placer County HHS			X	X	X		Oct 2024
David Melko	W. Placer CTSA	X					X	Oct 2024
Susan (Tink) Miller	PIRS	X		X	X	X		Oct 2024
Natasha Stevens	Placer County HHS			X	X			Oct 2024
Deborah Tyler	Seniors First	X		X		X		Oct 2024
Stephanie Vierstra	Seniors First	X		X		X		Oct 2024
Additional Members Appointed by PCTPA per Public Utilities Code 99238 (b) 7								
Merrill Buck	Town of Loomis							Oct 2024
Fallon Cox	Caltrans District 3							Oct 2024
Mike Dour	City of Roseville							Oct 2024
Angela Frost	City of Lincoln							Oct 2024
Rich Frost	MV Transportation							Oct 2024
William Gantt	MV Transportation							Oct 2024
Will Garner	Placer County							Oct 2024
Wes Heathcock	City of Colfax							Oct 2024
Ed Scofield	City of Roseville							Oct 2024
Laura Webster	City of Rocklin							Oct 2024
Rachel Wells	City of Auburn							Oct 2024
Jaime Wright	Placer County							Oct 2024

*Required Membership Types per PUC 99238 (a)

1. One representative of potential transit users who is 60 years of age or older.
2. One representative of potential transit users who is disabled.
3. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
4. Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.
5. One representative of a local social service provider for persons of limited means.
6. Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code , if one exists, including one representative from an operator, if one exists.



**Consolidated
Transportation
Services Agency**

MEMORANDUM

TO: WPCTSA Board of Directors

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: September 22, 2021

Below are the Consent Calendar items for the September 22, 2021 agenda for your review and action.

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

Placer County Department of Health and Human Resources (HHS) submitted a proposed work program for FY 2021-2022 for the Placer 211 program. The WPCTSA Board approved a three-year funding agreement with HHS at their April 2020 meeting. Per that agreement, WPCTSA will allocate \$50,000 of LTF each fiscal year to support HHS' development of countywide phone and online information system. This second allocation was reflected in the FY 2020-2021. WPCTSA staff recommend approval of the FY 2021-2022 Placer 211 Program.

RC:ML:ss

Dr. Rob Oldham
HHS Department Director
Chief Psychiatrist
Interim PH Officer

June 30, 2021

Michael W. Luken
Executive Director
Western Placer Consolidated Transportation Services Agency
299 Nevada Street
Auburn, CA 95603

Dear Mr. Luken,

We thank the Western Placer Consolidated Transportation Services Agency (WPCTSA) for agreeing to allocate \$50,000, for a total of \$150,000 over three fiscal years, to the County of Placer for continuation of 211 Placer - Placer County's information and referral service that launched this past July.

WPCTSA funds will be used to promote 211 Placer among community residents and to ensure that accurate information on transportation issues is included in 211 Placer's resources. To that end, the 211 Placer operator, Connecting Point, and County of Placer staff will continue to engage with WPCTSA to improve the distribution of ongoing and emergent transportation information on the 211 Placer website and through 2-1-1 call specialists. We will be sharing data from the first year of operation following the July 1 anniversary of service commencement.

We appreciate the important financial commitment WPCTSA has made to 211 Placer and look forward to working with the Agency to strengthen information and referral services to county residents.

Sincerely,

Robert L. Oldham
Robert L. Oldham (Jun 30, 2021 08:51 PDT)

Dr. Rob Oldham



MEMORANDUM

TO: Airport Land Use Commission

DATE: September 22, 2021

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the September 22, 2021, agenda for your review and action. Item 1, calendared for consent, will be approved in one motion without a public hearing unless a member of the Commission or the public requests that the item be removed from the consent calendar and heard separately.

1. **9:00 A.M. PUBLIC HEARING: Airport Land Use Commission (ALUC) Consistency Determination: Gateway Village Subdivision, Auburn**

On December 28, 2020, Placer County submitted a request to the Placer County Airport Land Use Commission (ALUC) to review the Gateway Village Subdivision 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 Gateway Village Subdivision, the ALUC must determine whether the proposal is consistent with the ALUCP.

The Gateway Village Subdivision is a residential infill project consisting of a 2.94-acre parcel (APN 052-043-010) located on Gateway Court, Auburn. The project proposes to subdivide the parcel into 27 residential lots with two additional lots serving as open space/drainage and as a private interior street. The intent of the development is to construct "attainable priced" housing in the Auburn community. At completion, approximately 80 to 110 residents will live in the subdivision. The project requires a rezone, an entitlement subject to mandatory ALUC review.

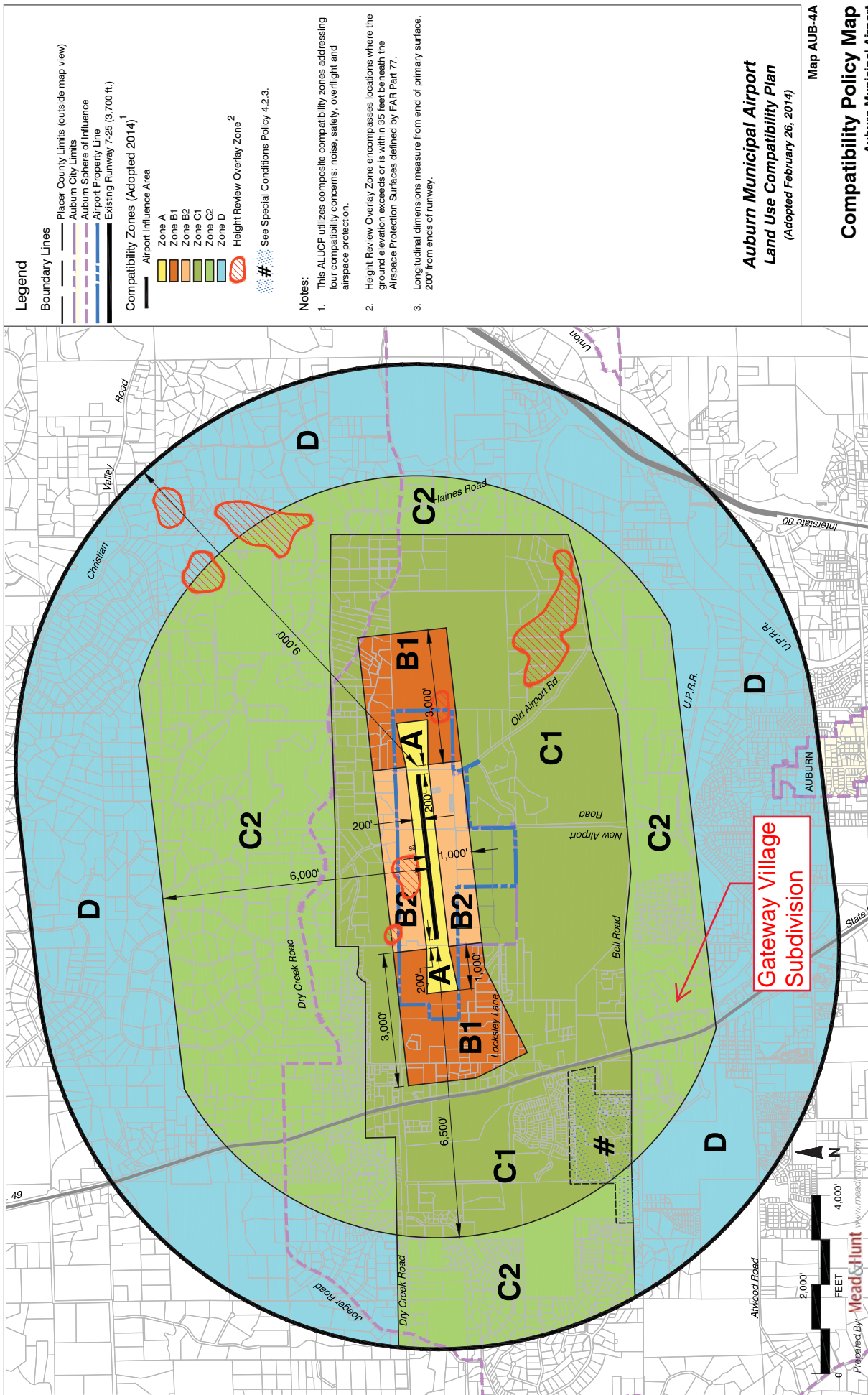
The infill project site is in Airport Land Use Compatibility Zone C2 (refer to Attachment 1) map). The ALUCP establishes land use compatibility criteria and zones based on four factors: noise, safety, airspace protection, and overflight provisions. This consistency analysis focuses on these four factors:

- Noise from individual aircraft overflights may adversely affect certain land uses, particularly outdoor activities associated with residential land use. The infill project site however lies outside Auburn Municipal Airport's 55 CNEL noise contour. CNEL stands for Community Noise Equivalent Level and is a noise metric used to measure cumulative noise. The metric represents a time-weighted 24-hour average noise level and is based on the number of aircraft noise events and decibel level. Few people are seriously annoyed by activities with noise levels at or below 55 dBA.
- Safety can be a concern when uses involve high concentrations of people, particularly risk-sensitive uses such as schools and hospitals. Zone C2 however places no density limitations on residential uses.
- An airspace protection review is required for any structures located in Zone C2 greater than 70 feet high. The project application indicates that maximum building height for a 2-story residential unit will be 25 feet. As such, the project meets ALUCP airspace provisions.

- Overflight compatibility concerns encompass a combination of noise and safety issues. Zone C2 encompasses areas routinely overflowed by aircraft approaching and departing Auburn Municipal Airport. This is an area where about 80 percent of aircraft overflights are estimated to occur. Generally, annoyance is the major concern living in Zone C2 as aircraft typically overfly areas at an altitude of 1,000 to 1,500 feet on visual approaches or as low as 601 feet when using the circle to land procedure. As a residential use within Zone C2, staff recommends the Gateway Village Subdivision be required to record an overflight notification in the chain of title of the property. A sample overflight notification is provided as Attachment 2.

Staff recommends that the ALUC find that the Gateway Village Subdivision consistent with the 2014 ALUCP, subject to the condition to record an overflight notification in the chain of title of the property; and authorize the Executive Director to sign and submit the attached consistency determination letter to Placer County (Attachment 3). The applicant and County Planning staff concur with the ALUC staff recommendation. The TAC also concurred with the staff recommendation.

DM:RC:ML:ss



RECORDED OVERFLIGHT NOTIFICATION

This *Overflight Notification* concerns the real property situated in the County of Placer and *[insert if applicable]* the City of _____, State of California, described as _____[APN No.:].

This *Overflight Notification* provides notification of the condition of the above described property in recognition of, and in compliance with, CALIFORNIA BUSINESS & PROFESSIONS CODE Section 11010 and CALIFORNIA CIVIL CODE Sections 1102.6, 1103.4 and 1353, effective January 1, 2004, and related state and local regulations and consistent with policies of the Airport Land Use Commission for Placer County for overflight notification provided in the Placer County Airport Land Use Compatibility Plan.

NOTICE OF AIRPORT IN VICINITY: This property is located in the vicinity of an airport and within the airport influence area. The property may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations (for example: noise, vibration, overflights or odors). Individual sensitivities to those annoyances can vary from person to person. You should consider what airport annoyances, if any, affect the Property before you complete your purchase and whether they are acceptable to you.

The Federal Aviation Administration (FAA) has regulatory authority over the operation of aircraft in flight and on the runway and taxiway surfaces at Airport Name. The FAA is, therefore, exclusively responsible for airspace and air traffic management, including ensuring the safe and efficient use of navigable airspace, developing air traffic rules, assigning the use of airspace and controlling air traffic. Please contact the FAA for more detailed information regarding overflight and airspace protection issues associated with the operation of military aircraft.

The airport operator, the County of Placer, maintains information regarding hours of operation and other relevant information regarding airport operations. Please contact your local airport operator for more detailed information regarding airport specific operational issues including hours of operation.

This *Overflight Notification* shall be duly recorded with the Placer County Assessor’s Office, shall run with the Property, and shall be binding upon all parties having or acquiring any right, title or interest in the Property.

Effective Date: _____, 20__

Table F3

Sample Recorded Overflight Notification



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

September 22, 2021

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

**RE: Placer County Airport Land Use Commission Consistency Determination
Case No. 2020/21-06: Gateway Village Subdivision**

On December 28, 2020, Placer County submitted a request to the Placer County Airport Land Use Commission (ALUC) to review the Gateway Village Subdivision 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 Gateway Village Subdivision, the ALUC must determine whether the proposal is consistent with the ALUCP.

The Gateway Village Subdivision is a residential infill project consisting of a 2.94-acre parcel (APN 052-043-010) located on Gateway Court, Auburn. The project proposes to subdivide the parcel into 27 residential lots with two additional lots serving as open space/drainage and as a private interior street. The project requires a rezone, an entitlement subject to mandatory ALUC review.

The infill project site is in Airport Land Use Compatibility Zone C2 (refer to Attachment 1 map). The ALUCP establishes land use compatibility criteria and zones based on four factors: noise, safety, airspace protection, and overflight provisions. The ALUC consistency analysis focuses on these four factors:

- Noise from individual aircraft overflights may adversely affect certain land uses, particularly outdoor activities associated with residential land use. The infill project site however lies outside Auburn Municipal Airport’s 55 CNEL noise contour.
- Safety is a concern when uses involve high concentrations of people, particularly risk-sensitive uses such as schools and hospitals. Zone C2 however places no density limitations on residential uses.
- An airspace protection review is required for any structures located in Zone C2 greater than 70 feet high. The project application indicates that maximum building height for a 2-story residential unit will be 25 feet. As such, the project meets ALUCP airspace provisions.
- Overflight compatibility concerns encompass a combination of noise and safety issues. Zone C2 encompasses areas routinely overflowed by aircraft approaching and departing Auburn Municipal Airport. This is an area where about 80 percent of aircraft overflights are estimated to occur. Generally, annoyance is the major concern living in Zone C2 as aircraft typically overfly areas at an altitude of 1,000 to 1,500 feet on visual approaches or as low as 601 feet when using the circle to land procedure. As a residential use within Zone C2, the ALUC

recommends the Gateway Village Subdivision be required to record an overflight notification in the chain of title of the property. A sample overflight notification is provided as Attachment 2.

Based on the foregoing, the ALUC determined on September 22, 2021, that the Gateway Village Subdivision is consistent with the 2014 ALUCP, subject to the condition to record an overflight notification in the chain of title of the property. If you have any questions regarding the ALUC consistency determination, please contact David Melko of my staff at (530) 823-4090, or email at dmelko@pctpa.net. Also, please thank Bennett Smithhart for his effort to facilitate this ALUC review.

Sincerely,

Michael Luken
Executive Director

cc: E.J. Ivaldi, Placer County Planning Services Division
Alex Fisch, Placer County Planning Services Division
Christopher Schmidt, Placer County Planning Division
Bennett Smithhart, Placer County Planning Division
Jeffrey L. Spencer, Caltrans Division of Aeronautics Office of Aviation Planning
David Melko, PCTPA



MEMORANDUM

TO: Airport Land Use Commission **DATE:** September 22, 2021

FROM: David Melko, Senior Transportation Planner

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

ACTION REQUESTED

1. Conduct a public hearing on the Negative Declarations/Initial Studies and Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airport; and.
2. Adopt Resolution 21-30 for the Negative Declarations/Initial Studies for Auburn Municipal and Lincoln Regional Airports and Notice of Exemption for Blue Canyon Airport; and
3. Adopt Resolution 21-31 for the Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports.

BACKGROUND

The Placer County Transportation Planning Agency (PCTPA) functions as the Placer County Airport Land Use Commission (ALUC) for the three airports in Placer County: Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport. The ALUC is responsible for promoting compatible land uses around airports. Neither the ALUC or the Airport Land Use Compatibility Plan (ALUCP) have authority over existing land uses, airport operations, or state, federal or tribal lands.

DISCUSSION

Airport Land Use Compatibility Plan (ALUCP)

The ALUCP, adopted by the ALUC, is the state-mandated planning tool used to ensure compatibility between airports and future land use development within areas around airports. It serves as the primary tool for the ALUC to review proposed projects and activities within an airport influence area, which is defined as land within the airport vicinity that would be affected by noise, safety, airspace protection and overflight effects of aircraft operations.

The ALUCP includes individual compatibility plans tailored for each airport, Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport. Each plan defines policies designed to minimize public exposure to excessive noise and safety hazards. The plans also provide airport specific maps, identify compatibility criteria for allowable density and intensity of land uses, and establish height and noise restrictions. Implementation of the ALUCP by local jurisdictions promotes compatible development and restricts incompatible development, to allow for continued airport operations.

Placer County Airport Land Use Commission
PUBLIC HEARING AND ADOPTION OF NEGATIVE DECLARATION,
NOTICE OF EXEMPTION AND AIRPORT LAND USE COMPATIBILITY PLANS
September 2022
Page 2

Airport Land Use Compatibility Plan Update

PCTPA retained Mead and Hunt to assist staff with the ALUCP update. The updated ALUCP will replace the earlier plans adopted in 2014. A copy of the proposed ALUCP is presented as Attachment 1 and can be downloaded at: <https://pctpa.net/2021-alucp/>.

The primary focus of this ALUCP update has been to update the individual compatibility plans for Auburn Municipal and Lincoln Regional Airports as both airport sponsors have recently completed airport layout plan (ALP) updates in 2019 and 2020. These ALPs show airport development proposals not reflected in the adopted 2014 ALUCP, which have implications for future land use compatibility. Another key focus of this update has been to clarify and enhance ALUCP policies to improve implementation of the plan by local jurisdictions. As required by state law, the California Airport Land Use Planning Handbook published by the California Division of Aeronautics in 2011 provided guidance in updating the compatibility policies, criteria and procedures set forth in the proposed ALUCP.

Environmental Documents

Negative Declarations and Initial Studies for Auburn Municipal and Lincoln Regional Airports were prepared and circulated for a 30-day public review, including the State Clearinghouse, in June/July in accordance with the requirements of the California Environmental Quality Act (CEQA). Copies of the two Negative Declarations and Initial Studies are presented as Attachments 2 and 3 and can be downloaded at: <https://pctpa.net/2021-alucp/>. In addition, no substantive changes have been made to the Blue Canyon Airport ALUCP. As such, a CEQA Notice of Exemption is proposed and shown as Attachment 4.

Public Outreach

A Project Development Team (PDT) was established for the ALUCP update. The team's primary membership consisted of airport, planning and public works staff representatives from the cities of Auburn and Lincoln, and Placer County and PCTPA. The PDT also include representatives from Caltrans Division of Aeronautics and SACOG.

An ALUC workshop on June 23rd initiated the public review period. The draft ALUCP was released on June 24th for a thirty-day review period, which ran from June 24th to July 26th. During the public review period two virtual workshops were held on July 14th and 15th for Auburn Municipal and Lincoln Regional Airports respectively. All property owners residing within each airport's influence area were notified of these outreach opportunities. Attachment 5 presents comments received during the public review period along with staff responses. None of the public comments received during the review period necessitated changes to the draft plan or to the environmental documents. Most of the comments focused on existing aircraft noise issues around the two airports and will be forwarded to airport management for their follow up action. Notice for today's public hearing was published in the Lincoln News Messenger and the Auburn Journal on September 9th and 11th respectively; emailed to various stakeholder groups and

Placer County Airport Land Use Commission
PUBLIC HEARING AND ADOPTION OF NEGATIVE DECLARATION,
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interested individuals that commented on the draft plan; and posted on PCTPA's web site at <http://pctpa.net/alucp/> and social media pages.

Addendums

Several minor technical revisions were made to the ALUCP and the Initial Studies. These revisions are reflected in Addendums presented as Attachments 7 through 9. The two Initial Studies were corrected for consistency between the summary table of environmental factors potentially affected compared to the environmental checklist. The ALUCPs were updated to reflect current FAA regulatory citations. Recirculation of the Negative Declarations and the ALUCPs is not required because the corrections do not cause a substantial revision to the Initial Studies, nor do they significantly change the Plans.

Impact Summary

The ALUCP is considered a regulatory document which guides compatibility by limiting density, intensity, and height of future land use to ensure safety of surrounding residents and employees and aircraft operations. Neither the ALUCP nor the ALUC have authority over existing land uses or airport operations. The ALUCP does not propose any airport or land use development, nor will implementation by local agencies lead directly or indirectly to development or other physical changes to the environment.

The ALUCP may indirectly influence future land uses in the vicinity of each airport by enabling development in some locations and constraining it in other locations within the airport influence area. However, the ALUCP will not increase levels of development above those projected in locally adopted plans. Environmental impacts of development proposed by local plans have been analyzed in prior certified environmental documentation, and Placer County and the Cities of Auburn and Lincoln have adopted policies and/or environmental documents that would address these impacts.

No direct conflicts between the ALUCP and the General Plans for Placer County and the Cities of Auburn and Lincoln were identified. Each jurisdiction is expected to incorporate criteria and policies from the ALUCP into its General Plan and zoning ordinance to ensure that future land use development will be compatible with each airport's operations or take certain steps to overrule the ALUC. Further, any future development proposals would be subject to ALUC review and CEQA, ensuring that potential impacts are studied, disclosed, and mitigated where feasible.

Implementation of the draft ALUCPs would result in the displacement of housing units in the unincorporated area of Placer County and City of Lincoln. This displacement, however, would not affect the County or City's ability to fulfill its Regional Housing Needs Allocation requirement because the amount of housing displacement is considered negligible, and the housing units could be accommodated in other areas of the airport influence areas. Neither the adoption of the draft ALUCPs, nor its subsequent implementation by Placer County and the Cities of Auburn and Lincoln will lead directly or indirectly to any physical change to the environment. No significant

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impacts to the environment or environmental resources were identified during the analysis performed for the Initial Studies. The California Department of Fish and Wildlife concurred with this analysis in their issuance of a No Effect Determination for each Negative Declaration as shown in Attachments 10 and 11. CEQA Notice of Determinations (NODs) for the two Negative Declarations are presented in Attachments 12 and 13. Submittal of these NODs require ALUC adoption of the Negative Declarations resolution.

Noise

Most comments raised at the June 23rd public workshop, the subsequent virtual workshops, and during the 30-day review period focused on existing aircraft noise issues at Auburn Municipal and Lincoln Airports. While airport-related noise impacts are a key factor in the ALUCP criteria used to assess the compatibility of proposed land use development the ALUC has no authority to regulate the amount of noise that aircraft generate or the operation of airports.

Establishment of aircraft noise regulations falls primarily under the authority of the Federal Aviation Administration (FAA) with more limited authority resting with the State and the airport operator. The FAA has published general operating and flight rules for aircraft owners, which specifically prohibits low flying aircraft. Complaints pertaining to noise, safety, and overflight issues can be submitted directly to the FAA at: <https://www.faa.gov/noise/inquiries/>.

Several airports in California have attempted to address existing aircraft noise, safety, and overflight issues. The City of Auburn has developed noise abatement procedures, including an online occurrence complaint form. The City of Livermore has similarly developed fly friendly procedures; established an airport noise complaint hotline; and a brochure for distribution by local realtors to businesses locating or people looking to purchase a home within the Livermore Airport Influence Area. Similarly, Truckee Tahoe Airport has developed suggested arrival and departure procedures for pilots to use to reduce noise complaints. The examples noted are among several that Auburn Municipal and Lincoln Airport management may want to review.

General Plan Consistency

Once the ALUC adopts the proposed ALUCP, State law requires that Placer County and the Cities of Auburn and Lincoln make its General Plan and any applicable specific plans consistent with the ALUCP. Each jurisdiction must take this action within 180 days of when the ALUC adopts the ALUCP. Alternatively, the jurisdictions can overrule the ALUC using the process defined in the Public Utilities Code. Staff have been working with jurisdiction staff on addressing the General Plan consistency issue. It is anticipated each jurisdiction's General Plan will be brought to the ALUC for a determination of consistency in October.

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Liability

Also at the June 23rd public workshop, the Commission discussed the issue of liability assuming a jurisdiction overruled an ALUC consistency determination. For context, the discussion occurred during the presentation of the proposed ALUCP infill policies. At the time, staff indicated it would report back on the liability issue. Attachment 6 presents for information, a memo on the ALUC liability issue from Attorney DeeAnne Gillick to the Commission.

Staff Recommendation

Staff recommends that the ALUC first hold a public hearing; adopt the Negative Declarations for Auburn Municipal and Lincoln Regional Airports and approve the CEQA Notice of Exemption for Blue Canyon Airport; and subsequently adopt the Airport Land Use Compatibility Plan for Auburn Municipal and Lincoln Regional Airports. PCTPA's TAC concur with the staff recommendation.

DM:RC:ML:ss

Referenced Attachments

1. ALUCP Public Review Draft June 202: <https://pctpa.net/2021-alucp/>
2. Auburn Municipal ALUCP, Negative Declaration and Initial Study, Public Review Draft June 202: <https://pctpa.net/2021-alucp/>
3. Lincoln Regional ALUCP, Negative Declaration and Initial Study, Public Review Draft June 2021: <https://pctpa.net/2021-alucp/>
4. Blue Canyon ALUCP Notice of Exemption
5. ALUCPs and Negative Declarations and Initial Studies, Responses to Comments
6. ALUC Liability Memo from Attorney DeeAnne Gillick to Airport Land Use Commission
7. Auburn Municipal ALUCP Addendum No.1
8. Blue Canyon ALUCP Addendum No.1
9. Lincoln Regional ALUCP Addendum No.1
10. Auburn Municipal ALUCP California Department of Fish and Wildlife No Effect Determination
11. Lincoln Regional ALUCP California Department of Fish and Wildlife No Effect Determination
12. Auburn Municipal ALUCP Negative Declaration Notice of Determination
13. Lincoln Regional ALUCP Negative Declaration Notice of Determination
14. Resolution No. 21-30 Adopting ALUCPs Negative Declarations for Auburn Municipal and Lincoln Regional Airports and Approving a Notice of Exemption for Blue Canyon Airport
15. Resolution No. 21-31 Adopting ALUCPs for Auburn Municipal and Lincoln Regional Airports

Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: Placer

From: (Public Agency): Placer County Airport Land Use Commission (ALUC)
299 Nevada Street, Auburn, CA 95603

(Address)

Project Title: Blue Canyon Airport Land Use Compatibility Plan (ALUCP)

Project Applicant: Placer County Airport Land Use Commission (ALUC)

Project Location - Specific: Blue Canyon Airport, Latitude/Longitude: 39-16-29.9000N, 120-42-35.1000W

Project Location - City: Emigrant Gap (unincorporated Placer County) **Project Location - County:** Placer

Description of Nature, Purpose and Beneficiaries of Project:

The Blue Canyon Airport Land Use Compatibility Plan (ALUCP) is intended to promote compatibility between airport operations and new surrounding land uses considering noise, safety, airspace protection and overflight effects. The ALUCP also serves as a tool for use by the Placer County Airport Land Use Commission (ALUC) in fulfilling its duties in reviewing plans, regulations, and certain other actions of local agencies for consistency with the ALUCP criteria. Neither the ALUC nor the ALUCP have authority over existing land uses or over the operation of Blue Canyon Airport..

The ALUC is updating sections of the current ALUCP adopted in February 2014. The need for the update arose primarily because of new airport layout plans (ALPs) for Auburn Municipal and Lincoln Regional Airports recently adopted by the cities of Auburn and Lincoln, respectively. These new ALPs necessitated modification to the compatibility zones and policies for these two airports. No changes to the airport-specific compatibility policies (Chapter 5) or background information (Chapter 8) for Blue Canyon Airport are included in the 2021 ALUCP update; these chapters reflect the adoption date of February 26, 2014.

The 2021 ALUCP update includes limited modifications to the countywide ALUCP policies. Minor modifications to Chapter 2, *Procedural Policies*, and Chapter 3, *Countywide Compatibility Policies*, of the ALUCP were made to define terms, clarify policies, and help with local agency implementation. For example, definitions have been added, terms have been revised to match state statutes, footnotes have been added for clarification, and policies have been revised to better reflect how the ALUC wishes to function.

Name of Public Agency Approving Project: Placer County Airport Land Use Commission (ALUC)

Name of Person or Agency Carrying Out Project: David M. Melko, Senior Transportation Planner

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number:
- Statutory Exemptions. State code number:
- Other: Common Sense Exemption, California Code of Regulations, Section 15061(b)(3)

Reasons why project is exempt:

No changes are proposed to the airport-specific policies and background information for the Blue Canyon Airport. The proposed changes made to the countywide procedural policies and compatibility policies are administrative in nature and have no direct or indirect potential for causing a significant effect on the environment within the existing Blue Canyon Airport Influence Area. With certainty, there is no possibility that the proposed ALUCP could have a significant effect on the environment for the areas within the Blue Canyon Airport Influence Area; as such, this activity is deemed to be exempt from CEQA under the "Common Sense Rule" (Section 15061(b)(3)).

Lead Agency

Contact Person: David M. Melko **Area Code/Telephone/Extension:** 530.823.4090

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ **Date:** September 22, 2021 **Title:** Executive Director

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

ATTACHMENT D

**Draft Placer County Airport Land Use Compatibility Plan
Public Comment and Response Matrix**

September 22, 2021 (Draft)

This attachment contains the public comments received on the *Draft Placer County Airport Land Use Compatibility Plan (ALUCP)* dated June 2021 (Public Review Draft) and their respective responses in the table on the following pages. Comments are presented verbatim.

Commenter Information	Comment	Response	Recommended Action
Name (First): Roberta Representing: Self Comment Method: Voicemail message & phone call with D. Melko on 6/22/21	This is Roberta Brockman, my phone number #####, and I just received a notice of the Airport Land Use Commission, and my question is they are limiting the capacity to 25% and we're standing 6 feet apart. What rules are you following? People have had their vaccinations or should have. And we're still standing 6 feet apart and room is at 25% capacity. What is that based on? I would surely like to know. Thank you.	D. Melko provided response during phone call with Commenter. The comment does not involve the proposed content of the ALUCP Update or associated CEQA document.	No further action necessary.
Name (First): Alex Representing: Placer County Community Development Resource Agency Comment Method: 6/23/21 ALUC public workshop	Expressed Placer County staff support for the ALUCP Update. Appreciative of all the work by PCTPA and Mead & Hunt in working with the County to develop the infill and wildlife policies.	Comment noted.	No action necessary.
Name (First): Michael Representing: Self Comment Method: 6/23/21 ALUC public workshop	Asked to be added to ALUCP stakeholder distribution list. Expressed concerns about aviation safety culture and issues relating to the closing of airports.	The comment does not involve the proposed content of the ALUCP Update or associated CEQA document.	No action necessary.
Name (First): Jeffrey Representing: Self Comment Method: Online via ALUC website on 6/22/21	Why does a rural county like Placer need 3 airports? These airports are nuisances to local property owners and really just playgrounds for the rich.	State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator.	Forward the comment to airport management for action.
Name (First): Jeffrey Representing: Caltrans Division of Aeronautics Comment Method: 6/23/21 ALUC public workshop	Provided information regarding who to contact at Caltrans and the FAA regarding existing noise complaints. Expressed appreciation that ALUC is keeping the ALUCP updated; the addition of wildlife policies; indicated the economic importance of airports; provided input on the "liability" issue; and noted that the ALUCP should consider the cumulative effect of ADUs.	Comment noted.	No action necessary.

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT D

Committer Information	Comment	Response	Recommended Action
<p>Name (First): Heidi Representing: Self Comment Method: Voicemail message & phone call with D. Melko on 6/21/21</p>	<p>My name is Heidi Temko. I actually spoke to you several years ago about the airport issue. Could you please give me a call back at #####? I am concerned that you're holding a public meeting without people having a chance to preview the document that you're putting out, so I'm not sure how people are going to be able to give comments at this June 23rd meeting if we don't have the document that you're putting out to review a head of time an. I realize that you're having a couple more meetings, one on the 14th for the Auburn Airport. That's fine, but it would be helpful if you could put the document out before the meeting so that people could actually review it and then make comments or ask questions.</p>	<p>D. Melko provided response during phone call with Commenter. The purpose of the 6/23 ALUC meeting was to authorize release of the draft ALUCP Update and CEQA Negative Declaration for public review and comment. Opportunity for review and comment on the documents was provided at the Public Workshops and during the comment period ending 7/25/21.</p>	<p>No further action necessary.</p>
<p>Name (First): Mary Representing: Self Comment Method: Voicemail message & phone call with D. Melko on 6/22/21</p>	<p>My name is Mary White and I got a notice from Placer County. I don't know about some meeting that's going on Placer County Airport Land Use Commission. I wanted some information on that. I'm not quite sure what it's all about and what I am supposed to be doing. I kind of like to be at the meeting, or at least talk to somebody regarding the meeting. What it's all about? So if you can give me a callback, my husband and I would appreciate it. It is #####.</p>	<p>D. Melko provided response during phone call with Commenter. Comment did not present any specific issues pertaining to the content of the draft ALUCP Update or CEQA Negative Declaration.</p>	<p>No further action necessary.</p>
<p>Name (First): Heidi Representing: Self (resident of Christian Valley) Comment Method: 6/23/21 ALUC public workshop</p>	<p>Resident of Christian Valley for 35 years. After five years of living there, planes began flying low over the tops of trees. The Flight Schools are a problem. To much touch & go pattern activity - they have no respect for our community. Shadow Rock community is impacted as well. ALUCP needs to take into account the noise issue. It has not been addressed in 30 years.</p>	<p>Airport-related noise impacts are a key factor in the ALUCP criteria used to assess the compatibility of proposed land use development. However, the ALUC has no authority to regulate the amount of noise that aircraft generate. Establishment of such regulations falls primarily under the authority of the FAA with more limited authority resting with the state and the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries/</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Gordon Representing: Chairman, Auburn Area Recreation & Park District Comment Method: Online via ALUC website on 7/23/21</p>	<p>The threat to aircraft from birds comes on take-off, when birds like geese can take out a jet engine and cause a crash. Loss of power during landing is much less of a problem because much less (or no) power is needed to land.</p> <p>As an alternative to killing all the geese in the park and the nearby golf course, simply changing the direction of take-off would solve the problem of large birds, because the terrain to the east of the airport drops off steeply and deeply, there are few houses and buildings, and there is much less wetland and grassland to attract geese. The pilots like to take off into the west because they are generally taking off into the wind, but</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator.</p>	<p>Forward the comment to airport management for action.</p>

Commenter Information	Comment	Response	Recommended Action
	<p>Auburn has a plenty long runway that will allow them to safely take off with a tailwind. On windy days, the takeoff could be reversed to westward. Auburn has a repeating radio message that all pilots listen to that advises them of the proper protocol for using the airport. I believe it's time for the airport to adapt to create a better safety profile that impacts our community less, and that means reversing the direction of take-off. I would be grateful if you would communicate this letter to the decision-makers.</p> <p>Thanks,.</p> <p>Gordy Ainsleigh, ARD Bd of Directors member and chairman</p>		
<p>Name (First): Mary & Iney Representing: Self Comment Method: Online via ALUC website on 7/10/21</p>	<p>No expansion. No more aircraft & no more noise.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries/</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Terry & Cary Representing: Self Comment Method: Online via ALUC website on 7/10/21</p>	<p>How does the City of Auburn determine our zoning when we are county? I do not want to see our airport expanded except for safety issues. We do not need bigger planes with all the housing around.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. The establishment of the compatibility zone boundaries are not based on city or county zoning but on the extent of four aeronautical factors: noise impacts, overflight annoyance, safety concerns, and airspace protection. With regard to the issue of how pre-zoning is determined for unincorporated areas prior to annexation, this also is not a topic over which the ALUC has authority.</p>	<p>Forward the comment to airport management and Placer County and City of Auburn planning departments for action.</p>
<p>Name (First): Greg Representing: Central Valley Regional Water Quality Control Board Comment Method: Letter dated 7/30/21</p>	<p>Form letter describing regulatory responsibilities of the agency specifically with regard to protecting surface and ground waters. No comments specific to the draft ALUCP Update or associated CEQA Negative Declaration are provided.</p>	<p>Because the ALUCP Update does not propose or involve physical construction, the general types of concerns noted by the agency are not applicable in this instance.</p>	<p>No action necessary.</p>

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT D

Committer Information	Comment	Response	Recommended Action
<p>Name (First): Scott Representing: Member, Auburn Area Recreation & Park District (also North Auburn resident) Comment Method: Online via ALUC website on 7/12</p>	<p>As a Senior member of the Auburn Area Recreation & Park District, as well as a North Auburn Resident - I am strongly opposed to any expansion or increase in traffic at the Auburn Airport. My concerns range from Quality of Life to Safety and impacts on zoning options and choices for the North Auburn Community. I know I am not alone, be it as a public official or a resident.</p> <p>I would further like to receive any information or get on a mailing list. And would like to receive clear information on what the "proposed" changes will allow. I hear bigger and louder aircraft, more helicopters - increased traffic. Etc...</p> <p>Thank you, Scott Holbrook</p>	<p>In terms of airport expansion and increase in airport activity, state law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. In terms of impacts on zoning options, Government Code Sec. 65302.3(b) specifically requires local jurisdictions to modify its general plan and any affected specific plans to be consistent with the ALUC's compatibility plan or take steps to overrule the ALUC. Because zoning ordinances are also subject to ALUC review, the consistency requirement also extends to them.</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Joseph Representing: Self (resides near Luther Road and Hwy 49) Comment Method: 6/23/21 ALUC public workshop</p>	<p>Auburn resident since 1994 and has lived near Luther Road and HWY 49 since 2006. Someone needs to take authority over the existing aircraft noise problem. Has spoken with City and County and nobody does anything. The airplanes don't have mufflers and should.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries/</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Joseph Representing: Self Comment Method: Letter received via email on 6/23/21</p>	<p>Dear Placer Board of Supervisors :</p> <p>I must comment on what has been a long time complaint that I have and that I have been asserting to various airport people and government offices concerning the noise from planes using the Auburn Airport.</p> <p>I listened on Zoom to the 9 am meeting on June 23, 2021, but the noise issue was not addressed. Many people on the web site Nextdoor Neighbor have been commenting on the objectionable excessively loud noise coming from the airplanes using the airport. One of your members stated that you have no control over the noise. WELL, GET SOME AUTHORITY, OR LET US KNOW WHO WE CAN COMPLAIN TO ON THIS. ALL OF OUR COMPLAINTS GO NOWHERE!</p> <p>It seems that airplanes do not have the benefit of mufflers on the planes as they fly over the surrounding 20 square mile area surrounding the airport. The noises are so loud that they drown out conversations, and people on the ground must stop talking on their cell phones and must turn up the televisions in their houses to be hard above the roar of airplane engines going</p>	<p>Airport-related noise was addressed at the 6/23 ALUC meeting from the perspective of how it should be considered in determining what types of proposed land use development would be adversely affected. Noise produced by individual aircraft is not within the authority of the ALUC to regulate. Information regarding the agencies which have varying powers in this regard is provided on the ALUC website. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries/</p>	<p>No further action necessary.</p>

Commenter Information	Comment	Response	Recommended Action
	<p>overhead. This is unacceptable You must stop the excessive noises coming from the airplanes. Please require mufflers or do something to stop or reduce the loud noises.</p> <p>Thank you for your cooperation. If you have any questions, please do not hesitate to contact me.</p>		
<p>Name (First): Doug Representing: Self Comment Method: 6/23/21 ALUC public workshop</p>	<p>Three flight schools are a problem - to much touch & go, 20x per hour all day long. Aircraft are flying in Zone C2 when they should be in Zone C1. They follow Bell Road The decibel levels in his home interior and outside in his backyard are much higher than what the ALUCP recommends. Can't do Zoom meetings in his backyard.</p>	<p>With regard to flight schools, state law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. As for decibel readings at the home, the ones mentioned in the comment most likely are measurements of individual noise events. The ALUCP policies are based on Community Noise Equivalent Levels (CNEL) which, while also measured in decibels, are composite measures that take into account the number of aircraft operations and the time of day when they occur. CNEL cannot be measured directly with a sound level meter.</p>	<p>With regard to the issue concerning flight schools, forward the comment to airport management for action. No further action recommended regarding noise level measures.</p>
<p>Name (First): Doug Representing: Self Comment Method: Online via ALUC website on 7/26/21</p>	<p>Will this new plan address Auburn Airport Zone C2 noise levels, altitude of aircraft, frequency of touch and go flights, etc.?</p> <p>Thanks you</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. As indicated in Policy 4.2.2(e) and shown in Exhibit 7D, noise levels in almost all of Zone C2 are outside of the CNEL 55 dB contour. Individual noise events will nevertheless be audible in this area. The ALUCP addresses this factor through the overflight policies listed in Section 3.6, but does not restrict the types of land uses that can be developed there. Chapter 7 of the 2021 Draft ALUCP documents the forecast frequency of touch-and-go traffic and other aeronautical factors used as the basis of the ALUCP update.</p>	<p>No further action necessary.</p>
<p>Name (First): C.J. Representing: Self (resident of Golden Ranch area) Comment Method: 6/23/21 ALUC public workshop</p>	<p>Homeowner in Golden Ranch area. Requested emails be posted on ALUC website for FAA, City and County regarding whom to complain to for noise issues.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries/</p>	<p>Forward the comment to airport management for action.</p>

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT D

Committer Information	Comment	Response	Recommended Action
<p>Name (First): C.J. Representing: Self (resident of Sullivan Ranch off New Airport Road) Comment Method: Email received on 6/25/21</p>	<p>I am a resident of Sullivan Ranch located off New Airport Road. When I purchased this home 24 years ago, there was no Flight School. I want to state, my issues are with the flight school only. I have never been notified of any schools or airport hanger project being enlarged. I do not think this is fair. The amount of flight traffic has become unreasonable. I spoke to the Battalion Chief in charge, and found out the Flight School does not have to have FAA approved mufflers on their planes , nor do they have to abide by any of the "Good Neighbor" guidelines. I also was shocked to find out there is no one entity that can even issue a citation or fine for abusing the decibel level or flight path guidelines. If we could just work together to mutually respect the flight path and impact of noise on the homes below.</p> <p>Things to consider:</p> <ol style="list-style-type: none"> 1. FAA approved mufflers on all planes 2. Schools can not operate before 8am or after 5pm 3. Schools can only operate Monday-Friday 4. Limit the amount of Touch & Go to no more than 3 in a row. 5. School need to abide by the Bell Rd, New Airport Rd and Elevation guidelines. <p>Basically what we've been hearing, is the school planes flying round & round for 50-60 minutes at a time, directly over Leeds & Sullivan Drives. I feel this is totally unreasonable, especially since most the planes far exceed a reasonable decibel level due to their mufflers. We know the sky is wide open, why do they need to fly round & round in the same exact path and elevation?</p> <p>All motorcycles, cars and boats, can be fined for excessive noise and/or loud exhaust. I think it is reasonable for regulation and enforcement of all planes utilizing the Auburn Airport.</p> <p>The quality of our lives in the past 5-7 years has deteriorated dramatically due to the flight school. We were never informed they were approving a flight school. Had I known, I would have sold my home before things got to this level.</p> <p>Thank you for your consideration and please keep me posted on all meetings regarding the Auburn Airport.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries/</p>	<p>Forward the comment to airport management for action.</p>

Commenter Information	Comment	Response	Recommended Action
<p>Name (First): Kahl Representing: Member, Auburn Area Recreation & Park District (also North Auburn resident) Comment Method: Email</p>	<p>I am following up on the virtual meeting held last week, specifically about the impacts of airport expansion and wildlife. Where can I find info on what the proposed new restrictions will be for Zones C1 specific to wildlife? As you know, we have a large pond at Regional Park that draws a fair amount of ducks and geese. While we do not actively encourage the birds to be at the park, we are currently not doing anything to chase them away. My understanding is that the proposed new restrictions would be only for any sort of new wildlife-friendly feature that we were to install, correct?</p>	<p>While voluntary measures by the Park District to deter attraction of wildlife hazardous to aircraft are certainly desirable and appreciated, the ALUCP Update policies would only apply to proposed new or modified ponds or other features for which formal approval action by the District would be required. See Policy 3.5.3 for details.</p>	<p>No change to draft ALUCP Update policies recommended.</p>
<p>Name (First): Kahl Representing: Member, Auburn Area Recreation & Park District (also North Auburn resident) Comment Method: Email received on 6/30/21</p>	<p>It looks like compatibility zone information for Regional Park (3770 Richardson Dr.; C1 zone) has not changed, and neither has the permitted uses. Am I correct in those assessments? Also, is there anything in the updated plan that would cause problems for existing facilities at Regional Park?</p>	<p>Some additional examples of specific uses within the Outdoor Non-Group Recreation Use have been added, but no changes to types of outdoor or indoor park or recreational uses allowed under the 2014 ALUCP are proposed in this update. On May 10, 2021, the ALUC found the 24-Acre Park Master Plan consistent with the 2014 ALUCP. Lastly, state law (Public Utilities Code Sections 21676(c) and 21664.5) explicitly states that an ALUC's compatibility plan does not apply to existing land uses.</p>	<p>No change to draft ALUCP Update policies recommended.</p>
<p>Name (First): Kahl Representing: Auburn Comment Method: Email received on 6/30/21</p>	<p>These questions are in regards to Regional Park, which has been and will continue to remain in Zone C1, with one small sliver in C2.</p> <ol style="list-style-type: none"> 1. Am I correct in my statement that the Zone classification is not changing? 2. Above you mentioned "New policies include restrictions on proposed land uses or land use features that could attract potentially hazardous wildlife to the Airport Influence Area and interfere with aircraft during takeoff, in flight, or landing at the Auburn Municipal Airport". What are these new policies that would apply to the park? <p>Thank you</p>	<p>On May 10, 2021, the ALUC found the 24-Acre Park Master Plan consistent with the 2014 ALUCP. The boundary of Zone C1 in the vicinity of the Regional Park is not proposed to change with this update. See above response with regard to proposed new hazardous wildlife policy.</p>	<p>No change to draft ALUCP Update policies recommended.</p>
<p>Name (First): Kahl Representing: Member, Auburn Area Recreation & Park District (also North Auburn resident) Comment Method: Email received on 7/14/21</p>	<p>Please send me additional information on new changes to ALUCP wildlife policies, and impacts to the Auburn Regional Park.</p>	<p>See above responses to this Commenter.</p>	<p>No action recommended.</p>

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT D

Commenter Information	Comment	Response	Recommended Action
<p>Name (First): Kahl Representing: Member, Auburn Area Recreation & Park District (also North Auburn resident) Comment Method: Letter received 7/23/21</p>	<p>I am writing this letter to address concerns that the Auburn Area Recreation and Park District (ARD) has with the 2021 Auburn Municipal Airport Land Use Compatibility Plan Update (ALUC).</p> <p>I want to start by stating that we have recently worked with some of the staff at PCTPA, and found them to be professional and responsive, particularly David Melko. David spent extra time explaining some items to our staff and was always available for questions.</p> <p>I also want to acknowledge that the update does provide some new benefit to ARD, listing "Community Parks" along with "Local Parks". This clarification is helpful.</p> <p>My main concern with the ALUC update is the incremental creep westward of Zone B1. ARD owns and operates the very popular and cherished Regional Park just west of Hwy. 49. As the Auburn Airport expands, I start to be concerned with existing and future facilities and activities at the park. We are already greatly restricted by being in Zone C1, and any future restraints could prevent ARD from providing the services that our residents expect and pay for.</p> <p>A secondary concern is possible future wildlife mitigation hazards. While ARD has no plans to make any improvements or developments that may increase wildlife frequency, we cannot predict what community desires we will experience in the next five-plus years. Many people enjoy viewing the waterfowl that frequent the park, and I am concerned about unknown future community needs that may not be able to be met.</p> <p>I realize that providing a safe and useable airport is the goal of this update, and understand the goals. However, I want to be sure to make clear that Regional Park already feels the results of the limits, and would like to be considered when any future growth and restrictions are considered.</p>	<p>The proposed modification to the boundary of Zone B1 is based upon the City of Auburn's approved plan to extend the runway 390 feet westward. Any future changes to the Zone B1 boundary would likely be driven by similar future events. In any case, such decisions—both with regard to the airport design and the ALUCP map and criteria—would require the same type of public review process that the current proposed ALUCP Update is going through.</p> <p>With regard to the wildlife hazard portion of the comment, see the above response on a similar comment by the same Commenter.</p>	<p>No action recommended.</p>

Committer Information	Comment	Response	Recommended Action
<p>Name (First): Steven</p> <p>Representing: Self</p> <p>Comment Method: Online via ALUC website on 7/17/21</p>	<p>It seems clear the runway extension is primarily to accommodate business jets. There is no clear wingspan, tail height or takeoff weight specification for the longer runway. It only says "increased wingspan" without providing specifics.</p> <p>We do not need business jets flying into Auburn Airport. The noise and the pollution from jet aircraft is concerning. we already experience private jet aircraft at this airport and more jets mean more nuisance.</p> <p>Increasing the airport size and permitting larger aircraft is NOT a plan for the future as travel by aircraft has the MOST environmental impact of all the forms to travel.</p> <p>Please reconsider this airport expansion.</p> <p>Sincerely, Steve Pettit</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. The Auburn Municipal Airport Layout Plan Update & Narrative Report (2019) provides a runway length analysis and justification for the future runway extension. The document is available on the City of Auburn's website at: https://www.auburn.ca.gov/518/Airport-Master-Plan. Chapter 7 of the 2021 Draft ALUCP highlights key proposals in the 2019 ALP. In terms of noise impacts, please see the FAA's noise complaint and inquiry policy at: https://www.faa.gov/noise/inquiries/</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Larry</p> <p>Representing: Self (resides on Richardson between Joeger and Dry Creek Rd.)</p> <p>Comment Method: Online via ALUC website on 7/22/21</p>	<p>Auburn airport was originally built for the postal service in 1934, understandable in the day. Then in 1946 was taken over from the Fed's by the state or county for Private aircraft hobbyist and still is used today for this purpose with the exception of the CHP and possibly Cal-Fire. I live on Richardson between Joeger and Dry Creek Rd. We are currently in the flight pattern of numerous private air craft over head and can't imagine "Anything " larger flying over our neighborhood. As it is now with the recent air craft crashes in Auburn from planes taking off from the airport in the last couple years I am waiting for this to happen in our neighborhood. With Sacramento airport just 40 minutes away there is no need for larger commuter air craft flying in and out of Auburn. This will only add an added danger to residence around the airport, and add an environmental noise pollution element. Residential housing in the surrounding area is on the rise and there is no stopping it. Approving this won't make any difference Ten years down the road. What will change in ten years is all the added residential housing surrounding the airport. I also happen to know their is at least one Placer County board member who owns a large Family passenger air craft who curranty cannot use the Auburn airport due to the size of their aircraft, and has expressed their desire to be able to land here, so there is some bias here I see in this matter. In a small community like Auburn What could we possibly need a larger runway / airport for now or in Ten years that needs to come and go from Auburn. Please, lets use some common sense here and stop thinking of personal gain and Taxes.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. The Auburn Municipal Airport Layout Plan Update & Narrative Report (2019) provides a runway length analysis, discussion of fleet mix, and justification for the future runway extension. The document is available on the City of Auburn's website at: https://www.auburn.ca.gov/518/Airport-Master-Plan. Chapter 7 of the 2021 Draft ALUCP highlights key proposals in the 2019 ALP.</p>	<p>Forward the comment to airport management for action.</p>

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT D

Committer Information	Comment	Response	Recommended Action
<p>Name (First): Greg Representing: Self (private pilot and resides approx. 6000 feet from east end of runway) Comment Method: Letter received 7/25/21</p>	<p>My name is Greg Starbuck and I live approximately 6000' from the east end of the runway. I hold a private Pilot license and have flown out of Auburn many times, sometimes with a flight instructor. When flying with an instructor, they always stressed that I fly straight out on Runway heading of 70 when departing on runway #7 – until at pattern altitude, before making any turns. The reason being the hill east of the airport, and in case the engine quit making power, we would try to land on Bell Road or I-80. This information was also printed in the Pilot's Guide for CA airports which states: Caution: Runway 7 recommended for night landings; and Runway 25 for night takeoffs due to hill E, and trees N. of the field. Then the Guide talks about noise abatement when using Runway 7, straight-out is preferred. Back in 2000/2001 there used to be a sign on the West end of Runway 7 that said: "Maintain RWY heading until at pattern altitude (2500') before making any turns." Based on all of the above information, I purchased my current property at the top of Shadow Mountain Court, within Shadow Rock Estates and built a home. Some of the better pilots, follow the pattern altitude requirements. However, more and more pilots are turning before reaching 2500', and flying at a much lower altitude over the homes in Shadow Rock Estates and neighboring tract home areas of Christian Valley (at less than 1000' above ground). Occasionally, aircraft are as low as 300' above our home – which is abuts a dense Christian Valley neighborhood. I believe FAA regulations require that aircraft fly a minimum of 1000 foot clearance above densely populated areas. I have spoken to a number of neighbors and in addition to the noise from low flying aircraft, many of us are concerned about the possibility of low flying aircraft losing power and crashing into our homes, or crashing nearby and starting a fire in our neighborhood. In closing, I oppose the lengthening of the Auburn airport as this will mean larger, noisier aircraft coming in and out of Auburn. I appreciate your time and consideration to my concerns.</p>	<p>The types of aircraft and the distribution of operations westward versus eastward are important factors in ALUCP criteria for determining whether land use development will be compatible with airport operations. Beyond that, State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries/</p>	<p>Forward the comment to airport management for action.</p>

Commenter Information	Comment	Response	Recommended Action
<p>Name (First): Steve Representing: Self Comment Method: 6/23/21 ALUC public workshop</p>	<p>Expressed concerns regarding low flying planes at Auburn airport all day long; they are very noisy and unsafe. He is a long time Auburn area resident and pilot. Aircraft noise has gotten worse over time since they have moved to Auburn. They have had to install double-pane windows. Has videos of planes flying overhead in a circling pattern over his house. Please do something. He pays a lot in taxes.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries/</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Doug & Nancy Representing: Self Comment Method: Online via ALUC website on 7/23/21</p>	<p>We have been involved with AUN for 38 years and do not see the need for it to be fenced. We are fortunate to have a relaxed airport community. Community events are held here that enhance our community. People come to the airport for lunch, they go for walks on the airport, they walk their dogs, they visit with friends. We realize we need to listen to neighbor comments, but let's not lose the special quality we have here. We feel a locked fence would make it seem like a prison and totally change the feeling toward the airport. I think no one would be against lengthening the runway for safety sake. I think the neighbors just need to realize that it will enable aircraft to climb higher sooner and make it quieter for them when aircraft take off. We love our airport. Please don't change the character of what we have by fencing it.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport.</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Tracie Representing: Self ((resident of North Auburn) Comment Method: Online via ALUC website on 7/23/21</p>	<p>I have had the privilege of living in North Auburn and working at a business that's in the Auburn Business Park for many years. I enjoy watching various aircraft fly overhead and I especially enjoy going on lunch walks, often up to the airport. I have found there to be such a wonderful COMMUNITY of friendly, aviation-oriented people up at the Auburn Airport.</p> <p>I am always very conscientious of airplanes and stay well out of their way. I have actually been able to offer insight when a local pilot did not realize his plane had a flat tire. I waited until he turned off the engine to approach from a distance and explain what I had observed.</p> <p>Having the Auburn Airport open to the public, like those who enjoy dining at Wings, is a benefit to the community and fosters connection. I sincerely hope you will NOT fence in the airport and thereby block the development of our aviation-loving community.</p> <p>Sincerely, Tracie VanWicklin</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport.</p>	<p>Forward the comment to airport management for action.</p>

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT D

Committer Information	Comment	Response	Recommended Action
<p>Name (First): Kathy Representing: ? Comment Method: Letter received 8/3/21</p>	<p>Commission Members: We were not able to attend the public workshop concerning the airport land use, but would like to forward our thought to you.</p> <p>We moved to our current home in 1999. We were told about "airport noise" in our disclosure documents, and for the most part noise has not been intrusive (aside from the occasional person who has a very loud plane and likes to fly very low--or the ones who find it necessary to fly at 4:00 am when our windows are we are sleeping peacefully). However, we are very fearful that larger, louder planes will be allowed to fly out of Auburn airport and disrupt what little peace and quiet we have left. PLEASE do not change the land use to accommodate larger, louder planes using this airport. The Sacramento airport is only 45 minutes away. The desires and convenience of a very small amount of people should not be able to disrupt the lives of the vast majority.</p> <p>Thank you!</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. The Auburn Municipal Airport Layout Plan Update & Narrative Report (2019) provides a runway length analysis, discussion of fleet mix, and justification for the future runway extension. The document is available on the City of Auburn's website at: https://www.auburn.ca.gov/518/Airport-Master-Plan. Chapter 7 of the 2021 Draft ALUCP highlights key proposals in the 2019 ALP.</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Kathie Representing: Self (resident of Newcastle) Comment Method: ?</p>	<p>The noise from planes has increased to the point they are a nuance and inferring with the peaceful enjoyment of country living all the way to Newcastle. It is short sighted to think the expansion of the airport will only affect the small areas listed in the report. The current issues of noise from the planes needs to be addressed prior to considering expansion of the runway. What is going to be done about the noise now and in the future?</p>	<p>The purpose of the ALUCP is to establish land use criteria that would prevent encroachment of future noise-sensitive land uses within the noise impacted areas of the airport. Beyond that, state law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries.</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Wes Representing: Self (resides in ALUCP Zone C1) Comment Method: 7/9 online</p>	<p>As a property owner in C1 level - no expansion.</p>	<p>State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator.</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Steve Representing: Self Comment Method: Voicemail message & phone call with D. Melko on 7/13/21</p>	<p>Looking for some information on a property located on Moore Road near the WWTP within the AIA and was hoping to get some clarification regarding the compatibility zones that split the property.</p>	<p>D. Melko provided response during phone call with Commenter. The ALUCP Update treats sites split by compatibility zone boundaries as if they are separate sites. The criteria for each zone apply to the part of the site that the zone affects. See Policy 3.4.6 for details.</p>	<p>No further action necessary.</p>

Commenter Information	Comment	Response	Recommended Action
<p>Name (First): Kate Representing: Self Comment Method: Phone call with D. Melko on 6/29/21</p>	<p>Called to discuss new ALUCP and prior Village 5 consistency determination. Richland Communities is moving forward with annexation to City of Lincoln. No changes to specific plan are proposed. Village 5 has a development agreement. Is the Village 5 consistency determination still valid?</p> <p>Kate also had some questions about Zone A and restrictions on those parcels.</p>	<p>D. Melko provided response during phone call with Commenter. As for Village 5, its previous consistency determination from the ALUC qualifies it as an existing use provided that no future changes are made to the plan that would affect the assumptions used in the making of that determination.</p> <p>Regarding Zone A, the criteria in the proposed ALUCP Update are unchanged from those in the currently adopted plan. Further, these criteria are comparable to those set by the FAA and which the City of Lincoln must follow as a condition for receiving airport improvement grants from the FAA.</p>	<p>No further action necessary.</p>
<p>Name (First): Greg Representing: Central Valley Regional Water Quality Control Board Comment Method: Letter dated 7/30/21</p>	<p>Form letter describing regulatory responsibilities of the agency specifically with regard to protecting surface and ground waters. No comments specific to the draft ALUCP Update or associated CEQA Negative Declaration are provided.</p>	<p>Because the ALUCP Update does not propose or involve physical construction, the general types of concerns noted by the agency are not applicable in this instance.</p>	<p>No action necessary.</p>
<p>Name (First): Robert Representing: Self (resident of St. Thomas Court off 3rd Street) Comment Method: Voicemail message & phone call with D. Melko on 7/7/21</p>	<p>Robert is concerned about the flight pattern over his subdivision. He lives on St. Thomas Court (off 3rd Street). He is concerned about the touch and go pattern used by the flight training schools. It is bothersome.</p>	<p>The types of aircraft and the distribution of operations westward versus eastward are important factors in ALUCP criteria for determining whether land use development will be compatible with airport operations. Beyond that, State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. For the FAA's noise complaint and inquiry policy, please visit: https://www.faa.gov/noise/inquiries.</p>	<p>Forward the comment to airport management for action.</p>

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT D

Committer Information	Comment	Response	Recommended Action
<p>Name (First): Robert Representing: Self Comment Method: Phone call with D. Melko on 7/13/21</p>	<p>Robert wonders why the primary air traffic pattern isn't turning west of the airport flying over rural ag land vs east over his residential subdivision.</p>	<p>The types of aircraft and the distribution of operations in the west versus east traffic pattern are important factors in ALUCP criteria for determining whether land use development will be compatible with airport operations. Beyond that, State law (Public Utilities Code Sec. 21674(e)) explicitly denies ALUCs from having jurisdiction over the operation of any airport. Further, ALUCs must base their ALUCPs on airport plans approved by the airport operator. The Auburn Municipal Airport Layout Plan Update & Narrative Report (2019) is available on the City of Auburn's website at: https://www.auburn.ca.gov/518/Airport-Master-Plan. The city's noise abatement procedures are available here: https://www.auburn.ca.gov/510/Noise-Abatement.</p>	<p>Forward the comment to airport management for action.</p>
<p>Name (First): Christina Representing: Self Comment Method: 6/23/21 ALUC public workshop</p>	<p>Wanted to know with Lincoln Airport runways whether it will allow military aircraft from Beale Air Force Base to land there.</p>	<p>Military aircraft may occasionally land at Lincoln Regional Airport, but none are based there. This infrequent use was not specifically considered in development of the ALUCP.</p>	<p>No action necessary.</p>
<p>Name (First): Christina Representing: Self (resident of Lincolnshire Circle) Comment Method: Online via ALUC website on 6/23/21</p>	<p>My house is outside the zones when looking at the map. Can you confirm this? What is considered the influence area? I don't see that on the map. I did receive a letter. My address is ##### Lincolnshire Cir. Lincoln, CA 95648. Thank you, Christina Meyer</p>	<p>In Policy 2.1.4, the ALUCP defines the Airport Influence Area as the area "in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses." The address inquired about is slightly outside the Lincoln Regional Airport Influence Area as proposed in the ALUCP Update and unchanged from the adopted ALUCP. Nevertheless, there are times when aircraft flying to and from the airport will be audible in this location.</p>	<p>No action necessary.</p>
<p>Name (First): Mark Representing: Self Comment Method: ?</p>	<p>If housing units are permitted in C2 zones, activities for families ought to be permitted in C2 zones - particularly activities that do not have other venues available due to height needs the warehouses can provides - specifically, athletic training for youth and adults. Thank you.</p>	<p>The primary concern with regard to most nonresidential land uses that might be proposed for areas near the airport is the intensity of the use—the number of people concentrated on the site. Zone C2 allows up to 300 people per average acre of a site and up to 1,200 people in any single acre. The criteria listed in Table LIN-6A do not outright prohibit any uses based on their normal usage intensity. Rather, the criteria only require that the proposed uses not have high intensities that would exceed the indicated numbers.</p>	<p>No change to draft ALUCP Update policies recommended.</p>

Commenter Information	Comment	Response	Recommended Action
Name (First): Mary Representing: Self Comment Method: 6/23/21 ALUC public workshop	Concerned about not keeping the commitments identified in the 2012 ALUCP for Lincoln Regional Airport regarding the RPZ and future aviation easements on her family's property. No contact with her family from City of Lincoln or airport.	If this comment is referring to the size of the RPZ at the south end of the runway, represented in the ALUCP Update as Zone A, the change proposed in the Update is a direct reflection of the change approved by the City of Lincoln in the approved Airport Layout Plan (ALP). The ALP indicates the intent of the City to obtain aviation easements on all parts of the RPZ not within the current airport property owned in fee by the City. The ALUCP Update would extend the criteria applicable to the current Zone A to the expanded Zone A, but the Zone A criteria would remain unchanged.	No change to draft ALUCP Update policies recommended. Forward the comment to airport management for action.
Name (First): Steve Representing: City of Lincoln Comment Method: 6/23/21 ALUC public workshop	Expressed City of Lincoln appreciation and support and regional cooperation on the ALUCP Update.	Comment noted.	No action necessary.
Name (First): Royce Representing: Self Comment Method: Voicemail message & phone call with D. Melko on 6/21/21	My name is Royce Taylor and I own one of the homes directly below the airport and I was curious about getting a little bit information about your draft ALUCP update. The information is a little bit unclear in a couple areas. If you could give me a callback #####. I would appreciate it.	D. Melko provided response during phone call with Commenter. The comment does not involve the proposed content of the ALUCP Update or associated CEQA document.	No further action necessary.
Name (First): Kenneth Representing: Self (resident of Edwards Lane) Comment Method: Voicemail message & phone call with D. Melko on 7/7/21	My name is Kenneth Vargas. I live in the area near the Lincoln Airport and I received something in the mail and really just kind of unsure about what the information is that there trying to put through to me. If you could give me a call, I'd appreciate it. My number is ##### and I live on Edwards Lane in Lincoln which is a few blocks from the airport.	D. Melko provided response during phone call with Commenter. The comment does not involve the proposed content of the ALUCP Update or associated CEQA document.	No further action necessary.

MEMORANDUM

To: Airport Land Use Commission
Placer County Transportation Planning Commission

From: DeeAnne Gillick, General Counsel
Sloan Sakai Yeung & Wong LLP

Date: September 8, 2021

Re: Airport Land Use Commission Liability

During the June 23, 2021 Commission meeting related to the Airport Land Use Compatibility Plan Update, the Commission inquired about the application of the immunity referenced in Public Utility Code related to a local agency overriding a decision of the Airport Land Use Commission based on an Airport Land Use Compatibility Plan. At the time there was a discussion of when the immunity might apply and staff indicated it would provide additional information to the Commission. Following the June meeting, staff discussed the matter with Mead & Hunt consultants and retired Division of Aeronautics staff attorney related to any examples applying these statutory provisions. The following is a review of the Public Utility Code immunity provisions related to airport land use compatibility plan decisions and an overview of applicable public agency liability statutes.

I. Airport Land Use Plan Immunity Provision

The California State Aeronautics Act (“Act”) pursuant to Public Utilities Code sections 21000 *et seq.*, sets forth the regulatory framework for airport land use compatibility plans and the role of the airport land use commission. There are two provisions of the Act that reference immunity. Both of these provisions are applicable to an airport operator for certain actions when a public entity other than the airport operator overrides a decision of an airport land use commission. The immunity applies to the airport operator if the airport operator is not the public agency responsible for the relevant land use decisions.

Section 21678 of the Public Utility Code provides as follows:

With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676, 21676.5, or 21677¹ overrules a commission’s action or recommendation, the operator of the

¹ Sections 21676, 21676.5 and 21677 provides that a local agency by a two-thirds vote may overrule an airport land use commission’s action related to general plan, specific plan, or land use entitlement based on certain findings.

airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation.

Subsection (e) of Section 21679 of the Public Utility Code provides further as follows:

If the governing body of the local agency adopts a resolution pursuant to subdivision (b) with respect to a publicly owned airport that the local agency does not operate, the operator of the airport shall be immune from liability for damages to property or personal injury from the local agency's decision to proceed with the zoning change, zoning variance, permit, or regulation.

The immunity set forth in these provisions would apply to a public agency airport owner or operator based on land use decisions approved by a two-thirds vote by the adjacent, different public agency. This situation might apply to the City of Auburn who owns and operates an airport which is surrounded by unincorporated territory which the County of Placer has land use authority. In this example, the City, as the owner of the airport, may benefit from additional immunity due to the County's land use decision on property outside of the City controlled airport. The immunity provided by the Act would be in addition to any already applicable public agency statutes and immunities provided to the City as owner and operator of property.

There are no known or reported cases or experiences applying this unique immunity to public agency airport operators.

II. Review of Public Agency Property Liability

California public entities were immune from tort liability under the doctrine of sovereign immunity. All public agency tort liability must be based on statute. The Government Claims Act provides that a public entity is not liable for an injury arising out of an act or omission of the public entity or public employee or any other person except as otherwise provided by statute (*i.e.*, a California statute or the federal or state constitution). Gov. Code § 815.

The statutory ground for public agencies to be liable for injuries based on property ownership or control is due to a "dangerous condition of public property." Government Code sections 830-840.6 are the sole authority under which an individual may sue a public entity for injuries resulting from a "dangerous condition" of public property. "Negligence" of an employee of the public entity is not enough to impose liability. *Peterson v San Francisco Community College Dist.* (1984) 36 C3d 799, 809.

The elements to establish liability based on a dangerous condition of public property are as follows:

- The public entity owned or controlled the property at the time of the incident;
- The property was in a dangerous condition at the time of the incident;
- Plaintiff's injuries were proximately caused by the dangerous condition;
- The accident was a reasonably foreseeable consequence of the condition; and either
- A public employee negligently or wrongfully created the dangerous condition; or
- The public entity had actual or constructive notice of the dangerous condition before the incident. See Gov. Code §§ 835.2. 835

In addition, to the elements establishing a dangerous condition of public property there are numerous immunities that can apply to public agencies to defeat any potential liability associated with a dangerous condition of public property. These immunities include such concepts as design immunity (Gov. Code § 830.6), natural conditions immunity (Gov. Code § 831.2), and failure to provide traffic devices (Gov. Code §§ 830.4, 830.8). The immunity set forth by Public Utility Code sections 21678 and 21679 related to overriding a decision of the airport land use commission would be another immunity applicable to a public agency who owns and operates an airport.

III. Discretionary Airport Land Use Commission Decisions

In addition, there may be questions related to the Airport Land Use Commission's actions to approve an airport land use compatibility plan or project specific recommendations. In general, a public agency is immune from any discretionary decisions related to the issuance, denial, suspension, or revocation of, or failure to issue, deny, suspend, or revoke a licensee or permit. Gov. Code § 818.9.

Furthermore, decisions by the airport land use commission or a local public agency is subject to traditional mandamus for legislative acts (Code of Civ. Proc § 1085) and administrative mandamus for quasi-judicial acts (Code of Civ. Proc. § 1094.5). Approving an airport land use compatibility plan or a county or city approving a specific plan, general plan, or a zoning decision, are considered legislative decisions. Issuing a project specific permit or entitlement or approving an environmental document are typically considered quasi-judicial acts.

Generally, if the underlying act involves the exercise of discretionary legislative power, courts will interfere by mandamus only if the action taken is arbitrary, capricious, entirely lacking in evidentiary support, or unlawfully or procedurally unfair. *Strumsky v San Diego County Employees Retirement Ass'n* (1974) 11 Cal.3d. 28, 34 This is a highly deferential standard. See *Carrancho v California Air Resources Bd.* (2003) 111 Cal.App.4th 1255, 1265.

Airport Land Use Commission Liability

September 8, 2021

Page 4

Judicial inquiry in an administrative mandamus action is limited to whether the agency has proceeded without, or in excess of, jurisdiction; whether there was a fair "trial" or hearing; and whether there was any prejudicial abuse of discretion. Cod of Civ. Proc. § 1094.5(b). Abuse of discretion is established when the agency has not proceeded in the manner required by law; the order or decision is not supported by the findings; or the findings are not supported by substantial evidence. Code of Civ. Proc. §1094.5 These determinations are made in light of the whole administrative record, including evidence that detracts from the decision. Thus, the court engages in a "limited" weighing process, reversing the administrative decision only if a reasonable person could not have reached the agency's conclusion. *Topanga Ass'n for a Scenic Community v County of Los Angeles* (1974) 11 Cal.3d. 506, 515; *Dunn v County of Santa Barbara* (2006) 135 Cal.App.4th. 1281, 1289.

In summary, a decision of the airport land use commission is valid unless there are procedural errors or entirely lacking in evidentiary support.

ATTACHMENT A

**Draft Placer County Airport Land Use Compatibility Plan
For Auburn Municipal Airport**

Addendum #1

September 22, 2021 (Draft)

This addendum contains the proposed revisions to the *Draft Placer County Airport Land Use Compatibility Plan (ALUCP)* for Auburn Municipal Airport dated June 2021 (Public Review Draft). Additions are shown underlined; deletions are shown in ~~strikeout~~. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document. After adoption of the *ALUCP* by the Placer County Transportation Planning Agency (PCTPA), acting in its capacity as the Placer County Airport Land Use Commission, all revisions will be incorporated into the *ALUCP* and a final document will be prepared and posted on the PCTPA website (<https://pctpa.net/alucp/>).

Chapter 4, Auburn Municipal Airport-Specific Compatibility Policies and Maps

Page 4-13, update footnote #5 in Table AUB-4A, Basic Compatibility Criteria, to reflect wildlife hazard criteria consistent with Policy 3.5.3(d) and correct FAA citation as follows:

- ~~No proposed new, expanded, or enhanced land use or land use feature shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to,~~ Proposed land uses or site features, as listed in Policy 3.5.3(d), that have the potential to attract potentially hazardous wildlife shall be prohibited within Compatibility Zone A and shall be avoided within the remainder of the Wildlife Hazard Critical Zone shown on the Airspace Protection Maps for Auburn Municipal Airport (Map AUB-4B) and Lincoln Regional Airport (Map LIN-6B). ALUC criteria addressing wildlife hazards is established in accordance with federal regulations and guidance set forth in FAA Advisory Circular 150/5200-33BC, Hazardous Wildlife Attractants On or Near Airports, and Advisory Circular 150/5200-34A, Construction or Establishment of Landfills near Public Airports. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See Policy 3.5.3.

CEQA Initial Study, Draft Auburn Municipal Airport Land Use Compatibility Plan

Page 19, Section 6, Energy, update checkbox for question a) as follows:

- Question a): Change from “~~Less Than Significant Impact~~” to “No Impact.”

Page 34, Section 14, Population and Housing, update checkbox for questions a) and b) as follows:

- Question a): Change from “~~Less Than Significant Impact~~” to “No Impact.”
- Question b): Change from “~~No Impact~~” to “Less Than Significant Impact.”

ATTACHMENT B

Draft Placer County Airport Land Use Compatibility Plan For Blue Canyon Airport

Addendum #1

September 22, 2021 (Draft)

This addendum contains the proposed revisions to the *Draft Placer County Airport Land Use Compatibility Plan (ALUCP)* for Blue Canyon Airport dated June 2021 (Public Review Draft). Additions are shown underlined; deletions are shown in ~~strikeout~~. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document. After adoption of the *ALUCP* by the Placer County Transportation Planning Agency (PCTPA), acting in its capacity as the Placer County Airport Land Use Commission, all revisions will be incorporated into the *ALUCP* and a final document will be prepared and posted on the PCTPA website (<https://pctpa.net/alucp/>).

Chapter 5, Blue Canyon Airport-Specific Compatibility Policies and Maps

Page 5-11, update footnote #5 in Table BLU-4A, Basic Compatibility Criteria, to correct FAA citation and ALUC policy reference as follows:

- No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33~~BC~~C, *Hazardous Wildlife Attractants On or Near Airports*, and Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports*. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See Policy 3.5.3(a)~~(6)~~.

Page 5-11, update footnote #8 in Table BLU-4A, Basic Compatibility Criteria, to reference applicable airport background chapter as follows:

- Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See Airport maps in Chapters ~~87 through 9~~.

ATTACHMENT C

Draft Placer County Airport Land Use Compatibility Plan For Lincoln Regional Airport

Addendum #1

September 22, 2021 (Draft)

This addendum contains the proposed revisions to the *Draft Placer County Airport Land Use Compatibility Plan (ALUCP)* for Lincoln Regional Airport dated June 2021 (Public Review Draft). Additions are shown underlined; deletions are shown in ~~strikeout~~. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document. After adoption of the *ALUCP* by the Placer County Transportation Planning Agency (PCTPA), acting in its capacity as the Placer County Airport Land Use Commission, all revisions will be incorporated into the *ALUCP* and a final document will be prepared and posted on the PCTPA website (<https://pctpa.net/alucp/>).

Chapter 6, Lincoln Regional Airport-Specific Compatibility Policies and Maps

Page 6-14, update footnote #5 to reflect wildlife hazard criteria consistent with Policy 3.5.3(d) and correct FAA citation as follows:

- ~~No proposed new, expanded, or enhanced land use or land use feature shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to,~~ Proposed land uses or site features, as listed in Policy 3.5.3(d), that have the potential to attract potentially hazardous wildlife shall be prohibited within Compatibility Zone A and shall be avoided within the remainder of the Wildlife Hazard Critical Zone shown on the Airspace Protection Maps for Auburn Municipal Airport (Map AUB-4B) and Lincoln Regional Airport (Map LIN-6B). ALUC criteria addressing wildlife hazards is established in accordance with federal regulations and guidance set forth in FAA Advisory Circular 150/5200-33BC, Hazardous Wildlife Attractants On or Near Airports, and Advisory Circular 150/5200-34A, Construction or Establishment of Landfills near Public Airports. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See Policy 3.5.3.

CEQA Initial Study, Draft Lincoln Regional Airport Land Use Compatibility Plan

Page 34, Section 14, Population and Housing, update checkbox for question b) as follows:

- ~~“No Impact”~~ to “Less Than Significant Impact”

Page 34, Section 14, Population and Housing, Discussion, add reference to question c) as follows:

- *a, c)* As noted in Section 11, *Land Use and Planning*, the proposed ALUCP would apply more stringent intensity and density criteria to two unincorporated parcels underlying the expanded Compatibility Zone A (south). Although the proposed ALUCP criteria could indirectly displace populations to other portions of the Airport Influence Area or community, the proposed ALUCP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future development proposals or general plan/zoning amendments would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated as appropriate.



State of California - Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 North Central Region/Region 2
 1701 Nimbus Road, Suite A
 Rancho Cordova, CA 95670
 (916) 358-2900
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



CEQA Filing Fee No Effect Determination

Applicant Name and Address: David Melko, Senior Transportation Planner, Placer County Airport Land Use Commission, 299 Nevada Street, Auburn CA 95603

CEQA Lead Agency: Placer County Airport Land Use Commission

Project Name: Auburn Municipal Airport Land Use Compatibility Plan (ALUCP)

CEQA Document Type: Negative Declaration

State Clearing House Number: 2021060573

Project Location: Auburn Municipal Airport, 13626 New Airport Road, Auburn CA 95602

The project area includes Auburn Municipal Airport and its Airport Influence Area (AIA) as defined in the proposed ALUCP. The AIA is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. For Auburn Municipal Airport, the proposed AIA boundary extends approximately 1.7 miles beyond the airport's runway ends and encompasses lands within the City of Auburn and unincorporated Placer County.

Brief Project Description: The proposed ALUCP for Auburn Municipal Airport will replace the existing plan adopted in 2014. The ALUCP is intended to promote compatibility between airport operations and surrounding land uses in the AIA. The ALUCP establishes criteria considering four factors: noise, safety, airspace protection and overflight effects that the Airport Land Use Commission will use to evaluate compatibility of land use proposals and airport development plans. Placer County and the City of Auburn have land use planning authority over the AIA. These entities are expected to incorporate criteria and policies from the ALUCP into their general plans and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of Auburn Municipal Airport. Special districts, school districts and community college districts must also consider the ALUCP in their master plans.

The ALUCP does not propose any future airport or land use development. Additionally, no change in land use designations will occur because of the ALUCP. Neither the project, the adoption of the ALUCP, nor its subsequent implementation by local agencies will lead directly to development or to any physical change to the environment.

Determination: Based on a review of the project as proposed, the Department of Fish and Wildlife has determined that for purposes of the assessment of CEQA filing fees (Fish and G. Code § 711.4(c)) the project has no effect on fish, wildlife or their habitat and the project as described does not require payment of a CEQA filing fee. This determination

Conserving California's Wildlife Since 1870

Placer County Airport Land Use Commission


Date

Page 2

does not in any way imply that the project is exempt from CEQA and does not determine the significance of any potential project effects evaluated pursuant to CEQA.

Please retain this original determination for your records. Local lead agencies are required to file two copies of this determination with the county clerk at time of filing of the Notice of Determination (NOD) after the project is approved. State lead agencies are required to file two copies of this determination with the Governor's Office of Planning and Research (State Clearinghouse) at the time of filing the NOD. If you do not file a copy of this determination as appropriate with the county clerk or State Clearinghouse at the time of filing of the NOD, the appropriate CEQA filing fee will be due and payable.

Without a valid CEQA Filing Fee No Effect Determination form or proof of fee payment, the project will not be operative, vested, or final and any local permits issued for the project will be invalid, pursuant to FGC Section 711.4(c)(3).

DocuSigned by:

Approved By: B35A7860DD7848B... Date: 8/25/2021
Kelley Barker
Title: Environmental Program Manager



State of California - Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 North Central Region/Region 2
 1701 Nimbus Road, Suite A
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www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



CEQA Filing Fee No Effect Determination

Applicant Name and Address: David Melko, Senior Transportation Planner, Placer County Airport Land Use Commission, 299 Nevada Street, Auburn CA 95603

CEQA Lead Agency: Placer County Airport Land Use Commission

Project Name: Lincoln Regional Airport Land Use Compatibility Plan (ALUCP)

CEQA Document Type: Negative Declaration

State Clearing House Number: 2021060574

Project Location: 1480 Flight Line Drive, Lincoln CA 95648

The project area includes the Lincoln Regional Airport and its Airport Influence Area (AIA) as defined in the proposed ALUCP. The AIA is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. For Lincoln Regional Airport, the proposed AIA boundary extends between 2.7 and 3.8 miles beyond the airport's runway ends and encompasses lands within the City of Lincoln and unincorporated Placer County.

Brief Project Description: The proposed ALUCP for Lincoln Regional Airport will replace the existing plan adopted in 2014. The ALUCP is intended to promote compatibility between airport operations and surrounding land uses in the AIA. The ALUCP establishes criteria considering four factors: noise, safety, airspace protection and overflight effects that the Airport Land Use Commission will use to evaluate compatibility of land use proposals and airport development plans. Placer County and the City of Lincoln have land use planning authority over the AIA. These entities are expected to incorporate criteria and policies from the ALUCP into their general plans and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of Lincoln Regional Airport. Special districts, school districts and community college districts must also consider the ALUCP in their master plans.

The ALUCP does not propose any future airport or land use development. Additionally, no change in land use designations will occur because of the ALUCP. Neither the project, the adoption of the ALUCP, nor its subsequent implementation by local agencies will lead directly to development or to any physical change to the environment.

Determination: Based on a review of the project as proposed, the Department of Fish and Wildlife has determined that for purposes of the assessment of CEQA filing fees (Fish and G. Code § 711.4(c)) the project has no effect on fish, wildlife or their habitat and the project as described does not require payment of a CEQA filing fee. This determination

Placer County Airport Land Use Commission
Date
Page 2

does not in any way imply that the project is exempt from CEQA and does not determine the significance of any potential project effects evaluated pursuant to CEQA.

Please retain this original determination for your records. Local lead agencies are required to file two copies of this determination with the county clerk at time of filing of the Notice of Determination (NOD) after the project is approved. State lead agencies are required to file two copies of this determination with the Governor's Office of Planning and Research (State Clearinghouse) at the time of filing the NOD. If you do not file a copy of this determination as appropriate with the county clerk or State Clearinghouse at the time of filing of the NOD, the appropriate CEQA filing fee will be due and payable.

Without a valid CEQA Filing Fee No Effect Determination form or proof of fee payment, the project will not be operative, vested, or final and any local permits issued for the project will be invalid, pursuant to FGC Section 711.4(c)(3).

DocuSigned by:

B35A7660DD7848B...
Approved By: _____ Date: 8/25/2021
Kelley Barker

Title: Environmental Program Manager

Notice of Determination

Appendix D

To:

Office of Planning and Research
U.S. Mail: _____ *Street Address:* _____
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
 County of: _____
 Address: _____

From:

Public Agency: _____
 Address: _____

 Contact: _____
 Phone: _____

Lead Agency (if different from above): _____
 Address: _____

 Contact: _____
 Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): _____

Project Title: _____

Project Applicant: _____

Project Location (include county): _____

Project Description:

This is to advise that the _____ has approved the above
 (Lead Agency or Responsible Agency)

described project on _____ and has made the following determinations regarding the above
 (date)
 described project.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

 Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Notice of Determination

Appendix D

To: Office of Planning and Research
U.S. Mail: Street Address:
P.O. Box 3044 1400 Tenth St., Rm 113
Sacramento, CA 95812-3044 Sacramento, CA 95814

From:
Public Agency: Placer County ALUC
Address: 299 Nevada Street
Auburn, CA 95603
Contact: David Melko, Senior Planner
Phone: 530.823.4090

County Clerk
County of: Placer
Address: Clerk-Recorder
2954 Richardson Drive, Auburn CA 95603

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2021060574

Project Title: Initial Study/Negative Declaration Lincoln Regional Airport Land Use Compatibility Plan

Project Applicant: Placer County Airport Land Use Commission (ALUC)

Project Location (include county): Placer Co; City of Lincoln, rural Lincoln & Sheridan unic. communities

Project Description:

The Lincoln Regional Airport Land Use Compatibility Plan (ALUCP) is intended to promote compatibility between airport operations and new surrounding land uses considering noise, safety, airspace protection and overflight effects. Preparation is required by the State Aeronautics Act. Neither the ALUC nor the ALUCP have authority over existing land uses or operation of Lincoln Regional Airport; nor does the plan propose any airport or land use development, or other physical changes to the environment. +

This is to advise that the Placer County Airport Land Use Commission has approved the above (input checked box) Lead Agency or (input unchecked box) Responsible Agency

described project on 09/22/2021 and has made the following determinations regarding the above (date) described project.

- 1. The project [input unchecked box] will [input checked box] will not] have a significant effect on the environment.
- 2. [input unchecked box] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. [input checked box] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
- 3. Mitigation measures [input unchecked box] were [input checked box] were not] made a condition of the approval of the project.
- 4. A mitigation reporting or monitoring plan [input unchecked box] was [input checked box] was not] adopted for this project.
- 5. A statement of Overriding Considerations [input unchecked box] was [input checked box] was not] adopted for this project.
- 6. Findings [input checked box] were [input unchecked box] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Placer County Airport Land Use Commission, 299 Nevada Street, Auburn, CA 95603

Signature (Public Agency): Title: Executive Director

Date: 09/22/2021 Date Received for filing at OPR:

PLACER COUNTY AIRPORT LAND USE COMMISSION

**IN THE MATTER OF: RESOLUTION
ADOPTING NEGATIVE DECLARATIONS FOR
AUBURN MUNICIPAL AND LINCOLN REGIONAL
AIRPORT LAND USE COMPATIBILITY PLANS AND
APPROVING A NOTICE OF EXEMPTION FOR BLUE
CANYON AIRPORT LAND USE COMPATIBILITY PLAN**

RESOLUTION NO. 21-30

The following resolution was duly passed by the Placer County Airport Land Use Commission at a regular meeting held September 22, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair
Placer County Airport Land Use Commission

Executive Director

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

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

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

WHEREAS, the Placer County Airport Land Use Commission is duly formed and operating under the State Aeronautics Act, California Public Utilities Code Section 21001 et seq.,

including Article 3.5, Sections 21670 – 21679.5 of the Act; and

WHEREAS, PCTPA acting on behalf of the Placer County Airport Land Use Commission has prepared draft Negative Declarations and Initial Studies to determine whether any potentially significant environmental impacts would result from implementation of the proposed Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports; and

WHEREAS, PCTPA acting on behalf of the Placer County Airport Land Use Commission has prepared a Notice of Exemption for the Airport Land Use Compatibility Plan for Blue Canyon Airport; and

WHEREAS, ten days prior to the June 23, 2021 public workshop, a Notice of Public Workshop and a Notice of Intent to Adopt Negative Declarations was mailed to all property owners within the Auburn Municipal and Lincoln Regional airport influence areas and said notices were also placed on PCTPA's website (<http://pctpa.net/alucp/>) and made available to all known stakeholder groups and interested individuals; and

WHEREAS, PCTPA has circulated the draft Negative Declarations and Initial Studies for the Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports for a 30-day public review period, including the State Clearinghouse, from June 24, 2021 to July 26, 2021, and during the public review period held two virtual workshops for Auburn Municipal and Lincoln Regional Airports respectively on July 14, 2021 and July 15, 2021; and

WHEREAS, a legal notice was placed in the Lincoln News Messenger and the Auburn Journal on September 9, 2021 and September 11, 2021 respectively regarding the September 22, 2021 adoption public hearing and document availability, and posted said notice on PCTPA's web site at <http://pctpa.net/alucp/> and social media, and emailed said notice to various stakeholder groups and interested individuals that commented on the draft Plan; and

WHEREAS, based upon written and oral comments received during the public review period, responses to comments were prepared to each such comments, which did not identify any new significant environmental impacts resulting from implementation of the Airport Land Use Compatibility Plans; and

WHEREAS, minor technical revisions were made to the draft Airport Land Use Compatibility Plans and Negative Declarations and the Initial Studies in the form of Addendums No. 1; and

WHEREAS, the Negative Declarations and the Initial Studies were revised to correct the summary table of environmental factors potentially affected compared to the environmental checklist and recirculation of the Negative Declarations and the Initial Studies is not required because the proposed corrections do not cause a substantial revision to the Negative Declarations and the Initial Studies; and

WHEREAS, the draft Airport Land Use Compatibility Plans were revised to update Federal Aviation Administration regulatory citations and recirculation of the Airport Land Use Compatibility Plans is not required because the proposed changes do not significantly change the Airport Land Use Compatibility Plans; and

WHEREAS, based on a review of the draft Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports the California Department of Fish and Wildlife has determined that for purposes of the assessment of California Environmental Quality Act (CEQA) filing fees (Fish and Game Code § 711.4(c)) the project has no effect on fish, wildlife or their habitat and the project as described does not require payment of CEQA filing fees and therefore issued on August 25, 2021, “No Effect Determinations” for the Negative Declarations and the Initial Studies; and

WHEREAS, no other substantive comments on the draft Negative Declarations have been received; and

WHEREAS, the Placer County Airport Land Use Commission has considered all the written and oral comments received, staff reports, and all other materials in the record of the proceedings and is fully informed thereon; and

NOW THEREFORE BE IT RESOLVED by the Placer County Airport Land Use Commission that:

1. The foregoing recitals are true and correct and are hereby adopted.
2. The Negative Declarations and Initial Studies have been prepared in accordance with CEQA and provide sufficient assessment of the environmental impacts of the Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports and none of the changes therein constitutes a ‘substantial revision’ requiring recirculation pursuant to the criteria set forth in CEQA Guidelines Section 15073.5.
3. Based on the written and oral comments received, staff reports, and all other materials in the record of the proceedings there is no substantial evidence that adoption of the Airport Land Use Compatibility Plans, nor their subsequent implementation by local agencies, will have a significant effect on the environment, including fish and wildlife resources as supported by the California Department of Fish and Wildlife “No Effect Determinations” issued for the Negative Declarations and the Initial Studies.
4. The Negative Declarations and the Initial Studies reflect the Placer County Airport Land Use Commission’s independent judgment and analysis.
5. The Negative Declarations and the Initial Studies for the Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports are hereby adopted.
6. No substantive changes have been made to the Airport Land Use Compatibility Plan for Blue Canyon Airport and as such this Plan is an activity exempt from further environmental review pursuant to CEQA Guidelines, Section 15061(b)(3), and a Notice of Exemption is hereby approved.
7. Pursuant to the CEQA Guidelines, documents and other materials that constitute the record of proceedings upon which the Placer County Airport Land Use Commission has based its decision are located and may be obtained from PCTPA, 299 Nevada Street, Auburn, California 95603.
8. The Executive Director is authorized to file with the Placer County Clerk-Recorder and the State Office of Planning and Research CEQA Clearinghouse, Notice of Determinations for the Negative Declarations for the Auburn Municipal and Lincoln Regional Airport Land Use Compatibility Plans and a Notice of Exemption for Blue Canyon Airport Land Use Compatibility Plan.

PLACER COUNTY AIRPORT LAND USE COMMISSION

**IN THE MATTER OF: RESOLUTION OF
ADOPTING AIRPORT LAND USE
COMPATIBILITY PLANS FOR AUBURN
MUNICIPAL AND LINCOLN REGIONAL AIRPORTS**

RESOLUTION NO. 21-31

The following resolution was duly passed by the Placer County Airport Land Use Commission at a regular meeting held September 22, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair
Placer County Airport Land Use Commission

Executive Director

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

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

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

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

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

WHEREAS, neither the Airport Land Use Commission nor the Airport Land Use Compatibility Plans have authority over existing land uses, operation of airports, or over State, federal or tribal lands; and

WHEREAS, PCTPA has prepared draft Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports to replace existing Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports adopted on February 26, 2014; and

WHEREAS, the draft Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports were prepared with advice from a Project Development Team that included representatives from the California Division of Aeronautics, local airports and local government and regional agencies, which might be affected by the draft Airport Land Use Compatibility Plans; and

WHEREAS, ten days prior to the June 23, 2021 public workshop, a Notice of Public Workshop and a Notice of Intent to Adopt Negative Declarations was mailed to all property owners within the Auburn Municipal and Lincoln Regional airport influence areas and said notices were also placed on PCTPA's website (<http://pctpa.net/alucp/>) and made available to all known stakeholder groups and interested individuals; and

WHEREAS, PCTPA has circulated the draft Negative Declarations and Initial Studies for the Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports for a 30-day public review period, including the State Clearinghouse, from June 24, 2021 to July 26, 2021, and during the public review period held two virtual workshops for Auburn Municipal and Lincoln Regional Airports respectively on July 14, 2021 and July 15, 2021;

WHEREAS, a legal notice was placed in the Lincoln News Messenger and the Auburn Journal on September 9, 2021 and September 11, 2021 respectively regarding the September 22, 2021 adoption public hearing and document availability, and posted said notice on PCTPA's web site at <http://pctpa.net/alucp/> and social media, and emailed said notice to various stakeholder groups and interested individuals that commented on the draft Plan; and

WHEREAS, based upon written and oral comments received during the public review period, responses to comments were prepared to each such comments, which did not identify any new significant environmental impacts resulting from implementation of the Airport Land Use Compatibility Plans; and

WHEREAS, minor technical revisions were made to the draft Airport Land Use Compatibility Plans and Negative Declarations and the Initials Studies in the form of Addendums No. 1; and

WHEREAS, the draft Airport Land Use Compatibility Plans were revised to update Federal Aviation Administration regulatory citations and recirculation of the Airport Land Use

Compatibility Plans is not required because the proposed changes do not significantly change the Airport Land Use Compatibility Plans; and

WHEREAS, no other substantive comments on the draft Airport Land Use Compatibility Plans have been received; and

WHEREAS, the Placer County Airport Land Use Commission adopted on September 22, 2021 Negative Declarations and the Initial Studies for the Airport Land Use Compatibility Plans for Auburn Municipal and Lincoln Regional Airports and approved a Notice of Exemption for the Airport Land Use Compatibility Plan for Blue Canyon Airport; and

WHEREAS, the Placer County Airport Land Use Commission has considered all the written and oral comments received, staff reports, and all other materials in the record of the proceedings and is fully informed thereon.

NOW THEREFORE BE IT RESOLVED by the Placer County Airport Land Use Commission that:

1. The foregoing recitals are true and correct and are hereby adopted.
2. The Airport Land Use Compatibility Plans for Auburn Municipal Airport, Blue Canyon Airport and Lincoln Regional Airport are regulatory in nature, and neither the project—the adoption of the Airport Land Use Compatibility Plans —nor their subsequent implementation by local agencies will lead directly to new development, construction or to any physical change to the environment.
3. The Airport Land Use Compatibility Plans do have the potential to indirectly cause a physical change in the environment by influencing future land use and development patterns through the establishment of compatibility guidelines that are intended to prohibit or constrain certain types of development within specifically delineated areas. However, no significant impacts to environmental resources were identified during the analysis performed for the Negative Declarations and Initial Studies.
4. The Airport Land Use Compatibility Plans and Addendums No. 1 for Auburn Municipal Airport, Blue Canyon Airport and Lincoln Regional Airport, including revised Airport Influence Areas for Auburn Municipal and Lincoln Regional Airports have been prepared in accordance with the State Aeronautics Act, and are hereby adopted.
5. The Airport Land Use Commission directs the Executive Director to notify local agencies having jurisdiction within the Airport Influence Area of each affected airport and the California Division of Aeronautics adoption of this resolution and provide a copy of the Airport Land Use Compatibility Plans thereto and take any further actions to carry out the purposes of this resolution.
6. State law requires a local jurisdiction’s General Plan and any applicable specific plan to be consistent with the Airport Land Use Compatibility Plan within 180 days of adoption by the Airport Land Use Commission or to overrule the Airport Land Use Commission after a public hearing by a two-thirds vote of its governing body if it makes certain findings, as specified.
7. The Airport Land Use Compatibility Plans for Auburn Municipal Airport and Lincoln Regional Airport will become immediately effective upon date of adoption.



TO: PCTPA Board of Directors **DATE:** September 22, 2021

FROM: David Melko, Senior Transportation Planner

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

ACTION REQUESTED

Adopt Resolution No. 21-29 approving Utility Agreement No. 2452.1 with Pacific Gas and Electric (PG&E) for relocation of gas line facilities resulting from construction of the I-80 Auxiliary Lanes project and authorizing the Executive Director or designee to execute said Agreement and disburse funds as required by the same.

BACKGROUND

The Placer County Transportation Planning Agency (PCTPA), in cooperation with Placer County, the cities of Rocklin and Roseville, and Caltrans propose to reduce congestion and increase safety by constructing capacity enhancements and interchange improvements on I-80 in Roseville and Rocklin at two locations: (1) eastbound from SR 65 through the Rocklin Road Interchange, and (2) westbound from Douglas Boulevard through the Riverside Avenue Interchange. The eastbound direction includes modifying the off ramp at Rocklin Road from one-lane to two-lanes. The westbound direction includes extending the existing 5th lane from Douglas Boulevard to Riverside Avenue and modifications to the on and off ramps at Douglas Boulevard and Riverside Avenue.

PCTPA is the implementing agency for the environmental, final design, and right-of-way phases of the I-80 Auxiliary Lanes Project. SPRTA, on behalf of PCTPA, is the public agency having jurisdiction for the Project's real property acquisitions. Caltrans will advertise, award, and administer (AAA) construction of the project.

Federal and state environmental documentation was approved for the I-80 Auxiliary Lanes Project in August and October 2016, respectively. A NEPA/CEQA revalidation was approved in October 2020. The project was awarded construction funding by the California Transportation Commission in December 2020.

DISCUSSION

Within the limits of the I-80 Auxiliary Lane project, PG&E owns and operates gas line facilities that will conflict with project construction. Specifically, construction of project improvements for the westbound 5th lane segment will necessitate the removal and relocation of the two gas lines located at:

- Location 1: "WB AUX" Sta 387+30 crosses I-80 from Sunrise Blvd to Strauch Stephenson property (4-inch steel main in 6-inch casing); and
- Location 2: "WB AUX" Sta 381+50 crosses I-80 from Melrose Ave to Sunrise Ave (3-inch steel main in 6-inch casing).

**PCTPA Board of Directors
I-80 Auxiliary Lanes Project –
Approving PG&E Utility Agreement
September 22, 2021
Page 2**

PG&E estimates the cost to remove and relocate the two gas lines at \$254,865. PCTPA and PG&E liability to remove and relocate the two gas lines facilities has been established at 50/50 per Section 5(c) of the State's Freeway Master Contract, dated November 1, 2004. PCTPA's liability amount is estimated at \$127,432. The final amount will be reconciled after completion of the gas line facilities removal and relocation. Funding for PCTPA's liability amount will be provided by SPRTA and locally controlled federal funds. Attachment 1, Utility Agreement No. 2452.1, has been reviewed by Legal Counsel and has been executed by PG&E.

PG&E has indicated the schedule to complete the removal and relocation of the two gas lines will occur between January 1, 2022, and May 13, 2022. This work will be completed prior to the I-80 Auxiliary Lanes project construction scheduled for later in 2022.

All work will be done in either Caltrans and City of Roseville rights-of-way, or within PG&E utility easements. City of Roseville and Caltrans encroachment permits will be required. PG&E's utility easement will no longer be needed and will be considered for abandonment through the City of Roseville abandonment process.

Staff recommends that the Board approve Utility Agreement No. 2452.1 with PG&E and authorize the Executive Director to execute said agreement. The PCTPA Technical Advisory Committee (TAC) concurs with the staff recommendation.

DM:RC:ML:ss

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

UTILITY AGREEMENT

RW 13-05 (REV 06/2021)

DISTRICT 03	COUNTY Placer	ROUTE 80	POST MILE 0.1/2.2, 4.9/6.0	PROJECT ID 0312000106
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FEDERAL AID NUMBER 6158(083)	OWNER'S FILE NUMBER PM#35224251
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FEDERAL PARTICIPATION/FEDERALLY ELIGIBLE/NEPA DOCUMENT
 On the Project Yes No On the Utilities Yes No

Owner Payee Data No. _____ or Form STD 204 is attached.

UTILITY AGREEMENT NO. 2452.1 DATE 9/10/2021

Placer County Transportation Planning Agency, acting by and through the Department of Transportation, hereinafter called "PCTPA," proposes to improve the eastbound and westbound directions of I-80. The eastbound improvements include an auxiliary lane on I-80 from State Route 65 (SR 65) to Rocklin Road (Pla PM 4.9 to Pla PM 6.0). The westbound direction includes extending the existing 5th lane from Douglas Boulevard to Riverside Avenue (Pla PM 0.1 to Pla PM 2.2).

and

NAME PG&E

ADDRESS 12840 Bill Clark Way, 4169C, Auburn, CA 95603

hereinafter called "OWNER," owns and maintains buried gas line in the City of Roseville

within the limits of PCTPA's project which requires Deactivation, removal and slurry filling of two natural gas facilities: Location 1: "WB AUX" Sta 387+30 crosses I-80 from Sunrise Blvd to Strauch Stephenson property (4" Steel main in 6" casing). Location 2: "WB AUX" Sta 381+50 crosses I-80 from Melrose Ave to Sunrise Ave (3" Steel main in 6" casing).

to accommodate PCTPA's project.
It is hereby mutually agreed that:

I. WORK TO BE DONE

In accordance with Notice to Owner No. 2452.1 dated 9/10/2021, OWNER shall deactivate, remove, and slurry fill the two natural gas lines in conflict. All work shall be performed substantially in accordance with OWNER's Plan No. 35224251 dated 3/19/2021 consisting of 1 sheet, a copy of which is on file in the District office of the Department of Transportation at 703 B Street, Marysville, CA 95901. Deviations from the OWNER's plan described above initiated by either PCTPA or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by PCTPA and agreed to/acknowledged by the OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to written execution by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

II. LIABILITY FOR WORK

The existing facilities described in Section I above will be relocated at 50% PCTPA expense and 50% OWNER expense in accordance with Section 5 (C) of the Freeway Master Contract dated Nov 1, 2004.

III. PERFORMANCE OF WORK

OWNER agrees to perform the herein described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore, and to prosecute said work diligently to completion.

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Forms Management Unit at (916) 445-1233, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

UTILITY AGREEMENT

RW 13-05 (REV 06/2021)

UTILITY AGREEMENT NO.

2452.1

Use of out-of-state personnel, (or personnel requiring lodging and meal per diem expenses) will not be allowed without prior written authorization by state's representative. Requests for such authorization must be contained in OWNER's estimate of actual and necessary relocation costs. Accounting Form FA-1301 is to be completed and submitted for all non-State personnel travel per diem. OWNER shall include an explanation why local employee or contract labor is not considered adequate for the relocation work proposed. Per diem expenses shall not exceed the per diem expense amounts allowed under the State's Department of Personnel Administration travel expense guidelines.

IV. PAYMENT FOR WORK

PCTPA shall pay its share of the actual and necessary cost of the herein described work within 45 days after receipt of OWNER's itemized bill, signed by a responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual and necessary cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission, Federal Energy Regulatory Commission or Federal Communications Commission, whichever is applicable.

It is understood and agreed that the PCTPA will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to the PCTPA for the accrued depreciation of the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit detailed itemized progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount of this Agreement may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by PCTPA of documentation supporting the cost increase and after an Amendment to this Agreement has been executed by the parties to this Agreement.

The OWNER shall submit a final bill to the PCTPA within 360 days after the completion of the work described in Section I above. If the PCTPA has not received a final bill within 360 days after notification of completion of OWNER's work described in Section I of this Agreement, and PCTPA has delivered to OWNER fully executed Director's Deeds, Consents to Common Use or Joint Use Agreements for OWNER's facilities (if required), PCTPA will provide written notification to OWNER of its intent to close its file within 30 days. OWNER hereby acknowledges, to the extent allowed by law, that all remaining costs will be deemed to have been abandoned. If the PCTPA processes a final bill for payment more than 360 days after notification of completion of OWNER's work, payment of the late bill may be subject to allocation and/or approval by the California Transportation Commission.

The final billing shall be in the form of a detailed itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, the PCTPA shall not pay final bills which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER and approval of documentation by PCTPA. Except, if the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation. In either case, payment of the amount over the estimated cost of this Agreement may be subject to allocation and/or approval by the California Transportation Commission.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an Amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNER'S final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of PCTPA.

Detailed records from which the billing is compiled shall be retained by the OWNER for a period of three years from the date of the final payment and will be available for audit by State and/or Federal auditors. In performing work under this Agreement, OWNER agrees to comply with the Uniform System of Accounts for Public Utilities found at 18 CFR, Parts 101, 201, et al., to the extent they are applicable to OWNER doing work on the project that is the subject of this agreement, the contract cost principles and procedures as set forth in 48 CFR, Chapter 1, Subpart E, Part 31, et seq., 23 CFR, Chapter 1, Part 645 and 2 CFR, Part 200, et al. If a subsequent State and/or Federal audit determines payments to be unallowable, OWNER agrees to reimburse AGENCY upon receipt of AGENCY billing. If OWNER is subject to repayment due to failure by State/Local Public Agency (LPA) to comply with applicable laws, regulations, and ordinances, then State/LPA will ensure that OWNER is compensated for actual cost in performing work under this agreement.

V. GENERAL CONDITIONS

All costs accrued by OWNER as a result of PCTPA's request of August 31, 2020 to review, study and/or prepare relocation plans and estimates for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If PCTPA's project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, PCTPA will notify OWNER in writing and PCTPA reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

All obligations of PCTPA and/or LPA under the terms of this Agreement are subject to the acceptance of the Agreement by LPA Board of Directors or the Delegated Authority (as applicable), the passage of the annual Budget Act by the State Legislature, and the allocation of those funds by the California Transportation Commission.

UTILITY AGREEMENT

RW 13-05 (REV 06/2021)

UTILITY AGREEMENT NO.

2452.1

OWNER shall submit a Notice of Completion to PCTPA within 30 days of the completion of the work described herein.

It is understood that said highway is a Federal aid highway and accordingly, 23 CFR, Chapter 1, Part 645 is hereby incorporated into this Agreement by reference; provided, however, that the provisions of any agreements entered into between PCTPA and the OWNER pursuant to State law for apportioning the obligations and costs to be borne by each, or the use of accounting procedures prescribed by the applicable Federal or State regulatory body and approved by the Federal Highway Administration, shall govern in lieu of the requirements of said 23 CFR 645.

In addition, the provisions of 23 CFR 635.410, Buy America, are also incorporated into this agreement. The Buy America requirements are further specified in Moving Ahead for Progress in the 21st Century (MAP-21), section 1518; 23 CFR 635.410 requires that all manufacturing processes have occurred in the United States for steel and iron products (including the application of coatings) installed on a project receiving funding from the FHWA.

OWNER understands and acknowledges that this project is subject to the requirements of the Buy America law (23 U.S.C., Section 313) and applicable regulations, including 23 CFR 635.410 and FHWA guidance, and will demonstrate Buy America compliance by collecting written certification(s) from the vendor(s) or by collecting written certification(s) from the manufacturer(s) mill test report (MTR). Certification(s) should state, "All manufacturing processes for these steel and iron materials, including the application of coatings have occurred in the United States. All manufacturing processes means melting of the steel through final manufacturing of steel components.

All documents obtained to demonstrate Buy America compliance will be held by the OWNER for a period of three (3) years from the date of final payment to the OWNER and will be made available to PCTPA or FHWA upon request.

One set of copies of all documents obtained to demonstrate Buy America compliance will be attached to, and submitted with, the final invoice.

This does not include products for which waivers have been granted under 23 CFR 635.410 or other applicable provisions or excluded material cited in the Department's guidelines for the implementation of Buy America requirements for utility relocations issued on December 3, 2013.

PCTPA further acknowledges that OWNER, in complying with the Buy America Rule, is expressly relying upon the instructions and guidance (collectively, "Guidance") issued by Caltrans and its representatives concerning the Buy America Rule requirements for utility relocations within the State of California. Notwithstanding any provision herein to the contrary, OWNER shall not be deemed in breach of this Agreement for any violations of the Buy America Rule if OWNER's actions are in compliance with the Guidance.

IN WITNESS WHEREOF, the above parties have executed this Agreement the day and year above written.

PCTPA:

OWNER:

**E-SIGNED by Dawn Plise
on 2021-09-08 19:01:48 GMT**

September 08, 2021

By _____
Name Mike Luken Date _____
Title Executive Director at PCTPA

By _____
Name Dawn Plise Date _____
Title Manager, Land Rights - North

APPROVAL RECOMMENDED:

By _____
Name _____ Date _____
Title _____

By _____
Name _____ Date _____
Title _____

THIS AGREEMENT SHALL NOT BE EXECUTED BY THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION UNTIL FUNDS ARE CERTIFIED.

UTILITY AGREEMENT

RW 13-05 (REV 06/2021)

UTILITY AGREEMENT NO.

2452.1

CT DOCUMENT	EVENT TYPE	DEPT	UNIT	PROJECT ID	PHASE	REPORTING	OBJ CODE (N)	BFY	AMOUNT
	C401	2660				9			
	C401	2660				9			
	C401	2660				9			

PROJECT ID FUNDING VERIFIED:

Sign: _____

Print: _____

R/W Planning and Management Date

REVIEW / REQUEST FUNDING:

Sign: _____

Print: _____

Utility Coordinator Date

THE ESTIMATED COST TO THE STATE FOR ITS SHARE OF THE ABOVE-DESCRIBED WORK IS _____

CERTIFICATION OF FUNDS				
I hereby certify upon my own personal knowledge that budgeted funds are available for the period and purpose of the expenditure shown here.				
R/W Planning and Management				Date
ITEM	CHAP	STAT	FY	AMOUNT

FUND TYPE	PROJECT ID	AMOUNT
Design Funds		\$
Construction Funds		\$
R/W Funds		\$

Distribution: 2 originals to R/W Accounting
 1 original to Utility Owner
 1 original to Utility File

**INSTRUCTIONS FOR PREPARING THE
UTILITY AGREEMENT**

THE UTILITY AGREEMENT NO. _____:

1. The UTILITY AGREEMENT NO. _____ is the same number assigned to the corresponding Notice to Owner, except the State Controller requires that the Utility Agreement number be preceded by the two-digit District number, a dash, the prefix "UT," and another dash, e.g.,

UTILITY AGREEMENT NO. 01-UT-12345

The number assigned must never be duplicated on another Utility Agreement.

2. THE DATE:

The DATE is hand written in by the utility coordinator after the Agreement is executed. This date is the same date as the last signature of the person who has the authority to bind the agreement.

3. THE REFERENCE BLOCK:

- A. The "District" for which the project is being built;
- B. The "County" in which the project is being built;
- C. The "Route" on which the project is being built;
- D. The "Post Mile" will be the post mile limits of the project;
- E. The "Project ID" of the project;
- F. The "Federal Aid Number," taken from the E-76, for the Right of Way Utilities portion of the project. If there is no Federal Aid, then N/A should be inserted;
- G. The "Owner's File" number should be shown (usually the owner's plan number);
- H. "Federal Participation" - Check "Yes" or "No";
- I. "Owner Payee Data Number" - Add existing number or add form STD 204 and check the box.

4. THE OPENING PARAGRAPH:

- A. Describes briefly the work to be done and the proposed project's limits;
- B. Identifies the owner. This area requires both the name and the address of owner;
- C. Identifies which of the owner's facilities are affected by the Utility Agreement; and
- D. Indicates what must be done to the owner's facilities to accommodate the State's project.

5. STANDARD CLAUSES:

See Section 13.07.00.00 of the Right of Way Manual.

Several standard clauses are made mandatory in Sections III and IV.

6. THE ESTIMATED COST:

The estimated cost to the State for its share of the work (on the back page) is normally taken from the owner's estimate as supplied by them.

Occasionally, the State performs work for the owner, even though the owner is liable for the costs. The estimated cost to the State can be reworded to the estimated cost to the Owner when necessary.

There are basically only three Project IDs that can be charged to on Utility Agreements. They are:

UTILITY AGREEMENT

RW 13-05 (REV 06/2021)

7. FUND TYPE BLOCK:

A. Design Funds Project ID _____ \$ _____:

The design funds Project ID (Phase 1) is used primarily for design purposes. Phase 1 funds are paid for by Project Development.

B. Construction Funds Project ID _____ \$ _____:

The construction funds Project ID (Phase 4 or 5) is used primarily for work being performed by the State's highway contractor and paid by Construction.

C. R/W Funds Project ID _____ \$ _____:

The Right of Way capital funds Project ID (Phase 9) is used primarily for positive location (potholing), relocation, removal, abandonment, etc., of the owner's facilities for work performed by them or their contractor. Environmental clearance and project report approval shall be obtained prior to encumbering any Phase 9 funds.

8. THE SIGNATURE BLOCK:

The signature block is to be filled out and signed by the appropriate authorized and/or delegated persons. It is the District Utility Coordinator's responsibility to know what duties have been delegated.

9. THE CERTIFICATION OF FUNDS BLOCK:

Planning & Management fills out the certification of funds block, certifying that funds are available for expenditure.

10. NONSTANDARD CLAUSES:

In the preparation of Utility Agreements, it may be necessary to prepare clauses other than the standard clauses listed. Prior approval from the HQ R/W shall be obtained any time a nonstandard clause is used.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: A RESOLUTION
APPROVING PG&E UTILITY AGREEMENT NO. 2452.1
FOR THE INTERSTATE 80 AUXILIARY LANE PROJECT**

RESOLUTION NO. 21-29

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held September 22, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair Joiner
Placer County Transportation Planning Agency

Executive Director

WHEREAS, the Placer County Transportation Planning Agency is undertaking the construction of the Interstate 80 Auxiliary Lane project on Interstate 80 westbound from east of Douglas Boulevard to west of Riverside Avenue in the City of Roseville, and eastbound from 0.8 miles east of SR 65 to Rocklin Road in the City of Rocklin; and

WHEREAS, the Placer County Transportation Planning Agency has previously adopted a Mitigated Negative Declaration and a Mitigation and Monitoring Program for the I-80 Auxiliary Lane Project, pursuant to CEQA and received approval of a Categorical Exclusion under NEPA and approval of a NEPA/CEQA revalidation; and

WHEREAS, the Placer County Transportation Planning Agency Board of Directors has directed staff to proceed with the actions necessary for the construction of the Interstate 80 Auxiliary Lane Project; and

WHEREAS, such actions include the removal and relocation of utilities in conflict with construction of the I-80 Auxiliary Lane Project; and

WHEREAS, within the limits of the I-80 Auxiliary Lane Project, Pacific Gas and Electric (PG&E) owns and operates two gas line facilities that will conflict with construction of project improvements for the westbound 5th lane segment, which will necessitate the removal and relocation of the two-gas line facilities; and

WHEREAS, the Board of Directors of the Placer County Transportation Planning Agency finds and determines that the terms of Utility Agreement No. 2452.1 with PG&E attached to the staff report, is acceptable.

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

1. The terms of Utility Agreement No. 2452.1 with PG&E for relocation of gas line facilities resulting from construction of the I-80 Auxiliary Lanes project is approved.
2. The Executive Director or designee is hereby directed to execute said Utility Agreement No. 2452.1 with PG&E and disburse funds as required by the Agreement.

TO: PCTPA Board of Directors **DATE:** September 22, 2021

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

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

ACTION REQUESTED

1. Receive a presentation by HDL and Staff on prior year revenues and job sector performance and revenue projections for FY 2021/22 Local Transportation Fund.
2. Approve the Fiscal Year FY 2021/22 Final Findings of Apportionment for the Local Transportation Fund (LTF).

BACKGROUND

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

Staff continues to track the recovery of our local economy and LTF revenues resulting from the COVID-19 pandemic. FY 2019/20 LTF revenues fell 5.6% lower than expected as a result of the first shelter in place order in March 2020. The uncertainty of the shelter in place order and impact of the pandemic led to the adoption of a 20% reduction in FY 2020/21 LTF revenues. Fortunately, growth of the local economy occurred in FY 2020/21 and a number of job sectors experienced unanticipated growth while others remained flat as lasting impacts of the pandemic slowed recovery. This growth led to FY 2020/21 LTF revenues exceeding \$29 million for the first time and resulting in 18.5% growth over the prior year, rather than a 20% reduction.

Since the onset of the COVID-19 pandemic, PCTPA and many of its member agencies continue to consult HDL Companies on sales tax growth and performance by job sector. Preliminarily, the FY 2020/21 sales tax growth occurred in the automobile & transportation, general consumer goods, and state & county pools. These sectors experienced growth fueled by higher vehicle costs, continued home improvement projects, and the one-time impact of the Wayfair decision directing additional on-line sales tax revenues back to the county of origin.

DISCUSSION

PCTPA and HDL will make a joint presentation at the September Board meeting providing more details on LTF tax revenues and an overall assessment of the Placer County sales tax generation for each business sector. HDL relies on data from the California Department of Tax and Fee Administration (CDTFA) to evaluate job sector performance and estimate growth forecasts for FY 2021/22. Unfortunately, the CDTFA data was not available at the time this memo was prepared.

Therefore PCTPA, in coordination with HDL, has elected to preliminarily estimate FY 2021/22 growth conservatively at 1%. This growth estimate considers several market corrections that are anticipated to occur during FY 2021/22 in the automobile & transportation and state & county pools. The 1% growth rate is consistent with HDL's projection from March 2021.

Based on this assumption, the Final FY 2020/21 LTF Apportionment contained in Attachment 1 identifies an estimated apportionment from CDTF of \$29,985,467. This in combination with the \$7,903,263 million of prior year fund balance totals \$37,888,730 for distribution within the county.

It is important to note that the proposed final apportionment may differ from HDL recommendation at the September 22nd Board of Directors meeting. Staff recommends maintaining the proposed final apportionment unless the recommended growth rate differs significantly. There are still a number of unknown factors that can influence the sales tax receipts over the next year. Similar to FY 202/21, staff will present a mid-year update and if conditions warrant, amend the final apportionment to account for growth or retraction of the economy.

The proposed findings of apportionment were presented to the Technical Advisory Committee on September 7, 2021. The TAC noted that the 1% growth rate seemed conservative and concurred to present the Final FY 2021/22 apportionment to the Board.

AH:RC:ML:ss

FINAL FINDINGS OF APPORTIONMENT FOR FY 2021/2022

LOCAL TRANSPORTATION FUND (LTF)

September 2021

	FY 2020/2021 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2021/2022 Revenue Subtotal	FY 2021/2022 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE	\$7,903,263	\$29,985,467	\$37,888,730
TRPA Revenue Estimate ⁽²⁾	2.83016539%	\$848,638	\$848,638
TRPA LTF Fund Balance	\$254,151		\$254,151
TRPA TOTAL		\$848,638	\$1,102,789
County Auditor Administrative Costs		\$264	\$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA			\$1,102,525
PCTPA Revenue Estimate	97.16983461%	\$29,136,830	\$29,136,830
PCTPA LTF Fund Balance	\$7,649,112		\$7,649,112
PCTPA TOTAL		\$29,136,830	\$36,785,942
County Auditor Administrative Costs		\$8,736	\$8,736
PCTPA Administrative and Planning Costs ⁽³⁾		\$475,000	\$475,000
Pedestrian and Bicycle Allocation ⁽⁴⁾	\$152,982	\$573,061.87	\$726,044
Community Transit Service Article 4.5 Allocation ⁽⁵⁾	\$299,845	\$1,263,601	\$1,563,447
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA	\$7,196,285	\$26,816,430	\$34,012,715

Apportionment of FY 2021/2022 PCTPA LTF Revenue Estimate by Jurisdiction					
Jurisdiction	Population January 1, 2021	Percent (%)	FY 2021/22 Allocation Subtotal	FY 2020/21 Carryover Apportionment ⁽⁶⁾	Revenue Apportionment
PLACER COUNTY	103,151	26.21159143%	\$7,029,013	\$1,663,229	\$8,692,242
AUBURN	14,433	3.66755435%	\$983,507	\$233,859	\$1,217,366
COLFAX	2,172	0.55192462%	\$148,006	\$44,113	\$192,120
LINCOLN	49,624	12.60990212%	\$3,381,526	\$1,010,932	\$4,392,457
LOOMIS	6,808	1.72997367%	\$463,917	\$141,195	\$605,112
ROCKLIN	70,469	17.90680300%	\$4,801,965	\$1,127,311	\$5,929,277
ROSEVILLE	146,875	37.32225080%	\$10,008,495	\$2,975,646	\$12,984,141
TOTAL	393,532	100.00%	\$26,816,430	\$7,196,285	\$34,012,715

Apportionment of FY 2021/2022 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	Available to Claimant ⁽⁸⁾
PLACER COUNTY	\$8,692,242	(\$347,690)	\$8,344,552
AUBURN	\$1,217,366	(\$48,695)	\$1,168,672
COLFAX	\$192,120	(\$7,685)	\$184,435
LINCOLN	\$4,392,457	(\$175,698)	\$4,216,759
LOOMIS	\$605,112	(\$24,204)	\$580,907
ROCKLIN	\$5,929,277	(\$237,171)	\$5,692,106
ROSEVILLE	\$12,984,141	(\$519,366)	\$12,464,776
TOTAL	\$34,012,715	(\$1,360,509)	\$32,652,206

NOTES:

- 1) FY 2020/2021 LTF balance based on August 10, 2021 Final LTF Fund Estimate provided by the Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2021/2022 Preliminary Overall Work Program and Budget, May 26, 2021.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2021/2022 Article 4.5 allocation is set at 4.5%.
- 6) FY 2020/21 carryover apportionment (see next page) uses May 2020 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of FAST-Act planning requirements.
- 8) Assumes 1% growth in revenue over FY 20/21.

January 1, 2021 DOF Population Estimates ¹		
TRPA Population ²	11,462	2.83016539%
PCTPA Population	393,532	97.16983461%
TOTAL	404,994	100.00000000%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 1, 2021.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2021, DOF, May 15, 2021.

Calculation of FY 2020/21 PCTPA LTF Carryover

Using 2020 Population - Western Slope

Amount of FY 2020/2021 Carryover: **\$7,196,285**

POPULATION					
JURISDICTION	January 1, 2020⁽¹⁾	PERCENT	FY 2020/21 UNCLAIMED ALLOCATION⁽²⁾	FY 2020/21 CARRYOVER ALLOCATION⁽³⁾	TOTAL CARRYOVER ALLOCATION
PLACER COUNTY	103,794	26.46%	\$0	\$1,663,229	\$1,663,229
AUBURN	14,594	3.72%	\$0	\$233,859	\$233,859
COLFAX	2,152	0.55%	\$9,629	\$34,484	\$44,113
LINCOLN	49,317	12.57%	\$220,660	\$790,272	\$1,010,932
LOOMIS	6,888	1.76%	\$30,819	\$110,376	\$141,195
ROCKLIN	70,350	17.93%	\$0	\$1,127,311	\$1,127,311
ROSEVILLE	145,163	37.01%	\$649,507	\$2,326,139	\$2,975,646
TOTAL	392,258	100.00%	\$910,615	\$6,285,670	\$7,196,285

Sources:

1. Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.
2. FY 2020/2021 unclaimed allocation is the additional amount released with the Amended Apportionment in March 2021 that was not claimed.
3. FY 2020/2021 LTF balance based on August 10, 2021 Final LTF Fund Estimate provided by the Placer County Auditor.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: September 22, 2021

FROM: Mike Luken, Executive Director

SUBJECT: UPDATE ON A POTENTIAL 2022 TRANSPORTATION SALES TAX MEASURE

ACTION REQUESTED

1. Receive a status update from staff and the consultant team on a potential 2022 Countywide Transportation Sales Tax Measure
2. Provide direction to staff given current circumstances for South County District for a transportation sales tax measure

DISCUSSION

Staff and FSB Public Affairs will present an update of the efforts moving towards a potential 2022 Transportation Sales Tax Measure for a South County District made up of the cities of Roseville, Rocklin and Lincoln.

BACKGROUND

Subcounty District/Countywide Polling

Assembly Bill 1413 was signed into law in October 2019 by Governor Newsom permitting the formation of a sub-county sales tax district in the counties of San Diego, Solano and Placer. The proposed district must contain only contiguous cities, and either all the unincorporated area of the county or none of the unincorporated area of the county. If authorized by 2/3 of the voters in the proposed district, AB 1413 permits the revenue from the measure to fund transportation projects that would benefit the proposed district as set forth in the Expenditure Plan. A proposed South Placer County District could be composed of one or more of the contiguous cities/town of Roseville, Rocklin and Lincoln.

The Board's direction to restart the transportation sales tax effort in October 2020 was to conduct a poll in June while examining the feasibility of a countywide transportation sales tax measure one last time. The June poll included all parts of the County, including the Tahoe Basin. Geographic analysis of the results of the polling will be presented to the Board with hopes to provide direction as to a District or Countywide approach. Based upon the results of that poll, the Board directed staff to move forward with an outreach program to educate persons residing in the proposed District on the need for this measure.

Sales Tax Projection for Contiguous Cities/Town

Approximately \$1.2 billion was projected for the proposed 30-year, ½ cent sales tax in the proposed South Placer County District. This very conservative revenue analysis was performed by HDL Companies as an update to their 2017 projection which came in at approximately \$1.4 billion.

PCTPA Board of Directors
Update on a Potential 2022 Transportation Sales Tax Measure
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Virtual Workshops/Proposed Expenditure Plan

Staff conducted fourteen (14) virtual workshops in April and May throughout the County to discuss the proposed expenditure plan for a sales tax measure. Results of these workshops can be found in Attachment 1 of this report. The existing expenditure plan was reinforced by these workshops with a focus on the 80/65 Interchange, widening of Highway 65, funding for city roadway expansions and rehabilitation, public transit, and alternative modes (bike/ped).

Staff Cautiously Proceeded Ahead/Polling Pause/Heavy Maintenance Messaging

The Board approved an updated outreach program for a potential 2022 measure in October 2020 with an estimated cost of \$1,481,734 including staff time, consultant time and direct costs of a grass roots-based outreach program. Staff moved forward as planned with a caveat to slow in October if polling results did not improve.

Traffic congestion is the problem that must be solved and in May was at 105% of pre-pandemic levels. Employers were planning to return to work this fall and universities are planning to restart a substantial amount of in-person attendance. The advent of the Delta Variant of Covid-19 has caused many major employers and the State to push return to work to January 2022.

Staff is recommending a temporary pause in the October polling. Without a clear and increasing traffic problem, there is no need to pose a potential solution given the wide range of other topics on the minds of District residents. Staff recommends that the next opportunity for a poll be planned for November 30, right after the holiday shopping season begins but only if the Delta Variant or state action does not result in further restrictions which would further delay employers returning to work. Furthermore, staff recommends that outreach activities be scaled back and limited to only those items which a hard commitment has been made. Learning from the shutoff of messaging during the shelter in place, and how difficult it was to restart messaging, staff recommends that a “heavy maintenance” level of effort be employed including:

- Participation only in committed events (Roseville Splash, Rocklin Hot Chili, Lincoln Showcase).
- Staff speaking at local chamber and service club events (virtual or in-person)
- Promotion of High-Definition Traffic Cameras installed in late August to Local News Stations
- Earned media outreach (op-eds, traffic congestion stories, press releases etc).
- Low-cost social media promotion
- Continued use of kiosk at Galleria

Many items must fall into place in the Spring for a 2022 approach. If the November 30 polling demonstrates continued increasing support for a transportation sales tax measure and employers return to work in January/February, then staff would recommend initiating full outreach commencing in February to gear up for an April 2022 poll, followed by the Board considering placing the matter on the ballot in June 2022. The ultimate aim is to reach 2/3 support prior to staff recommending the Board making the decision to place the matter on the ballot.

ML



**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

September 7, 2021 – 3:30 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Mengil Deane, City of Auburn
Fallon Cox, Caltrans
Wes Heathcock, City of Colfax
Aracelli Cazarez, City of Lincoln
Justin Nartker, City for Rocklin
Ted Williams, City of Rocklin
Mike Dour, City of Roseville
Mark Johnson, City of Roseville
Jake Hanson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, 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
Katie Jackson, Placer County
Jaime Wright, Placer County
Katie Jackson, Placer County
Jaime Wright, Placer County

Staff

Aaron Hoyt
Jodi LaCosse
Mike Luken
David Melko
Solvi Sabol

This meeting was conducted via video conference call.

Final FY 2021/22 Local Transportation Fund (LTF) Apportionment / HDL Presentation

Aaron Hoyt shared the FY 2021/22 LTF preliminary findings of apportionment explaining that the estimate preliminarily assumes a conservative 1% growth rate. Based on this assumption, the final FY 2020/21 LTF Apportionment identifies an estimated apportionment of \$29,985,467. Aaron explained that HdL will be providing a detailed analysis of LTF tax revenues and Placer County's sales tax generation at this month's PCTPA Board meeting. HdL relies on current job sector performance to estimate growth forecasts for FY 2021/22, which is not yet available from the CDTFA. If HdL's projection significantly differs from the estimate as provided today, we will provide an updated FY 2021/22 LTF estimate to the TAC. It was explained that we are utilizing HdL as part of our sales tax efforts. Given the economic uncertainties due to the pandemic, we've continued to use them to help in

estimating LTF projections. It was noted that this additional process does delay jurisdictions' ability to make claims.

Aaron showed a breakdown of the "off the top" allocations that go to TRPA, the County Auditor, PCTPA for Administration and Planning of which SACOG gets half, Bike/Ped, and CTSA. Aaron noted that CTSA is going from 4% to 4.5%. The remaining available balance goes to jurisdictions based on population. The TAC concurred with the final LTF finding of apportion for FY 2021/22 and bringing this to the Board for approval this month.

Final FY 2021/22 State Transit Assistance (STA) Allocation Estimate (Aaron Hoyt)

Aaron Hoyt shared the FY 2021/22 STA allocation estimate. Aaron said the revised estimate released by the State Controller's Office forecast a 9.3% increase in revenues from their estimate released in February 2021. The Final Fund Allocation reflects \$3,750,587 which will be allocated by population and fare revenue. Aaron will send out the final estimate after the TAC meeting. The TAC had no comments.

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

Aaron presented the FY 2021/22 Final Allocation for SGR explaining they are only anticipating a 1% growth over FY 2020/21 or \$524,943 identified as the County's share. These funds are to be used toward transit maintenance, rehabilitation, and capital projects. The Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis will reallocate their proportional share to Placer County as they contract with them for transit services. The FY 2021/22 Final Allocation for SGR will be going to the Board for approval this month. The TAC concurred.

Sales Tax Measure Update

Mike Luken said the major private employers in the Sacramento region have decided to return to work with the public sector following suit. While traffic is back, we are asking the Board to consider delaying polling of the South Placer District to late November. Until then we will go into "heavy maintenance mode" and doing lower cost outreach efforts such as social media and promoting the high-definition traffic cameras, recently installed on I-80 and SR 65, to local news stations. If the November polling shows continued support for a transportation sales tax, we will push for a larger spring outreach effort. The TAC had no comment.

Public Hearing - ALUC Final Airport Land Use Compatibility Plan (ALUCP)

David Melko provided background on the PCALUCP and our roles and responsibilities as an ALUC. David explained that we prepared ALUCPs which updated the compatibility zones for Auburn Municipal and Lincoln Regional airports based on wildlife and infill policies and clarifying many policies with the goal of achieving general plan consistency with the jurisdictions. We prepared Neg Decs as there were no significant impacts resulting from the ALUCPs. David went over the outreach efforts to date which includes a public workshop held in June and circulating the draft Neg Decs for a 30-day review period which ended on July 26. Responses to comments, which primarily dealt with noise issues, were prepared; these comments did not identify any new environmental impact. The ALUCPs updated the FAA regulatory citations. The Department of Fish and Wildlife determined a "no effect determinations" for the Neg Decs. This month, we'll be asking the Board to adopt the ALUCPs an associated addendum. The TAC concurred with the recommendation.

Public Hearing - ALUC Consistency Determination: Gateway Village Subdivision

David explained that we reviewed the Gateway Village Subdivision, located in the North Auburn area, for a consistency determination with the ALUCP. This is an infill residential subdivision consisting of 27 lots with 80 – 110 residents. The applicant is seeking a rezone which is a mandatory ALUC review. The project is outside of the Auburn Municipal Airport's 55 noise contour. We are recommending to the

Commission that they find it consistent with ALUCP subject to the condition to record the overflight notification in the chain of title of the property. The TAC concurred with this recommendation.

I-80 Auxiliary Lanes Approving PG&E Utility Agreement

David said we are moving forward with the I-80 Auxiliary Lanes Project. Environmental documents were approved, and we are in the right-of-way (ROW) phase of the project. Caltrans will advertise, award, and administer construction of the project. David explained that PG&E owns two gas lines that conflict with the WB 5th lane construction. They estimate it will cost approximately \$255,000 to remove and relocate these lines. PCTPA is liable for about half of the amount which will be funded through SPRTA and federal funds. Removal of gas lines will occur between January – May of next year. Staff is recommending the Board approve the PG&E Utility Agreement and authorize the Executive Director to execute and disperse these funds as required. The TAC concurred with staff recommendations.

Unmet Transit Needs Outreach - 2021 & SSTAC Membership

Aaron Hoyt shared the Unmet Transit Needs flyer for 2021 which details the outreach process and opportunities for public engagement. This flyer is currently live on the PCTPA website and was shared with stakeholders and jurisdiction PIOs. Public comment will close October 31st with a public hearing scheduled at the October 27th PCTPA Board meeting. Aaron also shared the Social Services Transportation Advisory Council (SSTAC) membership that is that will be presented to the Board for adoption. The SSTAC will ultimately make recommendations to the Board on the UTN findings. He also explained that there are certain categories of individuals that we strive to fill as part of a comprehensive SSTAC who represent those who utilize public transit. The TAC had no comments.

Caltrans District 3 Update

Fallon Cox reported on the following:

- * FY 2022-23 Sustainable Transportation Planning Grant Application Guide Release and Call-for-Applications
 - Applications are due on Wednesday October 27th by 5PM.
 - District 3 will hold a Grant Application Workshop on September 23rd from 9-11am.

Mike Luken asked the TAC to let us know if anyone plans on applying for this grant. The City of Roseville may potentially repackage the multimodal overcrossing of 65 and 80. There could be an opportunity for partnership with PCTPA and the City of Rocklin on this application.

- Clean CA Local Grant Program
 - If you have any questions, please contact Bomasur Banzon.
530-682-2984 bomasur.banzon@dot.ca.gov
- SR 49 CMCP
 - Will Schilling is finishing up the Virtual Open House presentation and is hoping to get Exec approval to post it on the Website.
 - The Survey will be extended until September 30th
 - He will be scheduling the next TAC meeting shortly.
- District 3 CAT Plan
 - The Public Survey period closed on August 31st.
 - We received 512 comments from Placer County.
 - We will be scheduling a meeting with our Core Partner Group for October to review the Existing Conditions report and discuss the Prioritization process.
- PLA 49 Rehab Project (2F340) update
 - Has been in Construction for the past 3 years.

- Will have some minor closures (mostly should) as they finish up the work on the video detection.
- The project is targeted to finish by November 2021.

Other Info / Upcoming Deadlines

- a) Personnel Policies Update: Mike said we are working on updating our personnel policies to reflect a five-year waiting period for post retiree medical benefits for new employees.
- b) RTIP: Rick Carter said that the CTC published guidelines for the STIP and requirements of RTIP submittals. Rick explained that there is additional language that requires all RTIPs discuss the most significant interregional highway and intercity rail needs within the region as well as the most significant multi-modal corridor deficiencies within the region and any state routes within the region that might be potential candidates for a Highways to Boulevard Conversion Pilot Program. The RTIP will be brought to our Board in October for adoption. Rick will send out an email to the TAC in the next week or two with respect to this.
- c) CMAQ/RSTP: Mike explained that there is a corrective action that is required as part of compliance with the FAST Act. FHWA has concerns and questions with the ability to suballocate CMAQ and RSTP funds. Mike added that we are starting the process to address what the corrective action entails and if and how it may affect our process for allocating CMAQ and RSTP funds. Mike will continue to keep the TAC apprised of this issue.

PCTPA Board Meeting: Wednesday, September 22, 2021 at 9:00 am

Next TAC Meeting: Tuesday, October 12, 2021 at 3:00 pm

The TAC meeting concluded at approximately 4:45 p.m.

ML:ss

TO: PCTPA Board of Directors **DATE:** September 22, 2021

FROM: David Melko, Senior Transportation Planner
Aaron Hoyt, Senior Planner
Rick Carter, Deputy Executive Director

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 4th Quarter statistical summary for Placer FSP is attached. For the 4th Quarter there were 787 total assists. This compares to 569 assists during 2020. During the 4th Quarter, thirty (30) assists occurred on Sundays; and 9 assists occurred on Memorial Day. Twenty-seven (27) survey comments were submitted for the 4th quarter. All motorists rated the service as “excellent.”
- 3. 2021 Unmet Transit Needs Outreach**
PCTPA began its annual Unmet Transit Needs outreach process on September 1st. Given the ongoing COVID-19 pandemic, this year’s process will be entirely virtual, including an online survey, emails, social media posts, and stakeholder engagement. The attached flyer details the outreach process. Members of the public are encouraged to submit their unmet transit needs through the survey at <https://pctpa.net/utn> via email at ahoyt@pctpa.net, or by calling 530-823-4032. Comments are accepted through October 31, 2021.
- 4. 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.

RC:ML:ss

**PCTPA Board of Directors
Status Report
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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	3,131	4,089	14,277
Placer County Transit										
Fixed Route	62,393	64,093	50,629	25,532	202,647	26,579	29,718	31,094	31,623	119,014
Dial-A-Ride	7,078	7,014	6,616	3,291	23,999	4,244	4,271	3,474	3,717	15,706
Vanpool	5,760	5,770	5,401	978	17,909	910	1,382	1,190	1,302	4,784
Commuter	17,472	20,792	18,496	1,960	58,720	1,528	1,268	1,038	1,545	5,379
Total (all services)	92,703	97,669	81,142	31,761	303,275	33,261	36,639	36,796	38,187	144,883
TART										
Total (all services)	93,263	83,621	167,867	27,376	372,127	53,351	46,874	50,483	50,097	200,805
Roseville Transit										
Fixed Route	44,221	42,358	34,607	19,527	140,713	25,196	23,833	22,951	26,885	98,865
Dial-A-Ride	7,273	6,683	5,773	2,571	22,300	3,362	3,505	3,538	4,092	14,497
Commuter	38,382	34,952	32,029	2,954	108,317	3,422	2,685	2,399	3,806	12,312
Total (all services)	89,876	83,993	72,409	25,052	271,330	31,980	30,023	28,888	34,783	125,674
Western Placer CTSA										
Health Express	1,409	1,278	1,071	543	4,301	752	603	603	739	2,697
My Rides	1,197	997	1,119	667	3,980	575	683	819	751	2,828
Total (all services)	2,606	2,275	2,190	1,210	8,281	1,327	1,286	1,422	1,490	5,525
Region-Wide										
Total (all services)	287,151	275,725	329,788	89,037	981,701	123,604	118,194	120,720	128,646	491,164
Annual Totals	1,963,402					982,328				

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	8,534	33,072
% Calls Answered within 90 seconds	87%	88%	90%	87%	88%	80%	83%	85%	83%	83%
% Calls Answered within 3 minutes	94%	94%	95%	93%	94%	89%	91%	92%	91%	91%
% Calls Answered within 6 minutes	99%	99%	99%	99%	99%	98%	98%	98%	97%	98%
Calls Abandoned	1126	1070	716	705	3,617	811	974	674	973	3,432
Average Speed Calls Answered	0.40	0.36	0.33	0.44	38%	0.69	0.52	0.45	0.62	56%
Average Incoming Call Time	2.28	1.79	1.79	1.40	1.79	1.45	1.43	1.51	1.83	1.55
Calls Transferred Out	2,688	2,691	2,370	1,857	9,606	2,173	1,909	1,694	2,198	7,974

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
September 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	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
September 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	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	\$35,670,000	2024	2020	2021	2022
Caltrans D3	CAL21276	Yolo I-80 and US 50 Managed Lanes	On I-80 just west of Davis from the Kidwell Road interchange in Solano County to the W. El Camino interchange in Sacramento County; also from the I-80/US 50 interchange to the US 50/I-5 interchange: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements.. Toll Credits for ENG, ROW	CMAQ, COVID Relief Funds- STIP, Local, State Cash	\$590,060,000	2029	2018	2021	2027
Caltrans D3	CAL21278	SR 65 South Ingram Slough Slide Repair	On SR 65 in Lincoln at South Ingram Slough Bridge #19-0188L/R (PM R12.9/R13.1): Repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures.	SHOPP - Emergency Response (SHOPP AC)	\$1,725,000	2021	2019	2020	2020

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Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
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	CAL21365	Yuba/Sutter Counties Pavement Repairs	In Yuba County on SR 70 and Sutter County on SR 99 at various locations: Restore pavement damaged during debris removal operations after the Camp Fire by overlaying with asphalt.	SHOPP - Emergency Response (SHOPP AC)	\$29,613,000	2021		2020	2020
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	CAL21376	Multi Location Bike and Ped Improvements	In Butte, Placer, Sacramento, and Sutter Counties on Routes 20, 28, 32, 50, and 80 at various locations: Enhance crosswalk visibility, add green bike lane treatment, install signs, flashing beacons and countdown pedestrian signal heads, and construct curb ramps and pedestrian barricades to improve bicycle and pedestrian safety.	SHOPP Collision AC	\$386,000	2023	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
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	2027	2011	2023	2023

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
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	2034	2011	2030	2030
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 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	2027	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	\$3,856,228	2022	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	2022	2018		2021

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Lincoln	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	2022		2021	2021
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	2022	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	2021	2022
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	2025	2021	2024	2025
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	Local	\$7,852,055	2023	2020	2021	2022
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	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, SB 1 - Road Repair and Accountability Act of 2017	\$15,749,130	2023	2011	2020	2023
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

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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 Fiddymt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2021			2019
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2023	2021	2021	2022
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2020
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$1,977,500	2025	2014		2020
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$4,232,576	2022			2019
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$5,968,850	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	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, SB 1 - Road Repair and Accountability Act of 2017	\$11,400,000	2025	2022		2022
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

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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
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, COVID Relief Funds-STIP, Coronavirus Response and Relief Supplemental Appropriations Act, DEMO HPP, HIP, Local, NCI, RSTP/STBG, SB 1 - Road Repair and Accountability Act of 2017	\$38,586,856	2023	2014	2020	2022

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PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$520,810,000	2030	2019	2025	2025
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	ATP (Fed), ATP (State), CMAQ, HIP, Local	\$17,603,000	2023	2018	2021	2022
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2024	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$888,000	2024			2019
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

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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 Fiddymt 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	2024
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

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
September 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	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, RSTP/STBG	\$1,049,700	2023	2017	2021	2021
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	2022	2025
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	1500000	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	3901200	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

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

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25778	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013)	HSIP	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, SB 1 - 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
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
Placer County Transit	PCT10513	Preventative Maintenance and Operations Assistance, 2021	Preventative Maintenance and Operations Assistance, 2021	FTA 5307 - E.S., Local	1854456	2021			2021
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 4th Quarter ((2020/21) Statistical Summary

Total Assists = 787 and Total Surveys = 31

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	56.0%	430	Found by You	68.0%	535	Yes, very	100.0%	31
Sport Utility Vehicle/Crossover	19.4%	149	Dispatched by CHP	16.7%	131			
Pickup Truck	18.8%	144	Partner Assist	14.0%	110	How did FSP know you needed help?	Percent	Count
Other	2.1%	16	Directed by CHP Officer	0.6%	5	Driver saw me	74.2%	23
Truck - Over 1 Ton	1.0%	8	Revisit	0.8%	6	Others	25.8%	8
Big Rig	0.8%	6						
Motorcycle	0.4%	3	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
RV/Motorhome	1.3%	10	Towed to Drop Zone	14.9%	117	Excellent	100.0%	31
Truck - Under 1 Ton	0.3%	2	Traffic Control	19.3%	152			
Blank	2.5%	19	Tagged Vehicle	9.3%	73	How did you hear about FSP?	Percent	Count
			Quick Fix / Repair	16.9%	133	Newspaper, TV, Friend	9.7%	3
Vehicle Problem	Percent	Count	Called for Private Assistance	4.7%	37	Hadn't heard until today	61.3%	19
Accident	19.4%	153	None - Not Needed	8.8%	69	Was helped previously	12.9%	4
Mechanical	26.4%	208	None - Motorist Refused Service	2.5%	20	Have see trucks driving around	12.9%	4
Flat Tire	21.7%	171	Debris Removal	2.8%	22	Brochure	3.2%	1
Abandoned	9.3%	73	Escort Off Freeway	2.9%	23			
Out of Gas	7.2%	57	Towed Off Freeway	7.9%	62	How long did you wait before FSP arrived?	Percent	Count
Driver Related	2.0%	16	Other	2.2%	17	Less than 5	25.8%	8
Overheated	3.6%	28	Provided Transportation	1.7%	13	5 - 10 minutes	32.3%	10
Debris	1.5%	12	Partner Assist	6.2%	49	10 - 15 minutes	22.6%	7
Other	0.6%	5				15 - 20 minutes	12.9%	4
Unsecured Load	1.4%	11	Vehicle Location	Percent	Count	20 - 30 minutes	0.0%	0
None - Not Needed	4.8%	38	Right Shoulder	79.4%	610	30 - 45 minutes	3.2%	1
Electrical	0.9%	7	Left Shoulder	7.3%	56	Over 45 minutes	3.2%	1
Car Fire	0.3%	2	In Freeway Lane(s)	4.8%	37			
Partner Assist	0.6%	5	Ramp/Connector	8.5%	65	Other Metrics		
Locked Out	0.1%	1	Unable to Locate	0.0%	0	Average Duration (Minutes)		12.7
			Blank	2.5%	19	Overtime Assists		20
						Overtime Blocks		30
Source: http://www.sacfsp.com/admin			Total Comments	NA	27	Multi-Vehicle Assist		92



UTN

Annual Unmet Transit Needs Report

TAKE THE ONLINE SURVEY

www.pctpa.net/utn

ATTEND THE PUBLIC HEARING

Wednesday October 27th

Due to the COVID-19 pandemic, the public hearing may be conducted via teleconference. Visit pctpa.net for updates.

IS PUBLIC TRANSIT MEETING YOUR NEEDS?

Placer County Transportation Planning Agency (PCTPA) wants to hear from you about how public transit can best serve the Placer County region. As part of the annual Unmet Transit Needs Process, PCTPA is conducting surveys and seeking community feedback throughout September and October. If you have an idea to improve local transit service, let us know!



SEND US AN EMAIL

ahoyt@pctpa.net

Contact: Aaron Hoyt

GIVE US A CALL

530-823-4032

Leave your name, number, and unmet transit need

MAIL US A LETTER

PCTPA, Attn: UTN
299 Nevada Street
Auburn CA, 95603

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: July 5, 2021
RE: June 2021 Communications & Public Outreach Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of June 2021.

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

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

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 Lincoln and Auburn Airport Land Use Compatibility Plan community workshops, Link21 Placer-area workshop, service updates, and other relevant transportation projects.

Key social media posts included:

- Promotion of ALUCP virtual workshops for both Lincoln and Auburn
- Promotion of Caltrans District 3 virtual public meeting on SR-49 improvements
- Caltrans District 3 traffic alerts
- Washington Boulevard/ Anodra Widening Project
- Eureka Rd overnight closure
- Roseville Commercial Corridor Virtual Tour
- Promotion of Placer-area Link21 virtual workshop
- Dry Creek Greenway Trail project survey

- Flashing yellow light installation in Roseville
- In-person Rocklin City Council meetings resuming
- New Capitol Corridor schedule

Current social media page statistics include:

- Facebook – 1,854 Followers
 - *Previously: 1,861*
- Twitter – 1,335 Followers
 - *Previously: 1,337*
- Instagram – 1,021 Followers
 - *Previously 1,024 Followers*

Key website analytics include:

- 1,332 users visited pctpa.net in June
 - 84.9% New Visitors, 15.1% New Visitors
- Total page views for the PCTPA website during June: 3,906
 - 16.92% of views were on the Main Page
 - 9.86% of views were on the ALUCP page
 - 5.76% of views were on the Agendas 2021 page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during June: 140

PCTPA Airport Land Use Compatibility Plan Workshops

During June, AIM planned, prepared materials for, and promoted the ALUCP Community Virtual Workshops, which will be held via Zoom on July 13th and 14th. Following is a summary of AIM's activities:

- Materials prepared:
 - Social media graphics specific to Auburn and Lincoln
 - Flyers specific to Auburn and Lincoln
 - Social media copy for distribution to community groups to help raise awareness
 - Email invitation to key stakeholder
 - Constant Contact Email Blast to 3830 contacts
- Ongoing promotion for each workshop included:
 - Promotional posts on PCTPA's Facebook, Twitter and Instagram pages
 - Personal emails and calls to key stakeholders

Email Blasts

AIM drafted and distributed the following email blasts via Constant Contact in June:

- New Hire Rick Carter Announcement
Sent on Fri, Jun 25, 2021 1:51 pm PDT
 - 10240 Sends
 - 25% Open Rate
 - 5% Click Rate
- Lincoln/Auburn Airport Land Use Compatibility Workshops
Sent on Thu, Jun 3, 2021 2:54 pm PDT
 - 3830 Sends
 - 21% Open Rate
 - 1% Click Rate

Media Relations

AIM wrote and distributed a media release to the Auburn Journal, Lincoln Messenger, and Public Information Officers for both Auburn and Lincoln. Information about the workshops was electronically distributed in the City of Lincoln eBulletin.

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: August 5, 2021
RE: July 2021 Communications & Public Outreach Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of July 2021.

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

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

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 Lincoln and Auburn Airport Land Use Compatibility Plan community workshops, Link21 Placer-area workshop, service updates, and other relevant transportation projects.

Key social media posts included:

- Promotion of ALUCP virtual workshops for both Lincoln and Auburn
- Caltrans District 3 traffic alerts
- City of Roseville Youth Bus Pass
- 211 Promotion
- Promotion of Placer-area Link21 virtual workshop
- CalTrans District 3 Active Transportation Plan Promotion
- City of Roseville Fourth of July Safety Recommendations and Event Promotion
- Gold Country Media Informational Article about Link21 Workshop
- City of Roseville interactive capital improvements map
- I-80/SR-65 Connector Ramp Construction

- Dry Creek restoration improvements

Current social media page statistics include:

- Facebook – 1,853 Followers
 - *Previously: 1,864*
- Twitter – 1,330 Followers
 - *Previously: 1,335*
- Instagram – 1,021 Followers
 - *Previously 1,021 Followers*

Key website analytics include:

- 867 users visited pctpa.net in June
 - 82% New Visitors, 18% Returning Visitors
- Total page views for the PCTPA website during July: 2,425
 - 16.21% of views were on the Main Page
 - 11.59% of views were on the ALUCP page
 - 4.6% of views were on the ALUC Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during June: 185

Email Blasts

AIM drafted and distributed the following email blasts via Constant Contact in July:

- Link21 Virtual Community Workshop
 - Sent to 10,210 contacts
 - 27.9% Open rate
 - 8.2% Click rate

Media Relations

AIM wrote and distributed a media release to the Auburn Journal, Lincoln Messenger, and Public Information Officers for both Auburn and Lincoln. Information about the workshops was electronically distributed in the City of Lincoln eBulletin.

Project/Programs Assistance

AIM assisted PCTPA with various programs and projects during the month of July. Following is a summary of key projects that AIM provided public outreach and communications assistance on.

- Airport Land Use Compatibility Plan Workshops

During July, AIM continued notification efforts for the Lincoln and Auburn Airport Land Use Compatibility Plan virtual community workshops, hosted by PCTPA. This included:

- Distribution of awareness materials to the Lincoln and Auburn Public Information Officers for distribution through City channels.
- Personal calls and emails to key stakeholders, as identified by the project team.

- PCTPA Event Booth

AIM designed and ordered a new tent, tablecloth, and flag for PCTPA event appearances.

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: September 3, 2021
RE: August 2021 Communications & Public Outreach Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of August 2021.

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

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

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, trail closures, service updates, and other relevant transportation projects.

Key social media posts included:

- Gold Country Media Placer County Project Update
- Caltrans District 3 traffic alerts
- Capitol Corridor/ Amtrak App promotion
- Whats Happening Roseville
- Trail Closures
- Dry Creek Trail Improvements
- Washington/Andora Widening Project updates
- Dry Creek restoration improvements

- City of Roseville road resurfacing

Current social media page statistics include:

- Facebook – 1,856 Followers
 - *Previously: 1,853*
- Twitter – 1,330 Followers
 - *Previously: 1,335*
- Instagram – 1,024 Followers
 - *Previously 1,021 Followers*

Key website analytics include:

- 734 users visited pctpa.net in June
 - 85% New Visitors, 14% Returning Visitors
- Total page views for the PCTPA website during August: 1,747
 - 22% of views were on the Main Page
 - 5% of views were on the Meet the Staff page
 - 3% of views were on the Roadway Projects page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during August: 140



July 20, 2021

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

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

RE: June Summary of Activities for Funding Strategy Outreach Effort

Stakeholder Outreach – In Progress

- Continued Discussions with Elected, Civic, Business and Community Leaders
- Stakeholder Meeting: Polling Results

Partner Collaboration – In Progress

- Continued Traffic Camera Partnership Outreach
- Coordinated Sponsorships on Behalf of the Agency

Earned Media/Collateral Development/Paid Advertising – Complete

- Mall Kiosk
- Digital Billboards Continued

Account Management – Complete

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Budget Meeting
- 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 ● Sports Partnerships- Bumped to Fall ● Growing Up Roseville, Style and Other Placer Magazine Partnership ● Traffic Camera Prep ● Elected, Civic, Business, Community Leader Engagement ● Preparation for Research Program ● Stakeholder Meeting
June 2021	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Polling Presentation to Board ● Electronic/Static Billboards ● Mall Kiosk ● Stakeholder Meeting ● Research Presentation Meetings ● Participated in Board Meeting ● Held Stakeholder Meeting ● Elected, Civic, Business, Community Leader Engagement

Costs to Date:

Item	Budget	Spent	Remaining
Retainer	\$37,500	\$37,500	\$0
Paid Digital Ads/Streaming	\$22,500	\$22,500	\$0
Video Design/Production	\$24,000	\$9,200	\$14,800
Mall Kiosk	\$36,191	\$23,000	\$13,191 (rent)
Billboards	\$27,500	\$24,150.00	\$3,350
Website	\$3,500	\$2,751.38	\$748.62
Traffic Camera	\$33,600	\$287.50	\$33,312.50
General Consumer Outreach	\$15,000	\$12,173.98	\$2,826.02



August 2, 2021

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

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

RE: July 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
- Coordinated Sponsorships on Behalf of the Agency
- Held Meetings with Community Partners: Randy Peters Catering and Mikuni

Earned Media/Collateral Development/Paid Advertising – Complete

- Mall Kiosk
- Digital Billboards Continued

Account Management – Complete

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Budget Meeting
- 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
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<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 ● Sports Partnerships- Bumped to Fall ● Growing Up Roseville, Style and Other Placer Magazine Partnership ● Traffic Camera Prep ● Elected, Civic, Business, Community Leader Engagement ● Preparation for Research Program ● Stakeholder Meeting
June 2021	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Polling Presentation to Board ● Electronic/Static Billboards ● Mall Kiosk ● Stakeholder Meeting ● Research Presentation Meetings ● Participated in Board Meeting ● Held Stakeholder Meeting ● Elected, Civic, Business, Community Leader Engagement
July 2021	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Electronic/Static Billboards ● Mall Kiosk ● Traffic Camera Live ● Elected, Civic, Business, Community Leader Engagement ● Partnership Meetings with Randy Peters and Mikuni ● Budget Meetings ● Giveaway Ordering ● Park Pulse ● Concerts in the Park Roseville ● Roseville Movie Night

Costs to Date FY 21-22

Item	Budget	Spent
Retainer	\$90,000	\$7,500
Events	\$48,000	\$15,435.15
Billboards	\$61,000	\$8,750
TOTAL		\$31,685.15

Event Cost Breakdown:

- \$7,000- Rocklin Parks & Rec Sponsorship
- \$1,000- Lincoln Potters Sponsorship
- \$2,050- Women’s Empowerment Experience Sponsorship
- \$3,054.88- Hand Sanitizers and Tote Bag Giveaways
- \$546.48- Fan Giveaways
- \$215.44- Revised Tote Bag Order Difference
- \$295.63- Traffic is Back Banners
- \$1,173.40- Booth Refresh
- \$99.99- DVD for Roseville Movie Night



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June 30, 2021

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

Infrastructure: Status

On June 24, after weeks of negotiations, President Biden and a bipartisan group of senators announced a deal on infrastructure spending. The agreement focuses on investments in roads, railways, bridges and broadband internet, but it does not include investments Biden has referred to as "human infrastructure," including money allocated for child care and tax credits for families.

According to the White House, the price tag comes in at \$1.2 trillion over eight years, with more than \$500 billion in new spending. How the measure would be paid for was a central point in negotiations, with Republicans opposed to undoing any of the 2017 tax cuts. The bipartisan deal is just the beginning of what could be a long and difficult process. Biden told reporters that he will not sign any legislation unless it is paired with a separate bill to address other elements of his broader infrastructure proposal.

Here's a look at what's included in the agreement, according to the White House fact sheet:

Transportation: \$312 billion

Roads, bridges, major projects: \$109 billion
Safety: \$11 billion
Public transit: \$49 billion
Passenger and freight rail: \$66 billion
Electric vehicles: \$7.5 billion
Electric buses/transit: \$7.5 billion
Reconnecting communities: \$1 billion
Airports: \$25 billion
Ports and waterways: \$16 billion
Infrastructure financing: \$20 billion

Other infrastructure: \$266 billion

Water: \$55 billion

Broadband: \$65 billion
Environmental remediation: \$21 billion
Power, including grid authority: \$73 billion
Western water storage: \$5 billion
Resilience: \$47 billion

How would they pay for it?

The White House said the plan will be paid for with unused coronavirus relief funds, unused unemployment insurance and sales from the Strategic Petroleum Reserve, among other measures. Here's a full look at the sources they've proposed, according to the fact sheet:

- Reduce the IRS tax gap.
- Unemployment insurance program integrity.
- Redirect unused unemployment insurance relief funds.
- Repurpose unused relief funds from 2020 emergency relief legislation.
- State and local investment in broadband infrastructure.
- Allow states to sell or purchase unused toll credits for infrastructure.
- Extend expiring customs user fees.
- Reinstate Superfund fees for chemicals.
- 5G spectrum auction proceeds.
- Extend existing spending restraints over mandatory government programs.
- Strategic Petroleum Reserve sales.
- Public-private partnerships, private activity bonds, direct pay bonds and asset recycling for infrastructure investment.
- The expectation that infrastructure investment will generate economic growth.

Infrastructure Proposal: Biden

The original proposal at \$2.25T 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.

Senate Highway Bill

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

House Highway Bill

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

Earmarks

PCTPA submitted to both Senators Feinstein and Padilla a FY22 Transportation Appropriations Bill earmark request of \$3.97M for the I-80 Safe Freight and Fast Transit Project - adding a fifth lane on westbound I-80 in Roseville and extending the existing eastbound merge lane between State Route 65 and Rocklin Road in Rocklin. In support of PCTPA as the grantee, Placer County, Roseville and Rocklin also submitted the same request to Senator Feinstein and letters supporting PCTPA's request to Senator Padilla. PCTPA is also supporting Sutter County's \$8.4 M FAST Act authorization earmark request of Congressman Garamendi for the Riego Road/Baseline Road Improvement Project. No word as yet from the Senate offices or the Senate Appropriations Committees regarding the status of the asks.

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 and \$375 million for Consolidated Rail Infrastructure and Safety Improvement grants to improve rail safety.
- Amtrak: \$2.7 billion 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.
- Air Traffic Safety and Efficiency: For managing the national airspace system and to improve aviation safety.
- Merchant Mariners: Funds to purchase the fifth and final State maritime academy training vessel within the Maritime Administration.
- Civil Rights Enforcement: Increases funding for the Office of Civil Rights to further the President's equity agenda.

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: (2)

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: (23)

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.



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July 30, 2021

To: Clean Water Construction Coalition
From: Sante Esposito
Subject: July Monthly Report

Senate Bipartisan Infrastructure Agreement

On July 28, the Senate negotiators and the White House reached agreement on a bipartisan infrastructure bill. Legislative language and more details forthcoming (we have confirmed that the bipartisan highway bill from the Environment and Public Works and the Commerce Committees – see page 3 of the link and the Senate Highway Bill section below in this report – is included). Summary link below. Cloture vote passed. Debate, amendments and final vote to follow. Vote on final passage expected at the end of next week or sometime during the week of August 9. There's still a long road ahead for the package - a fraught Senate amendment process, escalating attacks from Trump and his allies in Congress and the media, and an uncertain path in the House given the concerns over substance by key Members like Congressman DeFazio, Chair of the Transportation and Infrastructure Committee. Remember – this is the Senate agreement; the House may have its own package. In addition, the Speaker has stated that the House will not take up its infrastructure bill until after the Senate has passed its \$3.5T budget. Passage of the budget resolution would set in motion a reconciliation process to address issues not included in the infrastructure bill such as human infrastructure. The plan by the Senate Democratic leadership is to use reconciliation as it only requires a majority vote and not 60 votes. If the Senate Democrats vote in lockstep they will have 50 plus the Vice President. Summary link:

<https://static.politico.com/7e/74/659737a14980a049b2b233aa43c9/bif-summary.pdf>

Senate Budget

On July 13, Senate Democrats announced a top line budget number to enact the full array of the President's social welfare and family aid promises without Republican votes. The proposal, which is opposed by the Republicans as tax and spend, sets an overall limit of \$3.5 trillion for Democratic policies that won't make it into a bipartisan infrastructure deal, if Congress can reach one. If the still-forthcoming budget resolution can clear both chambers with party support, it will unleash the power to circumvent a GOP filibuster using the so-called reconciliation process, the same move that Democrats used to pass the President's \$1.9 trillion pandemic aid package in

March. Combined with a bipartisan infrastructure compromise, Senate Majority Leader Chuck Schumer said the budget's investments in infrastructure, the middle class and more would total about \$4.1 trillion, which is very, very close, he said, to what President Biden asked for.

Senate Highway Bill

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

House Highway Bill

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

FY22 Transportation Appropriations

This week the House passed its FY22 Transportation Appropriations Bill which provides \$106.7B for DOT programs – an increase of \$19B for FY21 and \$18.7B above the President's budget request for FY22. Highlights are \$1.2B for National Infrastructure Investment Grants, \$61.9B for state highway formula programs, \$625M for passenger rail, \$2.7B for Amtrak, and \$15.5B for transit. The House has reported all 12 FY22 appropriations bills and is in the process of bundling them for Floor consideration. No action to date in the Senate.

Earmarks

PCTPA submitted to both Senators Feinstein and Padilla a FY22 Transportation Appropriations Bill earmark request of \$3.97M for the I-80 Safe Freight and Fast Transit Project - adding a fifth lane on westbound I-80 in Roseville and extending the existing eastbound merge lane between

State Route 65 and Rocklin Road in Rocklin. In support of PCTPA as the grantee, Placer County, Roseville and Rocklin also submitted the same request to Senator Feinstein and letters supporting PCTPA's request to Senator Padilla. Neither Senator submitted PCTPA's request to the Appropriations Committee.

Bill Tracking

We are taking a different approach on bill tracking. Hundreds of bills are introduced and the numbers increase daily - for example, as of July 30, there have been 1583 transportation bills and 1272 infrastructure bills introduced since January. Many are not relevant to our issues and most never get beyond the introduction stage. Therefore, what we are going to do is focus on bills that are marked up by committees and/or come to our attention and identify and report on those of interest. Markup of a bill demonstrates a level of importance and interest.



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August 31, 2021

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

NOTE: Senate in recess until Sept.13; the House until Sept. 20.

Infrastructure Bills Generally

Potentially two. The first – a core infrastructure bill – has passed the Senate and is pending in the House with action no later than September 27. The second - human infrastructure plus other core infrastructure items bill - is pending in both Houses given passage of the budget resolution which sets in motion drafting of the bill.

Core Infrastructure Bill

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

Highlights include:

- \$110B for Roads, Bridges and Major Infrastructure Projects
- \$40B for Bridges
- \$16B for Major Surface Transportation Projects
- \$11B for Transportation Safety
- \$39B for Transit
- \$66B for Passenger and Freight Rail
- \$65B for Broadband
- \$17B for Ports
- \$25B for Airports
- \$7.5B for Zero and Low-Emission Buses and Ferries
- \$7.5B for Plug-In Electric Vehicle Chargers
- \$65B to Rebuild the Electric Grid
- \$21B for Superfund and Brownfield sites

Regarding the House, on August 24 the House agreed to vote on the Senate passed core infrastructure bill on September 27. The House rule outlining consideration of the Senate bill does NOT allow for amendments to it, thereby leaving to the human infrastructure bill the inclusion of other issues, both new and/or modified.

Human Infrastructure Bill

On August 11, the Senate passed a \$3.5T budget resolution proposal. It is not a bill or a joint resolution, but rather a concurrent resolution. The President doesn't have to take any action on it - - Congress defines the funding levels for itself. The resolution does not include programs or policies – just large aggregate funding levels for each of the 19 major categories that comprise the Federal budget. The \$3.5T does assume certain things are going to happen. It directs the Senate committees to find programs under their jurisdictions that add to this number (see list below). On August 24, the House passed the Senate resolution. Passage of the budget resolution by both chambers unlocks the ability for Democrats to use reconciliation (only requires a simple majority for passage, not 60 votes in the Senate) to pass a human infrastructure bill on a party-line vote addressing health care, aid for families, the climate crisis and more (including funding for core infrastructure programs). With passage of the budget resolution by both chambers, Democrats will now move on to the reconciliation plan, which still must be drafted with a draft due by Sept.15. The goal for final action is October 1.

The Senate Budget Committee summary lists some of the items that could be addressed:

- Paid family and medical leave
- Extensions of the child tax credit, earned income tax credit, and child and dependent care tax credit
- Clean energy, manufacturing, and transportation tax incentives
- Housing incentives
- “Pro-worker” incentives
- SALT cap relief
- Medicare expansion, Affordable Care Act expansion, long-term care, and “health equity”

The summary also lists the following as possible offsets that could be considered:

- Corporate and international tax reform
- Tax fairness for high-income individuals
- IRS tax enforcement
- Health-care savings
- Carbon polluter import fee

The following are highlights from the American Families Plan (part 2 of the Biden economic recovery effort):

- \$400 billion to extend the child tax credit
- \$225 billion to subsidize and improve childcare and boost pay for childcare workers
- \$225 billion for a national paid family and medical leave program
- \$200 billion for free universal preschool

- \$200 billion to reduce Obamacare premiums
- \$109 billion for free community college
- \$85 billion to boost Pell Grants
- \$45 billion for childhood and school nutrition programs

The package would be paid for by increasing the top tax rate, hiking the capital gains tax and stepping up IRS enforcement of tax evasion.

FY22 Appropriations Generally

To date, the House has passed 9 of 12 FY22 appropriations bills, with one ready to go after the recess and 2 un-decided. The Senate Appropriations Committee has marked up its FY22 Energy and Water, Agriculture and VA bills.

FY22 Transportation Appropriations

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

Senate Highway Bill

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

House Highway Bill

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additional rail safety inspectors, addressing trespasser and suicide fatalities, and eliminating gaps in railroad safe.

From: Mimi Kyi <mimik@capitolcorridor.org>
Sent: Wednesday, July 21, 2021 11:01 AM
To: Robert Padgette
Subject: Capitol Corridor Monthly Service Performance Report - June 2021



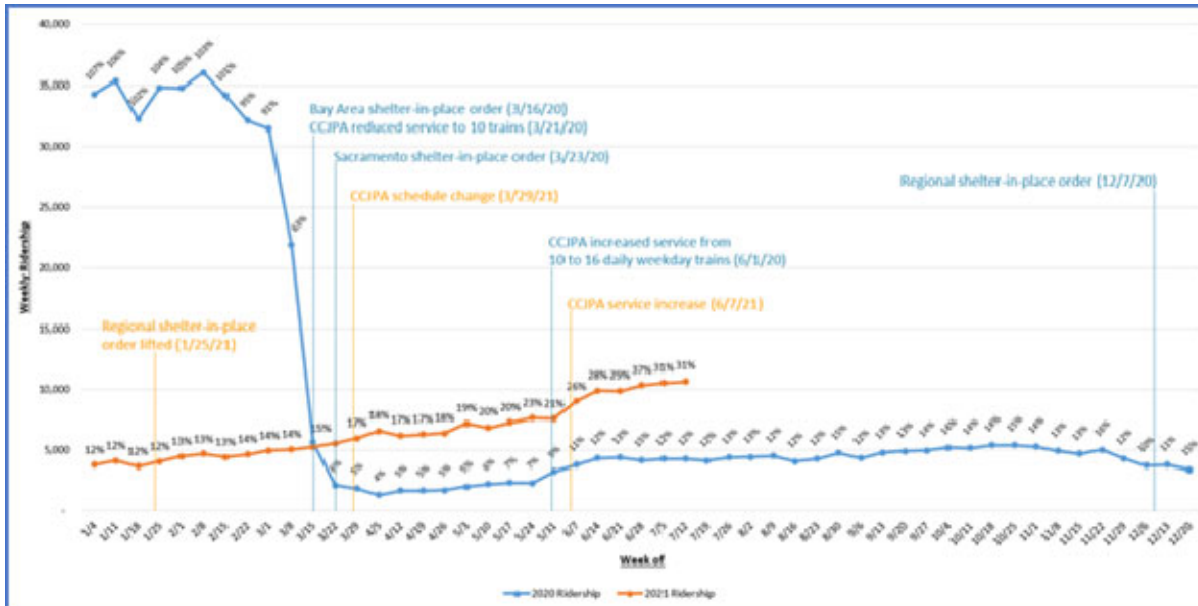
SERVICE PERFORMANCE OVERVIEW

June 2021 Service Performance for the Capitol Corridor

The Capitol Corridor has continued to experience an increase in ridership, up 134% for the month of June as compared to June 2020. By the end of the June, ridership exceeded 30% of 2019 levels in part due to the CCJPA service increase on June 7th and the State’s general reopening on June 15th. Passenger and end-point ridership have improved for the year-to-date through June.

Performance Measure	June 2021	vs. June 2020	YTD 2021	vs. Prior YTD	vs. FY 21 Plan
Ridership	38,722	+134%	213,451	-84%	-20%
Revenue	\$906,047	+122%	\$5,041,338	-82%	-26%
End-Point OTP	89%	-4%	90%	+2%	+1%
Passenger OTP	90%	-2%	91%	+4%	+2%

Weekly Ridership and % of 2019 Ridership During COVID Pandemic



LEGISLATION AND FUNDING

State Legislation and Funding

These are unusually busy times on both the State and Federal front, with many promising legislative actions in the works.

FY2021-22 State Budget Passed

Last week, Governor Newsom signed [AB 128 \(Ting\)](#) and [SB 129 \(Skinner\)](#), budget bills that comprise the provisions of the Fiscal Year 2021-22 State Budget to which the Governor and Legislative Leaders have so far agreed upon. These bills implement an unprecedented level of state-level economic stimulus to accelerate our recovery from the pandemic.

The Budget, which totals \$262.6 billion, includes the following supplemental investments that specifically support public transit and rail agencies and help deliver clean mobility options to Californians across our state.

- \$2.5 billion for the Transit and Intercity Rail Capital Program
- \$2.7 billion for a Zero-Emission Vehicles and Infrastructure
- \$500 million for the Active Transportation Program
- \$10 million for the University of California Institute of Transportation Studies
- \$2.2 billion for Addressing Homelessness
- \$1.1 billion for the Clean California Program
- \$400 million for Climate Adaptation on Transportation Infrastructure
- \$600 million for Planning and Implementation Grants for Infill Developments and Strategies to Reduce Vehicle Miles Traveled.

Additionally, Governor Newsom signed [AB 149 \(Committee on Budget\) \[Chapter 81, Statutes of 2021\]](#), the transportation budget trailer bill. The bill includes the various statutory relief measures, which expand on the relief secured last year through [AB 90 \(Committee on Budget\) \[Chapter 17, Statutes of 2020\]](#) and [AB 107 \(Committee on Budget and Fiscal Review\) \[Chapter 264, Statutes of 2020\]](#).

Though the Budget is truly historical, there is still much work to be done to bring several of these large-scale investments online - funding for the TIRCP, Active Transportation Program, and Climate

Adaptation. They would only become available upon the enactment of additional legislation (presumably also related to an agreement on high-speed rail funding, expected at \$4.2B). Negotiations between the Governor and the Legislature will span much of summer.

Source: California Transit Association Funding Update

Federal Legislation and Funding

House Appropriations Subcommittee on Transportation-HUD FY 2021-22 Funding Bill

The House Appropriations Subcommittee on Transportation-HUD FY 2021-22 Funding bill moved for full House floor consideration last Friday, July 16, 2021. Summary of the bill is [here](#), and the full legislative text is [here](#). Highlights of the bill for rail include \$4.1 billion:

- \$2.7 billion for Amtrak
 - \$1.5 billion for National Network
 - \$1.2 billion for Northeast Corridor
- \$625 million for PRIME grants
- \$500 million for CRISI grants
- \$248 million for safety and operations
- \$54 million for research and development
- \$5 million for maglev

Source: American Association of State Highway and Transportation Officials (AASHTO) Update

FY 2021-22 Proposed Passenger Rail Funding + 5 Year Comparison INVEST and STIA

The chart below highlights federal passenger rail funding, including:

- FY 2021-22 Biden budget Request
- FY 2021-22 House Appropriations THUD Subcommittee
- FY 2021-22 House Approved INVEST Act
- FY 2021-22 Senate Commerce Committee Surface Transportation Investment Act (STIA)
- 5-year Comparison INVEST and STIA

\$ (millions)								
	Total FY 2021 Funding – including COVID Relief Bills of December 2020 and March 2021	President Biden’s Budget Request FY 2022	*NEW* House THUD Subcommittee Approp 7/12/21 FY 2022	House Approved INVEST FY 2022	Senate Commerce Proposed STIA FY 2022	5 YEAR TOTAL House Approved INVEST	5 YEAR TOTAL Senate Commerce STIA	5 YEAR TOTAL Comparison (House Minus Senate)
Consolidated Rail Infrastructure and Safety (CRISI)	\$375	\$375	\$500	\$1,200	\$1,000	\$7,000	\$5,000	\$2,000
Federal State Partnership for State of Good Repair (House) and Federal-State Partnership for Intercity Passenger Rail Grants (Senate)	\$200	\$0	\$0	\$0	\$1,500	\$0	\$7,500	-\$7,500
Restoration and Enhancement	\$5	\$0	\$0	\$20	\$50	\$100	\$250	-\$150
New - Passenger Rail Improvement, Modernization, and Expansion Grants (PRIME)	n/a	\$625	\$625	\$5,800	\$0	\$30,000	\$0	\$30,000
New - Bridges, Stations, and Tunnels Grants (BeST)	n/a	n/a	\$0	\$4,800	\$0	\$25,000	\$0	\$25,000
Amtrak - Northeast Corridor	\$2,325	\$1,300	\$1,200	\$2,500	\$1,000	\$13,500	\$6,600	\$6,900
Amtrak - National Network	\$2,375	\$1,400	\$1,500	\$3,500	\$2,300	\$18,500	\$12,650	\$5,850
Amtrak - Office of the Inspector General	n/a	n/a	n/a	\$27	\$27	\$139	\$138	\$2
FRA Safety and Operations & Railroad Research and Development	\$276	\$307	\$301	\$290	\$291	\$2,000	\$1,540	\$460
RRIF Loans - Credit Risk Premiums	\$0	\$0	n/a	\$160	\$0	\$900	\$0	\$900
Grade Crossing Separation Grants (House) Railroad Crossing Elimination Program (Senate)	n/a	TBD	n/a	\$450	\$500	\$2,500	\$2,500	\$0
MAGLEV Technology Deployment Program	\$2	\$0	\$5	\$0	\$0	\$0	\$0	\$0
Total	\$5,558	\$4,007	\$4,131	\$18,747	\$6,668	\$99,639	\$36,178	\$63,462
BUILD/TIGER/RAISE National Infrastructure Investments	\$1,000.0	\$1,000.0	\$1,200.0	TBD	TBD	TBD	\$7,500.0	TBD

Source: States for Passenger Rail Coalition, Update July 12, 2021

US Department of Transportation (USDOT) Secretary Pete Buttigieg’s Meeting with States for Passenger Rail Coalition’s (SPRC)

On July 7th, the Executive Committee of the States for Passenger Rail Coalition (SPRC), including CCJPA Managing Director Rob Padgette, met with US Department of Transportation (USDOT) Secretary Pete Buttigieg regarding opportunities for enhancing and expanding intercity passenger rail. CCJPA Managing Director Rob Padgette shared the commitment of California to passenger rail as a key climate strategy and noted our readiness in California for Federal partnership to accelerate our planned passenger rail expansion.

CCJPA Managing Director Robert Padgette Re-Elected as Chair of the State-Amtrak Intercity Passenger Rail Committee (SAIPRC)

At its June Quarterly meeting, the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) membership re-elected CCJPA Managing Director Robert Padgette as the SAIPRC Chair for the upcoming two-year term. The State-Amtrak Intercity Passenger Rail Committee (SAIPRC) is a multi-agency body whose members include 20 agencies in 17 states, Amtrak, and the Federal Railroad Administration. SAIPRC is directed by Congress to facilitate collaboration among its members and to oversee implementation of a standard cost-sharing methodology for the State-Supported Intercity Passenger Rail Services across the country.

Bipartisan Infrastructure Framework

After weeks of negotiation, President Biden reached an infrastructure deal with a group of bipartisan Senators on June 24, 2021. Senate Majority Leader Charles E. Schumer (D-NY) announced that the Senate would begin consideration of the Bipartisan Infrastructure bill this Wednesday, July 21.

The bipartisan infrastructure framework proposes \$579 billion in new spending. It allocates \$312 billion for transportation, including \$49 billion for public transit, \$66 billion for passenger and freight

rail, and \$7.5 billion for electric buses and transit, among other investments. The remaining \$266 billion would go to water infrastructure, broadband, environmental remediation, power infrastructure, and other areas. A bipartisan group of Senators continues to negotiate on provisions in the bill. At this time, there is no specific information available regarding the funding and policy provisions of the actual bill.

Source: California Transit Association and BART staff update

Fixing America’s Surface Transportation (FAST) Act Reauthorization

The Fixing America’s Surface Transportation (FAST) Act enacted in December 2015 will expire on September 30, 2021.

On July 1, 2021, the House passed H.R.3684, its Federal Reauthorization bill called the Investing in a New Vision for the Environment and Surface Transportation in America or "INVEST in America Act." Here is the link to full text of the [INVEST bill passed by the House](#).

On Thursday, June 10th, the Senate Commerce Committee released the Surface Transportation Investment Act of 2021, which authorizes \$78 billion over five years to address key infrastructure and safety priorities broken out as follows: \$36 billion for rail, \$27.8 billion for multimodal grant programs, and \$13 billion for safety programs. [A summary of the legislation is available here](#).

Source: States for Passenger Rail Coalition and Congress.gov

PROGRAM UPDATES



On Wednesday, July 7th, Rob Padgette and Leo Sanchez hosted Representative Ro Khanna of CA-17 at the Santa Clara-Great America station to provide him with information about the Capitol Corridor’s Agnew Siding Project. Representative Khanna supported \$6.6M in project funding for inclusion in H.R. 3684 INVEST in America Act. If the Legislation is approved, this funding, together with the existing \$3.5M of committed State funding, would allow the Capitol Corridor and Altamont Commuter Express (ACE) to complete work by the end of 2022. The Agnew Siding Project will reduce train delays, improve road congestion, and combat climate change.

As of July 5th, El Dorado Transit assumed operation of the Capitol Corridor’s connecting bus route between Sacramento and South Lake Tahoe. This local transit partnership allows the Capitol Corridor to continue delivering safe and convenient bus connections along this growing segment of the route.





On June 17th, the Capitol Corridor and BART, in coordination with several municipal and transportation agencies throughout the 21-county Northern California megaregion, kicked off its first round of **online public workshops for the Link21 Program**. Each interactive workshop focuses on a different area of the Megaregion and is intended to inform the public and gather feedback about their transportation needs and priorities. More workshops will be added this summer, and there will be a second round of forums later in the year. See the [Link21 Event page](#) for a complete list.

OUTLOOK - CLOSING

As we move into summer, we are cautiously optimistic as Capitol Corridor riders continue to return. If you have not had the opportunity to ride recently, please know that you can once again grab a coffee and snack during your journey. We greatly appreciate the support of Amtrak's staff in the smooth transition back to nearly full service on June 7th (80%+ of pre-pandemic). We expect that patterns in ridership are likely to change given the enormity of the pandemic's impact on our economy. While we can speculate to some degree how those patterns might change, we plan to carefully watch ridership patterns in the coming months to ensure that our service responds. While ridership continues to return, we are also making important progress in technology improvements, including the upcoming modernization of the passenger information display system and a future ticketing system that will allow far more flexibility in our fare products. We are also hitting important milestones on a number of expansion projects, including the Sacramento to Roseville Third Track Project and South Bay Connect. We would like to thank each of you for your continued support of Capitol Corridor.

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From: [Mimi Kyi](#)
To: [Robert Padgette](#)
Subject: Capitol Corridor Monthly Service Performance Report - July 2021
Date: Wednesday, August 18, 2021 6:16:04 PM
Attachments: [3w0io61f544fa4447447db10d20104a1350a8.png](#)
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[image002.png](#)



SERVICE PERFORMANCE OVERVIEW

July 2021 Service Performance for the Capitol Corridor

The Capitol Corridor has continued to experience an increase in ridership for the month of July 2021, up 153% as compared to July 2020, as vaccines became widely available and leisure travelers returned to our trains on weekends. Monthly revenue exceeded \$1M for the first time since the pandemic began. By the end of July, ridership remains at around 30% of 2019 ridership levels. Passenger and end-point on-time performance have improved for the year-to-date through July.

Performance Measure	July 2021	vs. July 2020	YTD 2021	vs. Prior YTD	vs. FY 21 Plan
Ridership	46,497	+153%	259,948	-82%	-15%
Revenue	\$1,082,229	+146%	\$6,123,568	-81%	-20%
End-Point OTP	90%	+0%	90%	+2%	+0.5%
Passenger OTP	92%	+1%	92%	+4%	+2%

Weekly Ridership and % of 2019 Ridership During COVID Pandemic



On August 11, 2021, Amtrak announced a vaccination and testing mandate. Effective October 4, 2021, newly hired employees will need to show proof that they are fully vaccinated before their first day of employment. Current employees must be fully vaccinated by November 1, 2021 or submit a negative COVID-19 test result weekly.



LEGISLATION AND FUNDING

State Legislation and Funding FY 2021-22 State Budget

The Fiscal Year 2021-22 State Budget signed by the Governor in May totals \$262.6 billion and includes an unprecedented level of state-level economic stimulus to accelerate our recovery from the pandemic. Though the Budget is truly historic, negotiations are underway to bring several large-scale investments online - funding for the TIRCP, Active Transportation Program, and Climate Adaptation would only become available upon the enactment of additional legislation (presumably also related to an agreement on high-speed rail funding).

California State Transportation Agency Annual Allocation for FY 2021-22

The California State Transportation Agency (CalSTA) has provided CCJPA’s Annual Business Plan approval letter for FY 22. Funding for FY 22 has been approved, as requested, with one exception. In our Annual Business Plan, the operating plan and funding request for FY 22 proposed that train service would be fully restored to pre-COVID levels in January of 2022. Given the uncertainty of the recovery from the pandemic, CalSTA has provided funding to support the current level of service, now at more than 80% of pre-pandemic levels, through the entire fiscal year. We will continue to monitor ridership and financial performance in coordination with CalSTA to determine specific timing for full service restoration. The FY 2022 CalSTA funding that has been approved is included below and will be presented to the CCJPA Board for approval at the September Board meeting.

Budget Item	Approved Amount
Administrative	\$2,960,000
Marketing	\$1,174,000
Minor Capital	\$500,000
Onboard Technology	\$2,539,000
Information/Customer Services	\$1,207,000
Link21 (New Transbay Rail Crossing)	\$1,500,000
Capitalized Maintenance	\$1,000,000
Operations	\$11,066,009
Total	\$21,946,009

Federal Legislation and Funding

Bipartisan Infrastructure Investment and Jobs Act

On August 10, 2021, the Senate passed the Infrastructure Investment and Jobs Act. The bill is unique because it combines a traditional surface transportation reauthorization bill with a one-time infusion of appropriation funding. The Fixing America’s Surface Transportation (FAST) Act enacted in December 2015 will expire on September 30, 2021.

It is hard to overstate the potential impact of this bill on intercity passenger rail in the country. The Federal government has provided episodic and, arguably, limited funding to passenger rail over the last several decades. Congress has provided \$8B in American Recovery and Reinvestment Act (ARRA) funding in 2008 and several hundred million dollars in discretionary rail funds in recent years, which has given the FRA the experience to oversee discretionary programs. Now, the Senate is proposing an order of magnitude increase in Federal funding. While Capitol Corridor has relied almost entirely on state funds for capital investments in recent years, this proposal would provide us with the opportunity to apply for federal investments we know will dramatically enhance our service. The bill would also provide greater investment in rail safety programs to support grade separations and reduce right-of-way fatalities; expand opportunity for federal support to advance large-scale capital projects, such as the Sacramento to Roseville Third Track Project; and accelerate our service expansion plans as defined under the umbrella of the California Statewide Rail Plan and in the adopted CCJPA Vision Plan.

The table below details the intercity passenger rail programs included in the Infrastructure Investment and Jobs Act, highlighting both the five-year appropriation and authorization as compared to the most recent five-year authorization and appropriation.

	Bipartisan Infrastructure Deal			
	FAST Act Authorization	Approps Enacted ¹	One-Time Emergency Appropriation	Authorization (Subject to annual approps)
Passenger Rail Programs (in millions of dollars)	5-Yr Total FY16-20	5-Yr Total FY17-21	5-Yr Total FY22-26	5-Yr Total FY22-26
1. Amtrak Accounts	\$ 8,050	\$ 13,097	\$ 22,000	\$ 19,220
Northeast Corridor	2,596	5,146	6,000	6,570
National Network	5,454	7,951	16,000	12,650
2. USDOT Grant Programs	\$ 2,200	\$ 2,737	\$ 44,000	\$ 15,250
Federal-State Partnership	997	1,075	36,000	7,500
CRISI	1,103	1,616	5,000	5,000
Restoration and Enhancement	100	37	-	250
Railroad Crossing Elimination Program			3,000	2,500
Mag. Lev. Tech Deployment Program		14		
3. Grand Total: Passenger Rail²	\$ 10,250	\$ 15,834	\$ 66,000	\$ 34,470
Note 1: Appropriations includes COVID-related relief funding (CARES Act, CRRSA, and American Rescue Plan)				
Note 2: Table does not include certain funding directly appropriated/authorized to FRA, including Safety & Operations and Railroad Research & Development				
Table also excludes funding authorized to the Amtrak OIG.				

Source: Table – State-Amtrak Intercity Passenger Rail Committee Informal Summary Update

While, as written, the total potential for rail funding is approximately \$100 billion, this would require that Congress fully appropriate funds as authorized. At a minimum, the bill provides \$66 billion in intercity rail funding over five years, more than \$13 billion annually. As a point of comparison, total rail funding in FY 21, not including COVID relief funds, totaled less than \$3 billion. In addition to the programs listed above, other significant multi-modal discretionary programs are proposed that would be available to intercity rail projects.

The CCJPA Reauthorization Ad Hoc Committee met on August 10, 2021 to discuss the bill. The CCJPA Board Chair and Vice Chair have sent a [thank you letter](#) to Senate leadership congratulating them on passing the Infrastructure Investment and Jobs Act. Letters of support are also being sent to the Congressional Representatives along the Capitol Corridor route.

PROGRAM UPDATES

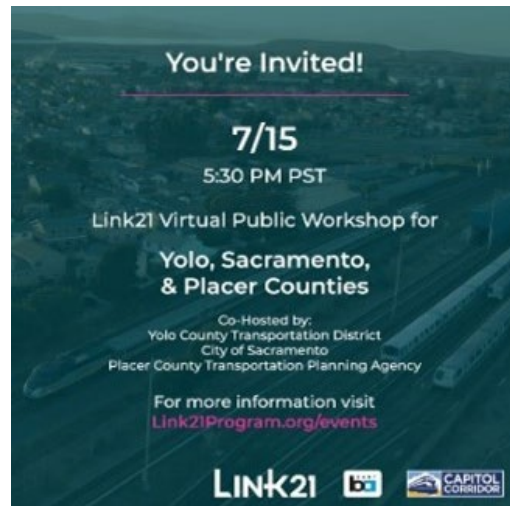
In mid-June, the Capitol Corridor brought back two of its most popular fare discounts, **Take 5 for \$5 Weekends and Seniors Ride Half Off Midweek Fare** to encourage ridership. These offers are still in the market and will be available through mid-September.



After the Capitol Corridor's much anticipated **reopening of the Café Car** in June (with limited menu), staff expanded the food offerings in July with a **new Snack Pack**. Perfect for kids and families, the Snack Pack was created in collaboration with the San Joaquins and includes a variety of snacks contained within a Capitol Corridor and San Joaquins' branded box.



Link21's summer public workshop schedule included an online event on July 15, 2021, specifically for those who live and/or work in **Placer, Sacramento, and Yolo counties**. The virtual workshop drew almost 150 participants. [Sign up for Link21 updates](#) to find out when the next event will be held and get all the latest updates about the Program.



OUTLOOK - CLOSING

Although we continue to face challenges resulting from the ongoing pandemic, we stand optimistic about the future of passenger rail. The recent legislative package approved by the Senate, the Infrastructure Investment and Jobs Act, together with the likely state transportation budget package, provides an order of magnitude increase in funding for intercity passenger. Capitol Corridor has historically relied almost entirely on state funding for capital improvements, but this new funding offers the opportunity to leverage our state dollars to accelerate many improvements to our corridor. In light of this encouraging news, we continue to make progress on the design and environmental processes for several projects, including South Bay Connect, the Sacramento to Roseville Third Track project, and the Agnew Siding project and are looking ahead to other projects that we may be able to accelerate in coming years. We very much appreciate your support of Capitol Corridor and look forward to seeing you on the train again soon.

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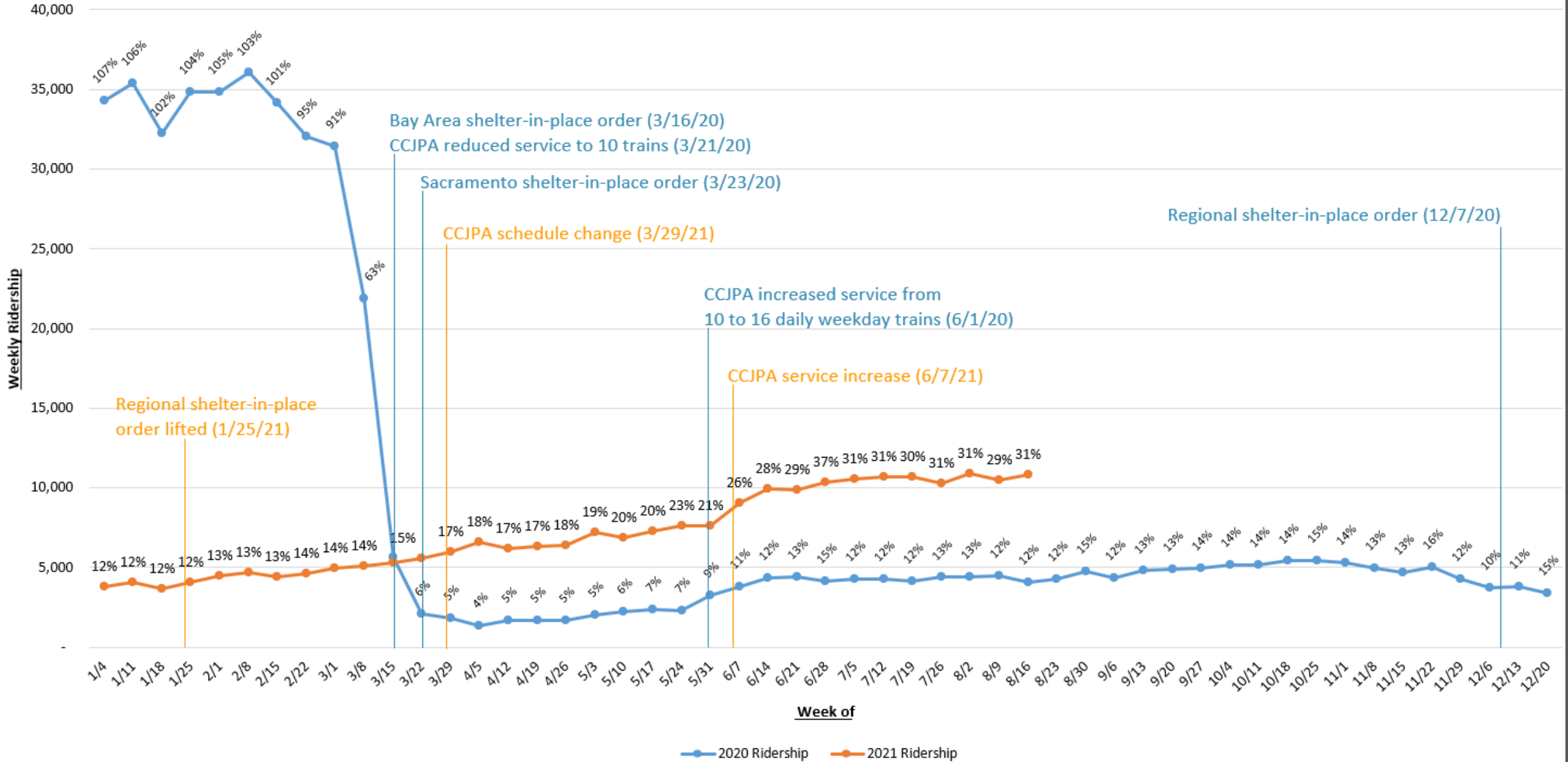


TRAIN PERFORMANCE FY21 (Oct-July 2021)

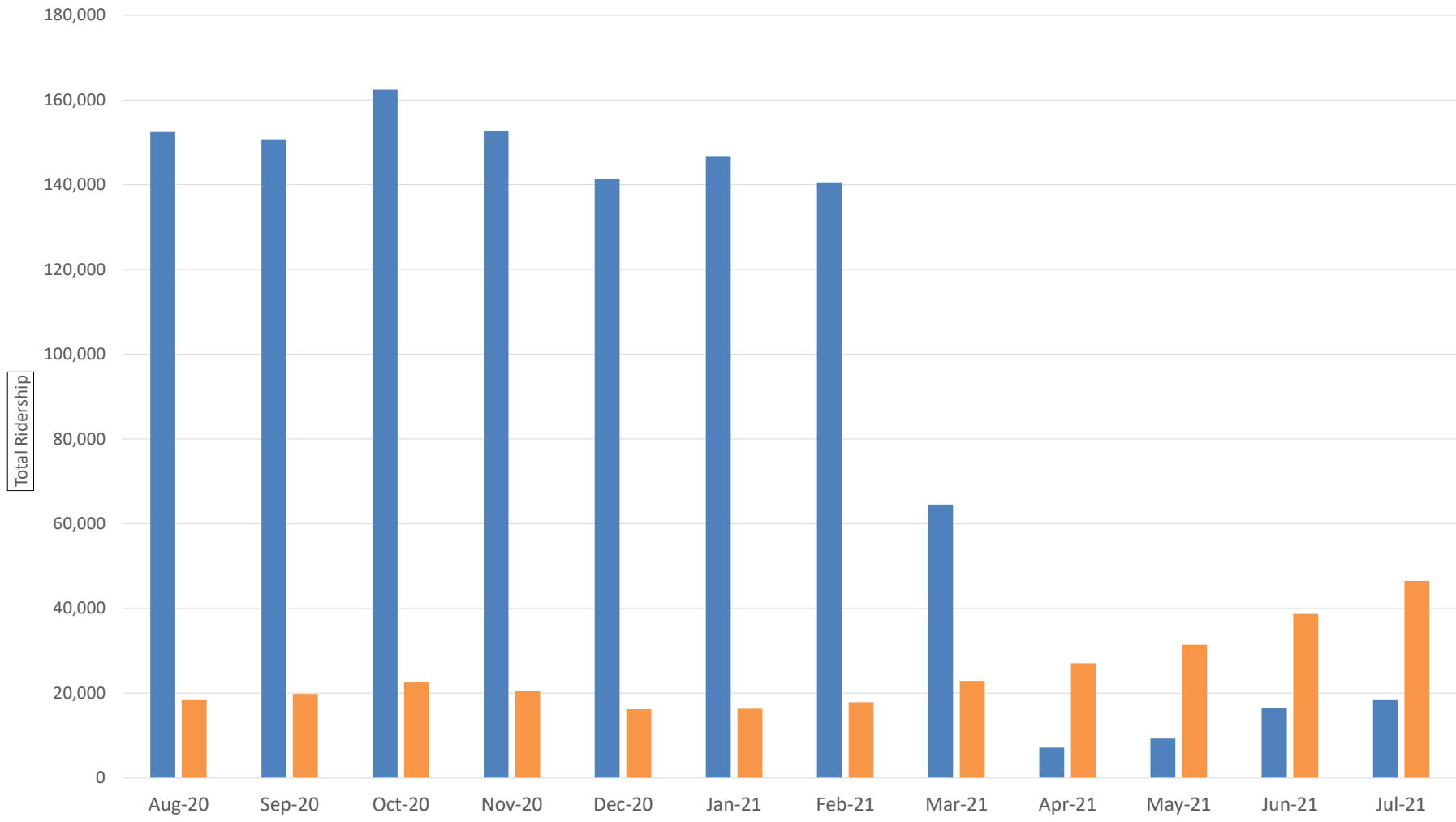
FY 21 Actuals & Percent Change from FY21 Business Plan, FY 20 Actuals

Performance Model	Ridership	Revenue	End-Point OTP	Passenger OTP	System Operating Ratio
Actual FY 21 Performance	259,948	\$ 6,341,874	90%	92%	18%
FY 21 Business Plan Forecasted	305,697	\$ 7,605,000	90%	90%	52%
<i>FY 21 Actual vs FY 21 Business Plan (% Change)</i>	-15%	-17%	0%	2%	-65%
<i>FY 21 vs FY 20 Actual Performance (% Change)</i>	-82%	-80%	2%	4%	-70%

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



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



-74.37% Overall 12-Month Growth
Ridership Last 12 Months=298,132
Ridership Prior 12 Months=1,163,012

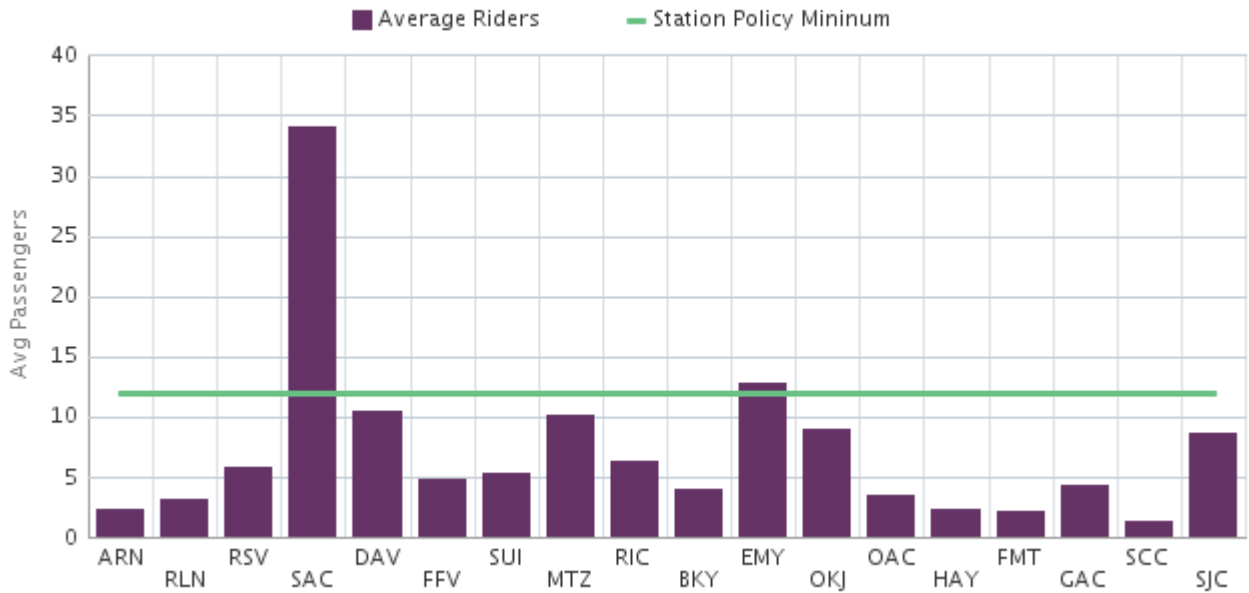
■ Prior 12 Months ■ Current 12 Months

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 21/October 1, 2020 - August 26, 2021

Total Number of Passengers on board by Station

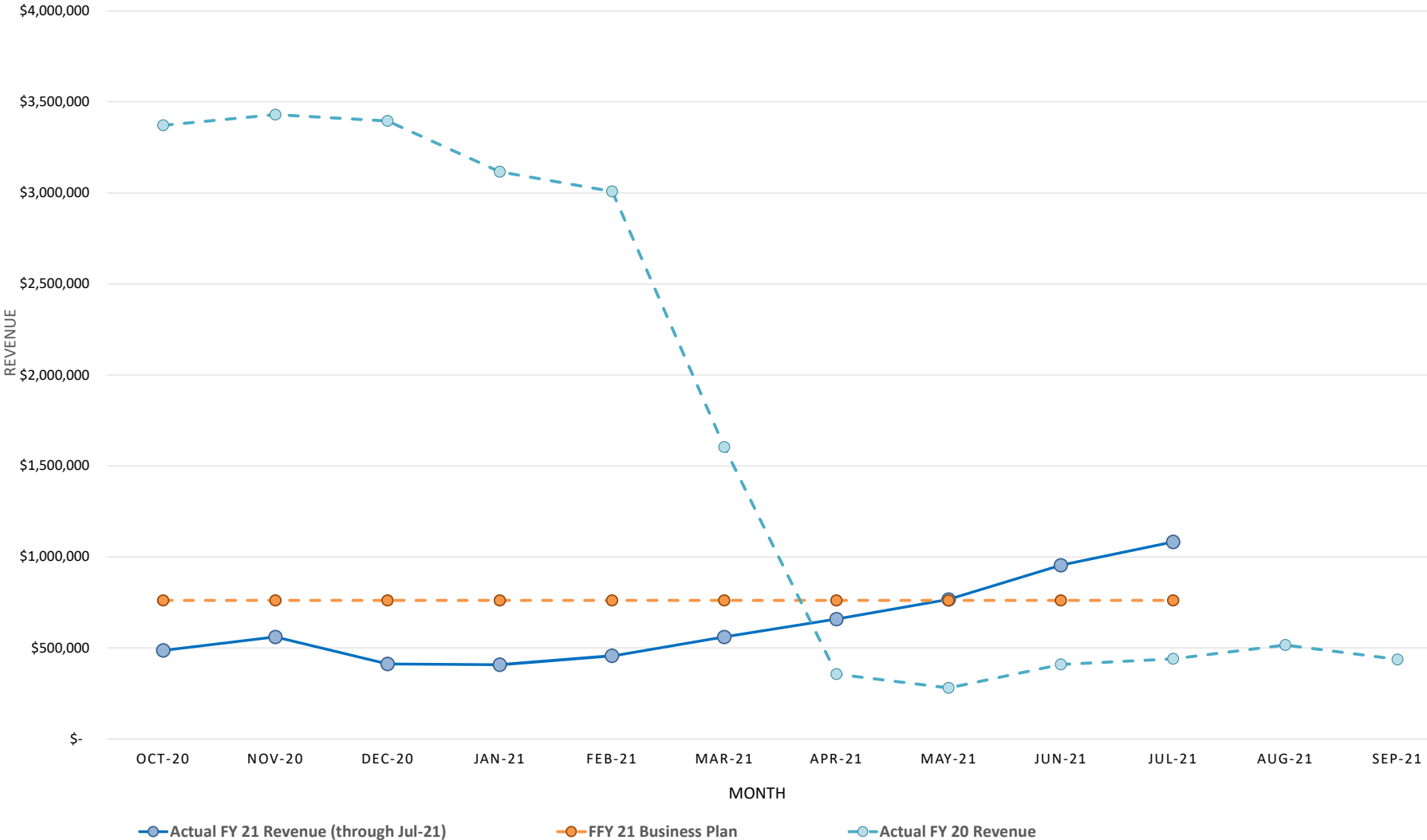


Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	818	481	2	N
BKY	10,329	10,145	4	N
DAV	27,929	25,423	10	N
EMY	31,827	33,688	13	N
FFV	12,288	12,092	5	N
FMT	3,888	3,538	2	N
GAC	8,147	7,218	4	N
HAY	4,430	3,978	2	N
MTZ	25,157	26,837	10	N
OAC	6,233	7,023	4	N
OKJ	23,195	22,895	9	N
RIC	15,162	16,904	6	N
RLN	1,017	749	3	N
RSV	1,680	1,442	6	N
SAC	87,742	85,501	34	Y
SCC	2,470	2,104	1	N
SJC	16,850	13,624	9	N
SUI	13,244	13,784	5	N

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

*Per train ridership thresholds parsed to reflect service frequency differences

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



Auburn Journal

Date: July 17-18, 2021

By: STACEY ADAMS

Public comment sought for Auburn Airport land-use plan update

The Placer County Transportation Planning Agency (PCTPA) hosted a workshop Wednesday to inform the public of the update to the Airport Land Use Compatibility Plan (ALUCP) for the Auburn Municipal Airport and how the changes could affect the community.

“The principle reason for this ALUCP update is to reflect a new Airport Layout Plan that was approved by the city of Auburn for Auburn Municipal Airport,” said Maranda Thompson, senior aviation planner with Mead & Hunt. “The current compatibility plan that’s in effect was last amended in 2014. The ALP was recently approved by the city and Federal Aviation Administration in 2019, and the proposals within that Airport Layout Plan triggers the need for adjusting and modifying the compatibility zones.”

One change within the plan update is to extend the existing runway from 3,700 feet to an ultimate length of 4,300, with a 390-foot extension to the west and a 240-foot extension to the east.

“These runway extensions are intended to help with aircrafts taking off and enabling them to reach higher takeoff altitudes when they reach the existing land uses adjacent to the airport,” Thompson said. “It’s important to note that these extensions will not be available for landings so approach altitudes will remain the same.”

According to Thompson, the update will also consist of changes to compatibility zones (depicted in the map above) due to the runway extension:

Extension of Zone A remains on airport property and reflects the runway extension.

Zone B will extend to the west and southwest.

Zones C2 and D will extend to the west and east to reflect additional airspace protection required to facilitate the extension.

Thompson said per California Environmental Quality Act findings, there would be no housing displacement impacts in Zones A, C2 or D, and displacement impact within Zone B1, in unincorporated areas of Placer County, would be less than significant.

“There was displacement found to occur within Zone B1 because of commercial designations that would allow multi-family residential uses so there’s approximately 47 units that could be potentially displaced on three parcels,” Thompson said. “In reviewing

the Placer County Housing Element, it appears that the county can accommodate those potentially displaced units elsewhere within the Airport Influence Area boundaries, as well as outside of the Airport Influence Area so the outcome of the displacement analysis is that it is less than significant.”

Thompson confirmed there would be no housing displacement within the city of Auburn.

Questions from the public included whether the airport will have a curfew in the future, if there will be a period when the airport is unusable during the expansion and if there are plans to fence in the airport.

Airport Manager and Fire Chief Dave Spencer confirmed a curfew is not currently included in the plan but could be added later if there is an increase in complaints during sensitive times. No closures are planned, as expansion would be phased (similar to roadway work), and fencing is being explored, though there is no immediate plan for fencing, as it would require significant funding.

Auburn Area Recreation and Park District Director Kahl Muscott asked whether there were additional limitations within the C1 Zone, where Regional Park is located. Thompson confirmed there were no changes but there could be criteria to address wildlife hazards like ducks or geese.

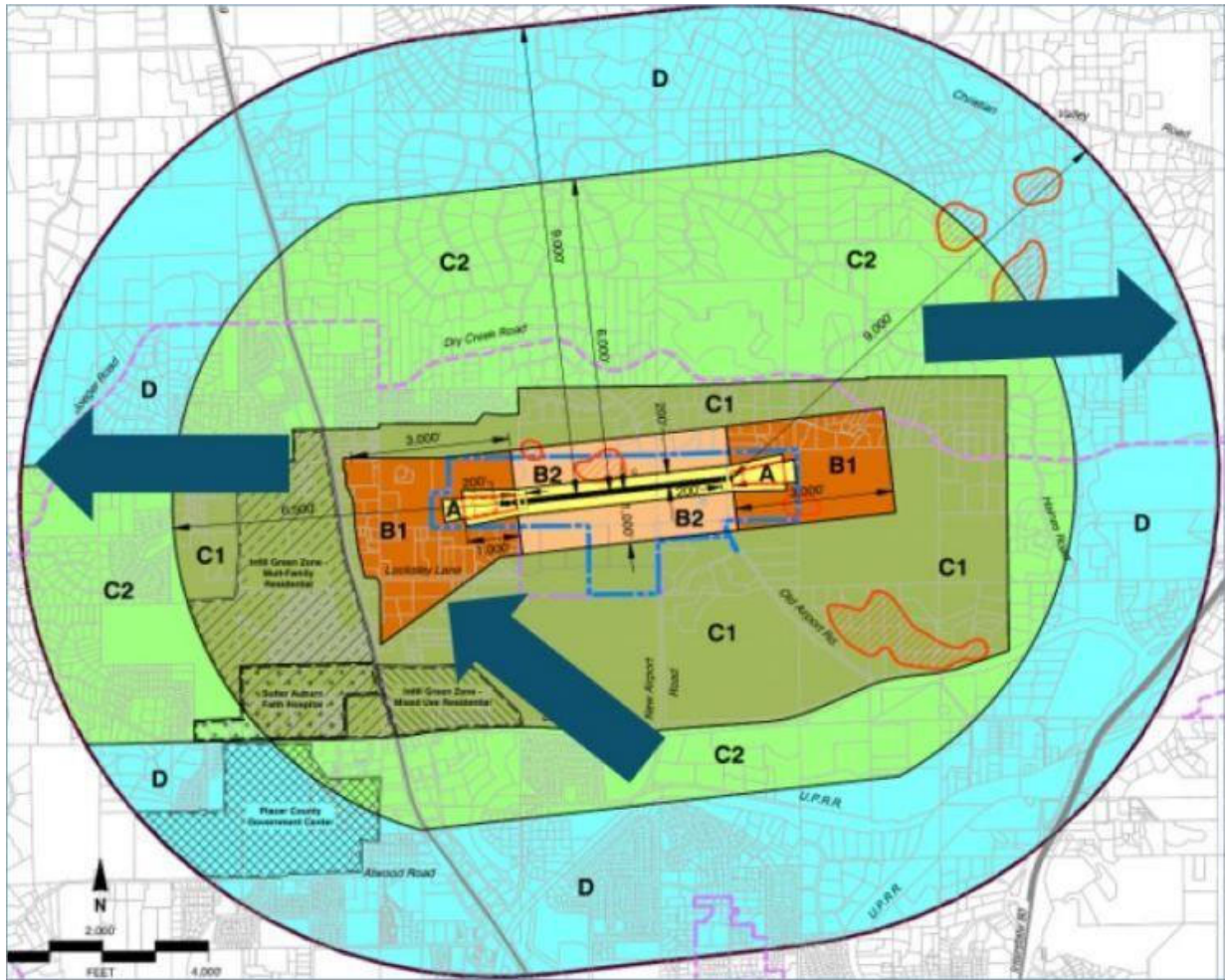
Jeff Roughgarden asked if one reason for the runway extension was to facilitate wildfire mitigation.

“... Any time that we can expand resources to a local area, we’re certainly supportive of that but that’s not the primary driver of this particular expansion,” Spencer said. “This particular expansion is just to allow for just a little bit larger aircraft than we currently have. The airport length limits what types of aircrafts can come in ...”

David Melko, PCTPA Senior Transportation Planner, added, “One of the requirements in respect to an Airport Compatibility Plan Update is to look at 20 years out, so the Airport Layout Plan looks out 20 years and the fleet mix is forecasted to change.”

According to Thompson, once the compatibility plan is adopted, local jurisdictions will then make their general plans and land-use documents consistent with the plan or take steps to overrule the plan. If the local general plan is made consistent, the local jurisdiction is responsible for implementing the compatibility plan.

PCTPA invites the public to visit pctpa.net/alucp for more information or to submit a comment. The deadline for the public comment period is July 26. Thereafter, Thompson said responses to public comments will be prepared, as well as an ALUCP addendum if necessary, and a public hearing is tentatively scheduled for Sept. 22.



Auburn Journal

Date: July 20, 2021

By: STACEY ADAMS

Public input sought for future of passenger rail service

Capitol Corridor Joint Powers Authority and the San Francisco Bay Area Rapid Transit District (BART) hosted a virtual workshop July 15 to gain input from the community on their sponsored project, Link21.

According to Jake McMurtry, transportation planner with HNTB, Link21 is a program that is aiming to transform the passenger rail network to bring a faster and more integrated rail system to the 21 counties that make up the Northern California Megaregion (from Sacramento, including Placer County, to the Central Valley and down to Monterey).

McMurtry said benefits of the program for Placer, Sacramento and Yolo counties could include direct trips to and from the Bay Area by comfortable commuter train, increase potential of economic development near rail stations, provide sustainable, zero-emission transportation that improves air quality and better connections between university hubs, airports and recreation.

“Our existing transportation network ... is not able to meet the needs of our 21-county megaregion,” said Jeff Morales, managing principal with InfraStrategies. “Our transportation network lacks frequent, fast and reliable service throughout.”

Morales said this program is needed due to:

Inconvenient disconnected passenger rail service and limited routes.

Unreliable travel times.

Crowded BART trains.

Persistent traffic congestion.

Inequitable access to opportunities.

Climate- and health-damaging air pollution.

“The lack of reliable transportation options will hinder opportunities and reduce our quality of life, especially as our region works to rebound from the pandemic,” Morales said.

One aspect of the project includes a new transbay rail crossing between Oakland and San Francisco. According to Morales, the new transbay could benefit the entire megaregion by

providing less congestion, fewer greenhouse gas emissions and improving transit connectivity and accessibility.

Another aspect would be to advance equity to service underserved communities.

“One of our equity goals is to make sure that we are benefitting groups that have been systematically marginalized,” Morales said. “This means benefitting groups like transit dependent riders, those harmed by past transportation projects and those with limited access to important resources like housing or job opportunities. As part of this program, we’re working to identify these communities as priority populations to make sure that we understand how the program will work and prioritize benefits to these communities.”

Chester Fung, transportation planner with HNTB, said the thought is Link21 will be able to assist with allowing Northern California passenger rail services such as Capitol Corridor, BART and the Altamont Commuter Express to work as one system.

Morales added, “The Link21 program is likely to be wide ranging and may include many new rail services and infrastructure in the Bay Area and beyond, potentially to Sacramento and the Central Valley and to places in the megaregion currently without rail service.”

Morales also noted the other service aspirations of the program include frequent trains to provide shorter wait time and better transfers, longer hours to include nights and weekends, convenience with more destinations and better connections and resilience to quickly bounce back from service disruptions.

Fung provided the timeline for the program:

Phase 0 (2019-21): Developing an initial set of possibilities for Link21.

Phase 1 (2022-23): Studying the concepts to see how well they meet the needs of the megaregion and select a program that best fits those needs.

Phase 2 (2024-28): Defining projects in more detail and performing required environmental review.

Phase 3 (2029-40): Designing and constructing priority projects to be ready for service.

Comments and questions are being accepted for the Link21 program until the end of July. Residents can get involved by taking a survey at Link21Program.org/survey to provide input on what matters most for their travel needs.

More information about the program can be found at Link21Program.org.