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# A G E N D A

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

**Wednesday, December 1, 2021  
9:00 a.m.**

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

## **PUBLIC PARTICIPATION PROCEDURES**

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

**Webinar access:** <https://placer-ca-gov.zoom.us/j/99214646059>

**You can also dial in using your phone:** US: +1 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) | Webinar ID: 992 1464 6059

- A. Flag Salute**
- B. Roll Call**
- C. AB 361 Remote Teleconferencing** **Action**  
*Mike Luken* Pg. 1
  - Pursuant to AB 361, the Board will consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further findings related to Board meetings pursuant to the provisions of AB 361.
- D. Approval of Action Minutes: October 27, 2021** **Action**
- E. Agenda Review** Pg. 5
- F. Public Comment**

**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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- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**  
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. **Pg. 10**
1. Adoption of Caltrans Local Assistance Procedures Manual (LAPM), Chapter 10 Policies and Procedures: Consultant Selection **Pg. 13**
  2. FY 2021/22 City of Colfax Claim for Local Transportation Funds (LTF) - \$184,435 **Pg. 15**
  3. FY 2019/20 City of Colfax Amended Claim for State Transit Assistance (STA) Funds - \$3,948 **Pg. 19**
  4. FY 2020/21 City of Colfax Amended Claim for State Transit Assistance (STA) Funds - \$8,317 **Pg. 23**
  5. FY 2021/22 City of Colfax Claim for State Transit Assistance (STA) Funds - \$17,097 **Pg. 28**
  6. Reprogram RSTP and CMAQ Funds for Projects in the City of Lincoln
  7. FY 2021/22 Town of Loomis Claim for Local Transportation Funds (LTF): \$580,907 **Pg. 33**
  8. FY 2021/22 Town of Loomis Claim for State Transit Assistance (STA) – \$53,779 **Pg. 37**
  9. FY 2021/22 Western Placer Consolidated Transportation Services Agency Claim for Local Transportation Funds (LTF) - \$1,563,447 **Pg. 42**
  10. FY 2021/22 Western Placer Consolidated Transportation Services Agency Claim for State Transit Assistance (STA) – \$121,387 **Pg. 46**
- H. Consent Calendar: Western Placer Consolidated Transportation Services Agency** **Action**  
**Pg. 50**
1. Authorize filing FY 2021/22 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$1,563,447 **Pg. 51**
  2. Authorize filing FY 2021/22 Western Placer CTSA Claim for State Transit Assistance (STA) - \$121,387 **Pg. 55**
- I. 9:00 A.M. PUBLIC HEARING: City of Auburn General Plan 1992-2012 and City Municipal Code, Section 159, Zoning Consistency Determination** **Action**  
*David Melko* **Pg. 59**
- Conduct a public hearing to obtain input on the City of Auburn General Plan 1992-2012 and City Municipal Code, Section 159, Zoning, and their consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).
  - Adopt Resolution No. 21-43 finding that the City of Auburn General Plan 1992-2012 and City Municipal Code, Section 159, Zoning, subject to the conditions outlined in Attachment 2, are consistent because: a) there will be no direct conflicts with the ALUCP; and b) a mechanism will be in place once Section 159, Zoning is updated, which will ensure future land use development within the Auburn Municipal Airport Influence Area will not conflict with the ALUCP.

**Board of Directors Meeting Agenda  
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
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| <p><b>J. <u>9:00 A.M. PUBLIC HEARING:</u> Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District Consistency Determination</b><br/> <i>David Melko</i></p> <ul style="list-style-type: none"> <li>▪ Conduct a public hearing to obtain input on the Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District, and their consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).</li> <li>▪ Adopt Resolution No. 21-44 finding that the Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District, subject to the conditions outlined in Attachment 2, are consistent because: a) there will be no direct conflicts with the ALUCP; and b) a mechanism will be in place once Section 17.52.030, Aircraft Overflight and Combining District is amended, which will ensure future land use development within the Auburn Municipal, Blue Canyon, and Lincoln Regional Airport Influence Areas will not conflict with the ALUCP.</li> </ul> | <p><b>Action</b><br/>Pg. 74</p>                              |
| <p><b>K. <u>9:00 A.M. PUBLIC HEARING:</u> Adopting Updated Fee Schedule for the Airport Land Use Commission</b><br/> <i>David Melko</i></p> <ul style="list-style-type: none"> <li>▪ Conduct a public hearing on the proposed update to the fee schedule for the Airport Land Use Commission</li> <li>▪ Adopt Resolution No. 21-45 updating the fee schedule for the Airport Land Use Commission.</li> </ul>   | <p><b>Action</b><br/>Pg. 87</p>                              |
| <p><b>L. 2022 Regional Transportation Improvement Program (RTIP) Adoption</b><br/> <i>Rick Carter</i></p>  | <p><b>Action</b><br/>Pg. 101</p>                             |
| <p><b>M. Consideration of Resolution 21-54 Approving a Line of Credit for Emergency Funding Needs of the Placer County Transportation Planning Agency</b><br/> <i>Mike Luken</i></p>   | <p><b>Action</b><br/>Pg. 128</p>                             |
| <p><b>N. Selection of Chair and Vice Chair for 2022</b><br/> <i>Mike Luken</i></p>   | <p><b>Action</b><br/>Pg. 131</p>                             |
| <p><b>O. Executive Director’s Report</b></p>   |  |
| <p><b>P. Board Direction to Staff</b></p>  |  |
| <p><b>Q. Informational Items</b></p> <ol style="list-style-type: none"> <li>1. PCTPA TAC Minutes – November 16, 2021</li> <li>2. Status Reports           <ol style="list-style-type: none"> <li>a. PCTPA – October 2021</li> <li>b. AIM Consulting – October 2021</li> </ol> </li> </ol>  | <p><b>Info</b><br/>Pg. 132</p> <p>Pg. 136</p> <p>Pg. 138</p> |

**Board of Directors Meeting Agenda  
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
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- c. FSB – October 2021 Pg. 140
- d. Key Advocates – October 2021 Pg. 146
- e. Capitol Corridor Performance Report Pg. 148
- 3. PCTPA Financials *Separate  
Cover*
  - Receipts and Expenditures – October 2021
  - Statement ending September 30, 2021
- 4. WPCTSA Financials *Separate  
Cover*
  - Statement ending September 30, 2021

**R. Adjourn to Closed Session**

- 1. Closed session pursuant to Government Code 54957: Public Employee Performance Evaluation – Executive Director
- 2. Closed session pursuant to Government Code 54957.6: Conference with Labor Negotiator
  - a. Agency Designated Representative: Agency Chair Unrepresented Employee: Executive Director

**S. Open Session**

- 1. Executive Director Employment Agreement Amendment: Potential action to approve an amendment to the Executive Director’s compensation and benefits.

**Action  
Pg. 153**

Following is a list of the 2022 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.

***Next Meeting – January 26, 2022***

<b>PCTPA Board Meetings – 2022</b>	
Wednesday, January 26	Wednesday, July 27
Wednesday February 23	Wednesday, August 24
Wednesday, March 23	Wednesday, September 28
Wednesday, April 27	Wednesday, October 26
Wednesday, May 25	Wednesday, December 7
Wednesday, June 22	

*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.*



**TO: PCTPA Board of Directors**

**DATE: December 1, 2021**

**FROM: Mike Luken, Executive Director**

**SUBJECT: AB 361 REMOTE TELECONFERENCING**

**ACTION REQUESTED**

Adopt Resolution No. 21-47, adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

**BACKGROUND**

PCTPA approved Resolution No. 21-40 on October 27, 2021, making findings and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

Effective October 1, 2021, Assembly Bill (AB) 361 modified the provisions of the Brown Act related to holding teleconference meetings during a proclaimed state of emergency when state or local officials have imposed or recommended measures related to physical distancing which warrant holding meetings remotely. The Governor’s COVID-19 state of emergency is a proclaimed state of emergency and the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations related to COVID-19 recommend social distancing and regulates “close contact” which occurs when individuals are within six feet of another in certain circumstances. Therefore, this meeting is being held as a teleconference meeting pursuant to subdivision (e)(1) of the Government Code authorizing relaxed teleconference meeting rules.

**DISCUSSION**

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

The Governor’s state of emergency remains and the Cal OSHA Regulations related to social distancing remain in place.

PCTPA staff is continuing to monitor the status of the Governor’s state of emergency proclamation, state regulations and orders related to social distancing, and health and safety conditions related to COVID-19 and confirms that said conditions continue to exist that warrant remote teleconference meetings.

**PCTPA Board of Directors**  
**AB 361 Remote Teleconferencing**  
**December 1, 2021**  
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COVID-19 continues to pose health risks and is highly contagious and state guidelines remain related to physical distancing recommendations and requirements.

It is recommended that this December meeting be conducted as a remote teleconference meeting pursuant to the provisions of subdivision (e)(1) of the Government Code authorizing relaxed teleconference meeting rules. It is further recommended that the board find that state officials continue to impose or recommend measures to promote social distancing, and at the next regularly scheduled Board meeting the Board will continue to consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further ongoing findings related to Board meetings pursuant to the provisions of AB 361.

ML:ss

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 21-47**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

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

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

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

**WHEREAS**, the Board of Directors previously adopted Resolution No. 21-40 on October 27, 2021, finding that the requisite conditions exist for the legislative bodies of Placer County Transportation Planning Agency to conduct remote teleconference meetings without compliance with paragraph (3) of Subdivision (b) of Government Code section 54953; and

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

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

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

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

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

3. The Board of Directors hereby considers the conditions of the state of emergency and the state recommendations and regulations related to social distancing and reauthorizes remote teleconference meetings.

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

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

Signed and approved by me after its passage

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Chair  
Placer County Transportation Planning Agency

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Executive Director



# 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)**

**October 27, 2021 – 9:00 a.m.  
Placer County Board of Supervisors Chambers  
175 Fulweiler Avenue, Auburn, California**

### ROLL CALL

Sandy Amara  
Ken Broadway  
Trinity Burruss  
Jan Clark-Crets  
Jim Holmes  
Bruce Houdesheldt  
Paul Joiner, Chair  
Suzanne Jones  
Dan Wilkins

### STAFF

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

Chair Joiner explained the meeting procedures to the Board and public as it pertains to participating by means of a teleconference under Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Staff reports and a video of this meeting is available at: <http://pctpa.net/agendas2021>.

### APPROVAL OF ACTION MINUTES – September 22, 2021

Upon motion by Wilkins and second by Broadway, the action minutes of September 22, 2021, were approved by the following roll call vote:

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

### AGENDA REVIEW

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

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

Consent Item 3, was pulled for discussion.

1. Local Transportation Fund (LTF) Five-Year (2016-2020) Bicycle and Pedestrian Discretionary Allocation and Five-Year (2021-2025) Bicycle and Pedestrian Allocation Plan
2. FY 2021/22 City of Auburn Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$67,111
4. Letter of Task Agreement 21-01 between the Placer County Transportation Planning Agency and LSC Transportation Consultants, Inc. for FY 2018/19 – FY 2020/21 Triennial Performance Audit: \$39,970

5. Adoption of Public Agency Vesting Under Section 22893 of the Public Employees' Medical and Hospital Care Act
6. FY 2021/22 Placer County Claims for Local Transportation Funds (LTF): \$8,344,552
7. FY 2021/22 Placer County Claim for State Transit Assistance (STA): \$1,244,487
8. FY 2021/22 County of Placer Claim for State of Good Repair Funds (SGR) Funds: \$324,819

Upon motion, by Wilkins and second by Holmes, the preceding Consent Calendar items were approved by the following roll call vote:

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

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

Rick Carter explained this item was a temporary cash flow shift and that the Freeway Service Patrol program will be made whole in the next round of CMAQ funding. There is no change in service, and any change in service would be brought back to the PCTPA Board for their approval.

Upon motion by Broadway and second by Houdesheldt, the Board approved reprogramming PCTPA Congestion Mitigation & Air Quality (CMAQ) Funds from PCTPA's Congestion Management and Freeway Service Patrol Programs to PCTPA's Highway 49 Sidewalk Gap Closure, by the following roll call vote:

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

**PUBLIC HEARING: CITY OF LINCOLN GENERAL PLAN 2050 CONSISTENCY DETERMINATION**

*Staff report presented by David Melko*

Chair Joiner opened the public hearing. Public testimony was received from:

- Steve Prosser, City of Lincoln

Chair Joiner closed the public hearing.

Upon motion by Houdesheldt and second by Broadway the Board adopted Resolution No. 21- 33 finding that the City of Lincoln General Plan 2050, subject to the two conditions outlined in this staff memorandum, is consistent because: a) there would be no direct conflicts with the ALUCP; and b) a mechanism is currently in place for ensuring future land use development within an airport influence area will not conflict with the ALUCP.

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

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

*Staff report presented by Aaron Hoyt*

Chair Joiner opened the public hearing. Public testimony was received from:

- Lee Bastien, Sheridan Municipal Advisory Council

Chair Joiner closed the public hearing.

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

*Staff report presented by David Melko*

Public comment was received from:

- Michael Garabedian, Placer County Tomorrow

Upon motion by Holmes and second by Wilking the Board approved FY 2021/2022 WPCTSA Budget Amendment No. 1 by the following roll call vote:

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

**NOES/**

**ABSTAIN:** None

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

*Staff report presented by David Melko*

Public comment was received from:

- Michael Garabedian, Placer County Tomorrow

Upon motion by Holmes and second by Broadway the Board adopted Resolution No. 21-35 authorizing the Executive Director to execute a multi-agency Memorandum of Understanding (MOU) and jurisdiction funding reimbursement agreements between the Placer County Transportation Planning Agency (PCTPA), Placer County, Sutter County, and the City of Roseville to: (1) develop the analysis necessary to adopt a regional transportation funding and financing plan; and (2) develop an implementation plan for the Riego Road/Baseline Road improvements by the following roll call vote:

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

**NOES/**

**ABSTAIN:** None

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

*Staff report presented by David Melko*

Public comment was received from:

- Michael Garabedian, Placer County Tomorrow

Upon motion by Broadway and second by Houdesheldt the Board adopted Resolution No. 21-39 authorizing the Executive Director to execute project agreements, certifications, permits, CEQA notices, documents, any amendments thereto, and similar commitments necessary to complete the following four projects: Interstate 80 Auxiliary Lanes, Highway 49 Gap Closure, Highway 65 Widening, and Riego Road/Baseline Road by the following roll call vote:

**AYES:** Broadway, Burruss, Clark-Crets, Holmes, Houdesheldt, Joiner, Jones, Wilkins

**NOES/**

**ABSTAIN:** None

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

*Staff report presented by Rick Carter*

The Board provided input on the suggested 2022 RTIP needs as requested by CTC These included:

- When referring to ‘managed lanes’ in a feasibility study, ensure the public understands that this may include but is not limited to High Occupancy Vehicle (HOV) lanes, toll lanes, and bus only lanes.
- Supports the construction of continuous bicycle and pedestrian facilities on Highway 49 between Lincoln Way and Dry Creek Road.
- Add bicycle and pedestrian overcrossing on Highway 49 north of Bell Road.
- Add bicycle and pedestrian overcrossing on Highway 49 near Palm Avenue.
- Add safer barriers for bicyclists and pedestrians who travel on Highway 49.

Public comment was received from:

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

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

*Staff report presented by Mike Luken*

Public comment was received from:

- Michael Garabedian, Placer County Tomorrow

Upon motion by Houdesheldt and second by Burruss, the Board adopted Resolution 21-41 authorizing the Executive Director to submit the attached Amendment #1 of the FY 2021/22 Overall Work Program (OWP) and Budget to Caltrans by the following roll call vote:

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

**NOES/**

**ABSTAIN:** None

## **AB 361 REMOTE TELECONFENCING**

*Staff report presented by DeeAnne Gillick*

Upon motion by Holmes and second by Broadway, the Board adopted Resolution 21-40 making findings and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing by the following roll call vote:

**AYES:** Amara, Broadway, Burruss, Clark-Crets, Holmes, Joiner, Jones, Wilkins

**NOES:** None

**ABSTAIN:** Houdesheldt

## **EXECUTIVE DIRECTOR’S REPORT**

Mike Luken reported on the following:

- 1) We are submitting a Sustainable Communities Partnership grant application to Caltrans for to study the expansion of rail to the Tahoe area and onto Reno. This is a partnership of many agencies including CCJPA and the Northern California Megaregion. PCTPA, the City of Roseville and the City of Rocklin are submitting an application to study the bicycle/pedestrian overcrossings on I-80 and SR 65. With PCTPA support, the City of Roseville will be submitting a planning grant application for a comprehensive operational analysis to look at potentially overhauling the Roseville Transit system in response to ridership trends and COVID-19.
- 2) We will be doing a transportation funding strategy poll at the end of November. The Polling Subcommittee will be meeting November 8<sup>th</sup> to go over questions and review format. They will also be meeting to review results in December. The results of the poll will be presented to the full PCTPA Board on January 26<sup>th</sup>.



- 3) The FSTIP / CMAQ / RSTBG issue could have a very significant impact on the core of PCTPA and why it was created in the first place; that is to manage our own federal dollars in the manner that we deem most appropriate. Rick Carter is the project manager for that effort. We have been meeting with our RTPA/MPO partners throughout the state. We have a very significant statewide meeting next week. At the state's encouragement, the affected MPOs and RTPAs will be submitting an extension request to allow for development of an implementation plan to occur after the 2022 funding round in order to not interrupt existing processes. Director Broadway and Rick Carter met with Congressman McClintock and Congressman LaMalfa's staff to discuss this issue during the Washington DC trip.

**ADJOURN**

The meeting adjourned at approximately 11:50 a.m.

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

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Mike Luken, Executive Director

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Paul Joiner, Chair

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Solvi Sabol, Clerk of the Board

ML:ss

**TO: PCTPA Board of Directors**

**DATE: December 1, 2021**

**FROM: Mike Luken, Executive Director**

**SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for the December 1, 2021 agenda for your review and action.

1. Adoption of Caltrans Local Assistance Procedures Manual (LAPM), Chapter 10 Policies and Procedures: Consultant Selection  
PCTPA contracts with consultants to perform architectural, engineering, and related services for projects that receive state and federal funding. Pursuant to Title 23 of the Code of Federal Regulations section 172, the agency is required to adopt written policies and procedures prescribed by the awarding State Transportation Agency for procurement, management, and administration of engineering and design related consultant services. Staff recommends the Board adopt Resolution 21-42 authorizing the adoption of the Caltrans LAPM Chapter 10 policies and procedures for all agency projects with state or federal funding sources.
2. FY 2021/22 City of Colfax Claim for Local Transportation Funds (LTF) - \$184,435  
The City of Colfax submitted claims for \$184,435 in LTF funds for FY 2021/22 for streets and roads purposes. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2021, prior to issuance of instructions to the County Auditor to pay the claimant in full.
3. FY 2019/20 City of Colfax Amended Claim for State Transit Assistance (STA) Funds - \$3,948  
The City of Colfax submitted an amended claim to repurpose previously claimed FY 2019/20 contracted transit services funds in the amount of \$3,948 for capital transit expenditures. The Transportation Development Act (TDA) requires claims for funds to be consistent with their intended use. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
4. FY 2020/21 City of Colfax Amended Claim for State Transit Assistance (STA) Funds - \$8,317  
The City of Colfax submitted an amended claim to repurpose previously claimed FY 2019/20 contracted transit services funds in the amount of \$8,317 for capital transit expenditures. The Transportation Development Act (TDA) requires claims for funds to be consistent with their intended use. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

**Board of Directors**  
**Consent Calendar**  
**December 2021**  
**Page 2**

5. FY 2021/22 City of Colfax Claim for State Transit Assistance (STA) Funds - \$17,097  
The City of Colfax submitted a claim for \$17,097 in STA funds for FY 2021/22 for capital transit expenditures. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
  
6. Reprogram RSTP and CMAQ Funds for Projects in the City of Lincoln  
On September 27, 2017, the PCTPA Board approved Regional Surface Transportation Program (RSTP) funding recommendations for FY 2016/17 through FY 2018/19 which included funding for the City of Lincoln's 1<sup>st</sup> Street Resurfacing Project, Phases 1 and 2. The City has completed work on the Phase 1 project and is bidding Phase 2 in December/January. The City is requesting PCTPA approval to reprogram \$558,810 in RSTP funds from these projects to the Joiner Parkway Repaving Project Phase 2. Both projects have similar scope: pavement resurfacing, constructing ADA compliant ramps, and striping improvements. On April 11, 2018, the PCTPA Board approved reprogramming \$1,550,076 of Congestion Mitigation and Air Quality (CMAQ) funds to the Lincoln Blvd Streetscape Phase 3 project from the Lincoln Blvd Streetscape Phase 4 project. The City of Lincoln has obligated the construction funds for the phase 3 project and has requested that PCTPA reprogram \$48,734 in unallocated CMAQ funds back to the Lincoln Blvd Streetscape Phase 4 project. Both projects have similar scopes: providing for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the roadway. Both projects also generate similar air quality benefits. Staff recommends reprogramming the RSTP and CMAQ funds as requested by the City.
  
7. FY 2021/22 Town of Loomis Claim for Local Transportation Funds (LTF): \$580,907  
The Town of Loomis submitted claims for \$580,907 in LTF funds for FY 2021/22 - \$564,873 for streets and roads purposes and \$16,034 for contracted transit services. The Town's claim is in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the County submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2021 and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
  
8. FY 2021/22 Town of Loomis Claim for State Transit Assistance (STA) – \$53,779  
The Town of Loomis submitted a claim for \$53,779 in STA funds for FY 2021/22 for contracted transit services. The Town's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
  
9. FY 2021/22 Western Placer Consolidated Transportation Services Agency Claim for Local Transportation Funds (LTF) - \$1,563,447  
Western Placer CTSA is submitting a claim for \$1,563,447 in LTF funds for the FY 2021/22. The Western Placer CTSA claim is in compliance with the approved LTF apportionment. Staff recommends conditional approval, subject to the Western Placer CTSA authorization to submit said LTF claim.

**Board of Directors**  
**Consent Calendar**  
**December 2021**  
**Page 3**

10. FY 2021/22 Western Placer Consolidated Transportation Services Agency Claim for State Transit Assistance (STA) – \$121,387  
Western Placer CTSA is submitting a claim for \$121,387 in STA funds for FY 2021/22 for transit purposes. The Western Placer CTSA claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

ML:ss

## PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ADOPTING CALTRANS  
LAPM CHAPTER 10, CONSULTANT SELECTION,  
AND ANY UPDATES THERETO, IN THE  
PROCUREMENT OF A&E SERVICES FOR STATE  
AND FEDERAL FUNDED PROJECTS**

**RESOLUTION NO. 21-42**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

**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**, PCTPA is responsible for the execution of State and Federal funded project(s); and

**WHEREAS**, the provision of 23 CFR 172.5(b), subrecipients shall develop and sustain organizational capacity and provide the resources necessary for the procurement, management, and administration of engineering and design related consultant services, reimbursed in whole or in part with Federal-Aid Highway Program funding as specified in 23 U.S.C. 106(g)(4)(A); and

**WHEREAS**, CFR 172.5(b)(1) requires subrecipients to adopt written policies and procedures prescribed by the awarding State Transportation Agency for the procurement, management, and administration of engineering and design related consultant services in accordance with applicable Federal and State laws and regulations; and

**WHEREAS**, the State of California Department of Transportation (Caltrans) has developed the Local Assistance Procedures Manual (LAPM), Chapter 10, Consultant Selection which sets forth policies and procedures for procurements and managements of contracts for engineering and design related consultant services contracts on federal and state funded transportation projects to ensure compliance with applicable Federal and State laws and regulations; and

**WHEREAS**, LAPM Chapter 10, Consultant Selection, describes the consultant selection and procurement process local agencies must follow to maintain eligibility for federal and state reimbursement; and

**THEREFORE BE IT RESOLVED**, that the PCTPA Board of Directors ADOPTS Caltrans LAPM Ch.10, Consultant Selection, and any updates thereto, in the procurement of Architectural and Engineering (A&E) services for state and federal funded projects.

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

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

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

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

FROM: CLAIMANT: City of Colfax  
ADDRESS: PO Box 702  
Colfax, CA 95713

CONTACT PERSON: Laurie Van Groningen  
Phone: 530-346-2313 Email: laurie.vangroningen@colfax-ca.gov

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

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$184,435</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED: PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT: City of Colfax  
PO Box 702  
Colfax, CA 95713

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

TITLE: \_\_\_\_\_ TITLE: City Manager

DATE: \_\_\_\_\_ DATE: December 9, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Colfax

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>	
TDA Streets & Roads  Roadway maintenance, construction and related equipment	Streets & Roads Operating Expenses per Adopted Budget FY 2021-2022 = \$251,887	LTF Gas Tax Fund Transfer	\$ 184,435 \$ 38,944 \$ 28,508
Capital Improvements at Colfax Transit Center	Anticipated capital expenditures in the amount of \$29,362	STA FY2019-2020 STA FY2020-2021 STA FY2021-2022	\$ 3,948 \$8,317 \$17,097



**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

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

**RESOLUTION NO. 21-48**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

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

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

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

- 1. To the City of Colfax for projects conforming to Article 8 Section 99400(a) of the Act: \$184,435

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

Signed and approved by me after its passage.

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

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

# City of Colfax

## City Council

Resolution No. \_\_-2021

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AUTHORIZING THE CITY MANAGER TO FILE CLAIMS OR EXECUTE AGREEMENTS FOR:

- LOCAL TRANSPORTATION FUNDS IN THE AMOUNT OF \$184,435 FOR STREETS AND ROADS PURPOSES (ARTICLE 8 – SECTION 99400 OF THE CALIFORNIA PUBLIC UTILITIES CODE),
  - STATE TRANSIT ASSISTANCE FUNDS IN THE AMOUNT OF \$17,097 FOR TRANSIT CAPITAL (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
  - STATE TRANSIT ASSISTANCE FUNDS REALLOCATION OF PREVIOUSLY CLAIMED FUNDS FOR CONTRACTED TRANSIT SERVICES TO TRANSIT CAPITAL (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
    - FISCAL YEAR 2019-2020 - \$3,948
    - FISCAL YEAR 2020-2021 - \$8,317
- 

**WHEREAS**, Title 21, Chapter 3 of the California Administrative Code establishes procedures for applying for Local Transportation Funds; and,

**WHEREAS**, the Placer County Transportation Planning Agency is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance Funds.

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

1. The foregoing recitals are true and correct statements of facts and are incorporated by reference into this resolution.
2. The City Manager is authorized to submit claims to the Placer County Transportation Planning Agency for the City of Colfax's Article 8 Local Transportation Funds and State Transit Assistance Funds.

**THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED** at the Regular Meeting of the City Council of the City of Colfax held on the 8<sup>th</sup> day of December 2021, by the following roll call vote of the Council:

**AYES:**  
**NOES:**  
**ABSTAIN:**  
**ABSENT:**

**ATTEST:**

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**Sean Lomen, Mayor**

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**Marguerite Bailey, City Clerk**

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM: CLAIMANT: City of Colfax  
ADDRESS: PO Box 702  
Colfax, CA 95713

CONTACT PERSON: Laurie Van Groningen, Finance Director  
Phone: (530) 346-2313 Email: laurie.vangroningen@colfax-ca.gov

The City of Colfax hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$0.00 for Fiscal Year 2019/20 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$ 3,948</u>
Contracted Transit Services (6731b):	<u>\$(3,948)</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT  
City of Colfax  
PO Box 702  
Colfax, CA 95713

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

TITLE: \_\_\_\_\_ TITLE: City Manager  
DATE: \_\_\_\_\_ DATE: December 9, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Colfax

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>	
TDA Streets & Roads  Roadway maintenance, construction and related equipment	Streets & Roads Operating Expenses per Adopted Budget FY 2021-2022 = \$251,887	LTF Gas Tax Fund Transfer	\$ 184,435 \$ 38,944 \$ 28,508
Capital Improvements at Colfax Transit Center	Anticipated capital expenditures in the amount of \$29,362	STA FY2019-2020 STA FY2020-2021 STA FY2021-2022	\$ 3,948 \$8,317 \$17,097

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE TRANSIT ASSISTANCE  
FUNDS TO THE CITY OF COLFAX**

**RESOLUTION NO. 21-49**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation

services, and to meet high priority regional, countywide, or areawide public transportation needs.

6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
  - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
  - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
  - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
  - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the City of Colfax for State transit Assistance Funds (PUC 99313) for the following purposes:

- Reclaiming \$3,948 of FY 2019/20 STA Funds (PUC 99313) previously approved for contracted transit services (section 6731b) to capital transit (section 6730a),
- Reclaiming \$8,317 of FY 2020/21 STA Funds (PUC 99313) previously approved for contracted transit services (section 6731b) to capital transit (section 6730a), and
- Allocation of \$17,097 of FY 2021/22 STA Funds (PUC 99313) for capital transit (section 6730a).

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

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

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

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Executive Director

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM:

CLAIMANT: City of Colfax  
ADDRESS: PO Box 702  
Colfax, CA 95713

CONTACT PERSON: Laurie Van Groningen, Finance Director  
Phone: (530) 346-2313 Email: laurie.vangroningen@colfax-ca.gov

The City of Colfax hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$0.00 for Fiscal Year 2020/21 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$ 8,317</u>
Contracted Transit Services (6731b):	<u>\$(8,317)</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT  
City of Colfax  
PO Box 702  
Colfax, CA 95713

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

TITLE: \_\_\_\_\_ TITLE: City Manager  
DATE: \_\_\_\_\_ DATE: December 9, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Colfax

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>	
TDA Streets & Roads  Roadway maintenance, construction and related equipment	Streets & Roads Operating Expenses per Adopted Budget FY 2021-2022 = \$251,887	LTF Gas Tax Fund Transfer	\$ 184,435 \$ 38,944 \$ 28,508
Capital Improvements at Colfax Transit Center	Anticipated capital expenditures in the amount of \$29,362	STA FY2019-2020 STA FY2020-2021 STA FY2021-2022	\$ 3,948 \$8,317 \$17,097



# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE TRANSIT ASSISTANCE  
FUNDS TO THE CITY OF COLFAX**

**RESOLUTION NO. 21-49**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation

services, and to meet high priority regional, countywide, or areawide public transportation needs.

6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
  - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
  - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
  - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
  - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the City of Colfax for State transit Assistance Funds (PUC 99313) for the following purposes:

- Reclaiming \$3,948 of FY 2019/20 STA Funds (PUC 99313) previously approved for contracted transit services (section 6731b) to capital transit (section 6730a),
- Reclaiming \$8,317 of FY 2020/21 STA Funds (PUC 99313) previously approved for contracted transit services (section 6731b) to capital transit (section 6730a), and
- Allocation of \$17,097 of FY 2021/22 STA Funds (PUC 99313) for capital transit (section 6730a).

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

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

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

# City of Colfax

## City Council

Resolution No. \_\_-2021

---

AUTHORIZING THE CITY MANAGER TO FILE CLAIMS OR EXECUTE AGREEMENTS FOR:

- LOCAL TRANSPORTATION FUNDS IN THE AMOUNT OF \$184,435 FOR STREETS AND ROADS PURPOSES (ARTICLE 8 – SECTION 99400 OF THE CALIFORNIA PUBLIC UTILITIES CODE),
  - STATE TRANSIT ASSISTANCE FUNDS IN THE AMOUNT OF \$17,097 FOR TRANSIT CAPITAL (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
  - STATE TRANSIT ASSISTANCE FUNDS REALLOCATION OF PREVIOUSLY CLAIMED FUNDS FOR CONTRACTED TRANSIT SERVICES TO TRANSIT CAPITAL (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
    - FISCAL YEAR 2019-2020 - \$3,948
    - FISCAL YEAR 2020-2021 - \$8,317
- 

**WHEREAS**, Title 21, Chapter 3 of the California Administrative Code establishes procedures for applying for Local Transportation Funds; and,

**WHEREAS**, the Placer County Transportation Planning Agency is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance Funds.

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

1. The foregoing recitals are true and correct statements of facts and are incorporated by reference into this resolution.
2. The City Manager is authorized to submit claims to the Placer County Transportation Planning Agency for the City of Colfax's Article 8 Local Transportation Funds and State Transit Assistance Funds.

**THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED** at the Regular Meeting of the City Council of the City of Colfax held on the 8<sup>th</sup> day of December 2021, by the following roll call vote of the Council:

**AYES:**  
**NOES:**  
**ABSTAIN:**  
**ABSENT:**

---

**Sean Lomen, Mayor**

**ATTEST:**

---

**Marguerite Bailey, City Clerk**

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM: CLAIMANT: City of Colfax  
ADDRESS: PO Box 702  
Colfax, CA 95713

CONTACT PERSON: Laurie Van Groningen, Finance Director  
Phone: (530) 346-2313 Email: laurie.vangroningen@colfax-ca.gov

The City of Colfax hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$17,097 for Fiscal Year 2021/22 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$17,097</u>
Contracted Transit Services (6731b):	<u>\$Click or tap here to enter \$</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT  
City of Colfax  
PO Box 702  
Colfax, CA 95713

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

TITLE: \_\_\_\_\_ TITLE: City Manager  
DATE: \_\_\_\_\_ DATE: December 9, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Colfax

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>	
TDA Streets & Roads  Roadway maintenance, construction and related equipment	Streets & Roads Operating Expenses per Adopted Budget FY 2021-2022 = \$251,887	LTF Gas Tax Fund Transfer	\$ 184,435 \$ 38,944 \$ 28,508
Capital Improvements at Colfax Transit Center	Anticipated capital expenditures in the amount of \$29,362	STA FY2019-2020 STA FY2020-2021 STA FY2021-2022	\$ 3,948 \$8,317 \$17,097

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE TRANSIT ASSISTANCE  
FUNDS TO THE CITY OF COLFAX**

**RESOLUTION NO. 21-49**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation

services, and to meet high priority regional, countywide, or areawide public transportation needs.

6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
  - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
  - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
  - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
  - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the City of Colfax for State transit Assistance Funds (PUC 99313) for the following purposes:

- Reclaiming \$3,948 of FY 2019/20 STA Funds (PUC 99313) previously approved for contracted transit services (section 6731b) to capital transit (section 6730a),
- Reclaiming \$8,317 of FY 2020/21 STA Funds (PUC 99313) previously approved for contracted transit services (section 6731b) to capital transit (section 6730a), and
- Allocation of \$17,097 of FY 2021/22 STA Funds (PUC 99313) for capital transit (section 6730a).

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

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

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

# City of Colfax

## City Council

Resolution No. \_\_-2021

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AUTHORIZING THE CITY MANAGER TO FILE CLAIMS OR EXECUTE AGREEMENTS FOR:

- LOCAL TRANSPORTATION FUNDS IN THE AMOUNT OF \$184,435 FOR STREETS AND ROADS PURPOSES (ARTICLE 8 – SECTION 99400 OF THE CALIFORNIA PUBLIC UTILITIES CODE),
  - STATE TRANSIT ASSISTANCE FUNDS IN THE AMOUNT OF \$17,097 FOR TRANSIT CAPITAL (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
  - STATE TRANSIT ASSISTANCE FUNDS REALLOCATION OF PREVIOUSLY CLAIMED FUNDS FOR CONTRACTED TRANSIT SERVICES TO TRANSIT CAPITAL (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
    - FISCAL YEAR 2019-2020 - \$3,948
    - FISCAL YEAR 2020-2021 - \$8,317
- 

**WHEREAS**, Title 21, Chapter 3 of the California Administrative Code establishes procedures for applying for Local Transportation Funds; and,

**WHEREAS**, the Placer County Transportation Planning Agency is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance Funds.

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

1. The foregoing recitals are true and correct statements of facts and are incorporated by reference into this resolution.
2. The City Manager is authorized to submit claims to the Placer County Transportation Planning Agency for the City of Colfax’s Article 8 Local Transportation Funds and State Transit Assistance Funds.

**THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED** at the Regular Meeting of the City Council of the City of Colfax held on the 8<sup>th</sup> day of December 2021, by the following roll call vote of the Council:

**AYES:**  
**NOES:**  
**ABSTAIN:**  
**ABSENT:**

---

**Sean Lomen, Mayor**

**ATTEST:**

---

**Marguerite Bailey, City Clerk**



**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

FROM:

CLAIMANT: Town of Loomis  
ADDRESS: PO Box 1330  
Loomis, CA 95650

CONTACT PERSON: Roger Carroll  
Phone: 916-652-1840 Email: rcarroll@loomis.ca.gov

The Choose Agency hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year FY 21/22, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$564,873</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$16,034</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

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

TITLE: \_\_\_\_\_ TITLE: Town Manager

DATE: \_\_\_\_\_ DATE: November 9, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: Town of Loomis

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
Transit Operation	\$69,322	STA \$53,779 LTF 16,034
Streets and Roads Maintenance	\$1,140,575	LTF \$564,873 Fund balance 575,702

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
LOCAL TRANSPORTATION FUNDS TO  
THE TOWN OF LOOMIS**

**RESOLUTION NO. 21-50**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

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

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

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

1. To the Town of Loomis for Streets and Roads purposes conforming to Article 8 – Section 99400(a) of the Act: \$564,873
2. To the Town of Loomis for Contracted Transit Services Conforming to Article 8 – Section 99400(c) of the Act: \$ 16,034

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

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

**TOWN OF LOOMIS**

**RESOLUTION NO. 21 - 42**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS  
AUTHORIZING SUBMITTAL OF CLAIMS FOR LOCAL TRANSPORTATION  
AND AUTHORIZING  
THE TOWN MANAGER TO EXECUTE**

WHEREAS, funds are available through Local Transportation Funds and State Transit Assistance funds for street and road purposes and transit purposes are available; and

WHEREAS, it is necessary to file appropriate claim forms to receive these funds; and

WHEREAS, the Town of Loomis desires to utilize these funds;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town Council of the Town of Loomis does hereby declare as follows:

The Town Manager is hereby authorized and directed to execute the claim forms for:

- \$ 564,873 TDA Article 8a (streets and roads)
- \$ 16,034 TDA Article 8c (contracted transit services)
- \$ 53,779 STA 6731b

PASSED AND ADOPTED this 9<sup>th</sup> day of November 2021 by the following vote:

- AYES: Clark-Crets, Baker, Cartwright, Knisley, Duncan
- NOES: None
- ABSENT: None
- ABSTAIN: None

ATTEST:

\_\_\_\_\_  
Mayor

:

\_\_\_\_\_  
Town Clerk

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM: CLAIMANT: Town of Loomis  
ADDRESS: PO Box 1330  
Loomis, CA 95650

CONTACT PERSON: Roger Carroll  
Phone: 916-652-1840 Email: rcarroll@loomis.ca.gov

The Choose Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$Click or tap here to enter \$ for Fiscal Year Choose FY , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Contracted Transit Services (6731b):	<u>\$53,779</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

BY: _____ (signature)	BY: _____ (signature)
TITLE: _____	TITLE: <u>Town Manager</u>
DATE: _____	DATE: <u>November 9, 2021</u>

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: Town of Loomis

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
Transit Operation	\$69,322	STA \$53,779 LTF 16,034
Streets and Roads Maintenance	\$1,140,575	LTF \$564,873 Fund balance 575,702

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## IN THE MATTER OF: ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS TO THE TOWN OF LOOMIS

## RESOLUTION NO. 21-51

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 2, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

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

Allocation to the Town of Loomis of \$53,779 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2021/22.

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

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

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director



**TOWN OF LOOMIS**

**RESOLUTION NO. 21 - 42**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS  
AUTHORIZING SUBMITTAL OF CLAIMS FOR LOCAL TRANSPORTATION  
AND AUTHORIZING  
THE TOWN MANAGER TO EXECUTE**

WHEREAS, funds are available through Local Transportation Funds and State Transit Assistance funds for street and road purposes and transit purposes are available; and

WHEREAS, it is necessary to file appropriate claim forms to receive these funds; and

WHEREAS, the Town of Loomis desires to utilize these funds;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town Council of the Town of Loomis does hereby declare as follows:

The Town Manager is hereby authorized and directed to execute the claim forms for:

- \$ 564,873 TDA Article 8a (streets and roads)
- \$ 16,034 TDA Article 8c (contracted transit services)
- \$ 53,779 STA 6731b

PASSED AND ADOPTED this 9<sup>th</sup> day of November 2021 by the following vote:

- AYES: Clark-Crets, Baker, Cartwright, Knisley, Duncan
- NOES: None
- ABSENT: None
- ABSTAIN: None

ATTEST:

\_\_\_\_\_  
Mayor

:

\_\_\_\_\_  
Town Clerk

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

FROM:

CLAIMANT: WPCTSA  
ADDRESS: 299 Nevada Street  
Auburn, CA 95603

CONTACT PERSON: David Melko  
Phone: 530.823.4029 Email: dmelko@pctpa.net

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

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$1,563,447</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$Click or tap here to enter \$</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:  
Western Placer Consolidated Transportation  
Services Agency

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

TITLE: PCTPA Chair TITLE: Executive Director  
DATE: December 1, 2021 DATE: December 1, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: WPCTSA

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
<ul style="list-style-type: none"> <li>• PCTPA Staff Administration- Per PCTPA OWP WE #23,24</li> <li>• Placer Rides - Independent Living Partnership</li> <li>• Placer Rides - Seniors First</li> <li>• Transit Planning</li> <li>• SRTPs</li> <li>• Bus Pass Subsidy Program</li> <li>• Call Center</li> <li>• Transit Ambassador Program</li> <li>• Mobility Training Program</li> <li>• Placer 211</li> <li>• South Placer Transit Project</li> <li>• Operating Reserve</li> </ul>	<p style="text-align: right;">\$193,717</p> <p style="text-align: right;">\$10,000</p> <p style="text-align: right;">\$469,000</p> <p style="text-align: right;">\$15,000</p> <p style="text-align: right;">\$400,000</p> <p style="text-align: right;">\$5,000</p> <p style="text-align: right;">\$402,605</p> <p style="text-align: right;">\$45,605</p> <p style="text-align: right;">\$79,805</p> <p style="text-align: right;">\$50,000</p> <p style="text-align: right;">\$75,000</p> <p style="text-align: right;"><u>\$261,866</u></p> <p style="text-align: right;">Total: \$2,007,598</p>	<p style="text-align: right;"><b>FY 2022 LTF: \$1,563,447</b></p> <p style="text-align: right;"><b>FY 2022 STA: \$121,387</b></p> <p style="text-align: right;">Prior LTF: <u>\$322,764</u></p> <p style="text-align: right;">Total: \$2,007,598</p>

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 21-52**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

- (1) That the proposed community transit service is responding to a transportation need currently not being met in the community of the claimant.
- (2) That the service shall be integrated with existing transit services, if appropriate.
- (3) That the claimant has prepared an estimate of revenues, operating costs, and patronage.
- (4) That the claimant is in compliance with Section 99268.3, 99268.4, 99268.5, or 99268.9, whichever is applicable to it, or with regional, countywide, or county sub-area performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the Agency for any or all types of community transit services.
- (5) That the claimant is in compliance with Sections 99155 and 99155.5.

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

To Western Placer CTSA for projects conforming to Article 4.5 of the Act: \$1,563,477

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

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

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

The Western Placer Consolidated Transportation Services Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 121,387 for Fiscal Year 2021/22, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ _____
Transit Capital (6730b):	\$ _____
Contracted Transit Services (6731b):	\$ _____
Community Transit Services Provided by WPCTSA (6731.1):	\$ <u>121,387</u>

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

TITLE: PCTPA Chair

TITLE: Executive Director

DATE: December 1, 2021

DATE: December 1, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: WPCTSA

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
<ul style="list-style-type: none"> <li>• PCTPA Staff Administration- Per PCTPA OWP WE #23,24</li> <li>• Placer Rides - Independent Living Partnership</li> <li>• Placer Rides - Seniors First</li> <li>• Transit Planning</li> <li>• SRTPs</li> <li>• Bus Pass Subsidy Program</li> <li>• Call Center</li> <li>• Transit Ambassador Program</li> <li>• Mobility Training Program</li> <li>• Placer 211</li> <li>• South Placer Transit Project</li> <li>• Operating Reserve</li> </ul>	\$193,717  \$10,000  \$469,000 \$15,000 \$400,000 \$5,000 \$402,605 \$45,605 \$79,805 \$50,000 \$75,000 <u>\$261,866</u> Total: \$2,007,598	<b>FY 2022 LTF: \$1,563,447</b> <b>FY 2022 STA: \$121,387</b> Prior LTF: <u>\$322,764</u> Total: \$2,007,598

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## **IN THE MATTER OF: ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS TO THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**RESOLUTION NO. 21-53**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.



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

NOW, THEREFORE, BE IT RESOLVED that the Agency hereby approves the request for State Transit Assistance Funds for FY 2021/22 in the amount of \$121,387 for community transit services (section 6731.1).

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor is to pay the claimants in accordance with the above allocations.

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director



Western Placer

Consolidated  
Transportation  
Services Agency

## ***MEMORANDUM***

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**TO:** WPCTSA Board of Directors

**FROM:** Michael Luken, Executive Director

**SUBJECT:** CONSENT CALENDAR

**DATE:** December 1, 2021

Below are the Consent Calendar items for the December 1, 2021 agenda for your review and action.

1. Authorize filing FY 2021/22 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$1,563,447  
Authorize Western Placer CTSA staff to submit to PCTPA a claim for \$1,563,447 in FY 2021/22 LTF funds for transit purposes.
2. Authorize filing FY 2021/22 Western Placer CTSA Claim for State Transit Assistance (STA) - \$121,387  
Authorize Western Placer CTSA staff to submit to PCTPA a claim for \$121,387 in FY 2021/22 STA funds for transit purposes.

ML:ss

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

FROM:

CLAIMANT: WPCTSA  
ADDRESS: 299 Nevada Street  
Auburn, CA 95603

CONTACT PERSON: David Melko  
Phone: 530.823.4029 Email: dmelko@pctpa.net

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

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$1,563,447</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$Click or tap here to enter \$</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:  
Western Placer Consolidated Transportation  
Services Agency

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

TITLE: PCTPA Chair TITLE: Executive Director  
DATE: December 1, 2021 DATE: December 1, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: WPCTSA

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
<ul style="list-style-type: none"> <li>• PCTPA Staff Administration- Per PCTPA OWP WE #23,24</li> <li>• Placer Rides - Independent Living Partnership</li> <li>• Placer Rides - Seniors First</li> <li>• Transit Planning</li> <li>• SRTPs</li> <li>• Bus Pass Subsidy Program</li> <li>• Call Center</li> <li>• Transit Ambassador Program</li> <li>• Mobility Training Program</li> <li>• Placer 211</li> <li>• South Placer Transit Project</li> <li>• Operating Reserve</li> </ul>	\$193,717  \$10,000  \$469,000 \$15,000 \$400,000 \$5,000 \$402,605 \$45,605 \$79,805 \$50,000 \$75,000 <u>\$261,866</u> Total: \$2,007,598	<b>FY 2022 LTF: \$1,563,447</b> <b>FY 2022 STA: \$121,387</b> Prior LTF: <u>\$322,764</u> Total: \$2,007,598

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 21-52**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

- (1) That the proposed community transit service is responding to a transportation need currently not being met in the community of the claimant.
- (2) That the service shall be integrated with existing transit services, if appropriate.
- (3) That the claimant has prepared an estimate of revenues, operating costs, and patronage.
- (4) That the claimant is in compliance with Section 99268.3, 99268.4, 99268.5, or 99268.9, whichever is applicable to it, or with regional, countywide, or county sub-area performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the Agency for any or all types of community transit services.
- (5) That the claimant is in compliance with Sections 99155 and 99155.5.

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

To Western Placer CTSA for projects conforming to Article 4.5 of the Act: \$1,563,477

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor

to pay the claimants.

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

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

The Western Placer Consolidated Transportation Services Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 121,387 for Fiscal Year 2021/22, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ _____
Transit Capital (6730b):	\$ _____
Contracted Transit Services (6731b):	\$ _____
Community Transit Services Provided by WPCTSA (6731.1):	\$ <u>121,387</u>

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

TITLE: PCTPA Chair

TITLE: Executive Director

DATE: December 1, 2021

DATE: December 1, 2021

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: WPCTSA

Fiscal Year: FY 2021/22

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
<ul style="list-style-type: none"> <li>• PCTPA Staff Administration- Per PCTPA OWP WE #23,24</li> <li>• Placer Rides - Independent Living Partnership</li> <li>• Placer Rides - Seniors First</li> <li>• Transit Planning</li> <li>• SRTPs</li> <li>• Bus Pass Subsidy Program</li> <li>• Call Center</li> <li>• Transit Ambassador Program</li> <li>• Mobility Training Program</li> <li>• Placer 211</li> <li>• South Placer Transit Project</li> <li>• Operating Reserve</li> </ul>	<p style="text-align: right;">\$193,717</p> <p style="text-align: right;">\$10,000</p> <p style="text-align: right;">\$469,000</p> <p style="text-align: right;">\$15,000</p> <p style="text-align: right;">\$400,000</p> <p style="text-align: right;">\$5,000</p> <p style="text-align: right;">\$402,605</p> <p style="text-align: right;">\$45,605</p> <p style="text-align: right;">\$79,805</p> <p style="text-align: right;">\$50,000</p> <p style="text-align: right;">\$75,000</p> <p style="text-align: right;"><u>\$261,866</u></p> <p style="text-align: right;">Total: \$2,007,598</p>	<p style="text-align: right;"><b>FY 2022 LTF: \$1,563,447</b></p> <p style="text-align: right;"><b>FY 2022 STA: \$121,387</b></p> <p style="text-align: right;">Prior LTF: <u>\$322,764</u></p> <p style="text-align: right;">Total: \$2,007,598</p>



# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## **IN THE MATTER OF: ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS TO THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**RESOLUTION NO. 21-53**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

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

NOW, THEREFORE, BE IT RESOLVED that the Agency hereby approves the request for State Transit Assistance Funds for FY 2021/22 in the amount of \$121,387 for community transit services (section 6731.1).

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor is to pay the claimants in accordance with the above allocations.

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

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Executive Director



## ***MEMORANDUM***

**TO:** Placer County Airport Land Use Commission      **DATE:** December 1, 2021

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

**SUBJECT:** 9:00 A.M. - PUBLIC HEARING: CITY OF AUBURN GENERAL PLAN 1992-2012 AND CITY MUNICIPAL CODE, SECTION 159, ZONING CONSISTENCY DETERMINATION

### **ACTION REQUESTED**

1. Conduct a public hearing to obtain input on the City of Auburn General Plan 1992-2012 and City Municipal Code, Section 159, Zoning, and their consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).
2. Adopt Resolution No. 21-43 finding that the City of Auburn General Plan 1992-2012 and City Municipal Code, Section 159, Zoning, subject to the conditions outlined in Attachment 2, are consistent because: a) there will be no direct conflicts with the ALUCP; and b) a mechanism will be in place once Section 159, Zoning is updated, which will ensure future land use development within the Auburn Municipal Airport Influence Area will not conflict with the ALUCP.

### **BACKGROUND**

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

The City's General Plan 1992-2012 has not been previously submitted to the Airport Land Use Commission (ALUC) for a determination of consistency. Consistency determinations have however been completed recently for two General Plan Elements:

- Housing Element 2021 – 2029, November 2020
- Safety Element, December 2020

The draft Safety Element was conditioned to include ALUC recommended goals and policies pertaining to airport safety hazards and land use compatibility. These conditions were satisfied with completion of the final Safety Element approved by the Auburn City Council in May 2021.

In addition, the City's Airport Layout Plan and Narrative Report was determined consistent by the ALUC in August 2019, subject to the condition that the compatibility plan for Auburn Municipal Airport be updated. This condition was satisfied with the ALUC's September 2021 adoption of the 2021 ALUCP for Auburn Municipal Airport.

### **DISCUSSION**

The City of Auburn has requested the ALUC to review the General Plan 1992-2012 for a determination of consistency with the recently adopted 2021 ALUCP (Attachment 1). The City's General Plan, updated Housing and Safety Elements, and Zoning Ordinance can be viewed and downloaded at: <https://www.auburn.ca.gov/399/Planning>.

**Placer County Airport Land Use Commission**  
**PUBLIC HEARING: CITY OF AUBURN GENERAL PLAN AND**  
**CITY SECTION 159, ZONING CONSISTENCY DETERMINATION**  
**December 2021**  
**Page 2**

***Public Notice***

Notice was published in the Auburn Journal on November 18, 2021. The hearing notice was also posted on the PCTPA website and emailed to Auburn airport and community stakeholders.

***State Law***

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

State law also requires that any zoning ordinance that affects land within an airport influence area be reviewed for consistency with the ALUCP.

***General Plan Consistency Factors***

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

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

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

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

***General Plan Consistency Evaluation***

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

The ALUCP addresses four principal airport land use planning concerns: safety, airspace protection, noise, and overflight compatibility. Safety includes risks to the population from aircraft operations and accidents and primarily focus on General Plan land use designations, which do not meet the density (for residential uses), or intensity (for non-residential uses) criteria specified in the ALUCP. Airspace protection includes enhancing aircraft safety by protecting navigable airspace around airports. This involves setting appropriate height restrictions. Noise compatibility includes minimizing the effects of aircraft noise on communities adjacent to the airport. Overflight compatibility requires notification to purchasers of residential property about airport proximity, aircraft overflight, and noise exposure.

**Placer County Airport Land Use Commission**  
**PUBLIC HEARING: CITY OF AUBURN GENERAL PLAN AND**  
**CITY SECTION 159, ZONING CONSISTENCY DETERMINATION**  
**December 2021**  
**Page 3**

The City of Auburn’s approach has been to incorporate policies supporting airport land use compatibility into existing General Plan Elements. Most recently, the City updated its Safety Element to include policies relating to land use compatibility, airport development plans, safety, and hazard obstructions. The Safety Element was deemed consistent with the ALUCP in December 2020.

The Safety Element is the most updated element of the City’s General Plan. Its aviation related policies were updated to minimize exposure of the public to airport safety hazards posed by aircraft to people and property on the ground through land use controls and policies for property in the vicinity of the Auburn Municipal Airport. Policies were also updated to minimize siting of land uses around the Airport to preserve the safety of flight operations and the continued viability of the Airport. The Safety Element relates to the Land Use Element as future development plans must account for public safety considerations and increased hazard risk. In addition, the Safety Element includes an implementation program requiring referral of projects requiring mandatory review to the ALUC.

Notwithstanding the recent update to the General Plan Safety Element, various sections of the General Plan and Section 159, Zoning need to be amended to reflect the new ALUCP for Auburn Municipal Airport. The required conditions needed to bring the General Plan into consistency with the ALUCP are shown in Attachment 2. In sum, the General Plan needs to update and/or include references to the ALUCP in applicable Plan Elements. For the Zoning Ordinance, references need to occur requiring compliance with the ALUCP and compatibility reviews for projects seeking discretionary entitlements. With the recommended revisions to the City’s General Plan as shown in Attachment 2 along with the ALUC’s previously recommended conditions incorporated into the Safety Element there will be no direct conflicts between the City’s General Plan and the ALUCP.

**2. Delineation of a mechanism or process for ensuring future land use development within an airport influence area will not conflict with the ALUCP.**

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

a. Delineation of compatibility criteria.

Consistency between the General Plan and the ALUCP is established by the City’s General Plan Safety Element. Safety Element Policy 9.1 provides the City a basis for requiring that a development project under review comply with the applicable ALUCP compatibility criteria. Policy 9.1 states:

“Ensure that land use decisions within the Auburn Municipal Airport Influence Area are consistent with the Airport Land Use Compatibility Plan (ALUCP).”

**Placer County Airport Land Use Commission**  
**PUBLIC HEARING: CITY OF AUBURN GENERAL PLAN AND**  
**CITY SECTION 159, ZONING CONSISTENCY DETERMINATION**  
**December 2021**  
**Page 4**

b. Identification of mechanisms for compliance.

Recent adoption of the General Plan Safety Element by the City Council establishes the policy level requirement that all development must be consistent with the ALUCP. Government Code 65860 requires the City's Zoning Ordinance be consistent with the General Plan. The City's Municipal Code, Section 159, Zoning will need to be updated as shown in Attachment 2. Once Section 159, Zoning is updated, it will provide the city the mechanism to assure compliance and implement the ALUCP.

c. Indication of review and approval procedures.

Subsequent development approvals and entitlements must also conform to the General Plan and Zoning Ordinance. Once the General Plan and City's Municipal Code, Section 159, Zoning is amended, subsequent development approvals and entitlements will require City conformance with the ALUCP. Per State law, legislative actions that have an impact on the ALUCP must also be reviewed by the ALUC for consistency prior to the City Council taking action. In support of this requirement, the General Plan Safety Element includes the following review procedure:

“The City of Auburn shall refer to the Placer County Airport Land Use Commission for review projects within the Auburn Municipal Airport Influence Area requiring amendments of the General Plan, zoning text amendments, building code amendments, airport development plans, rezoning applications, and other discretionary entitlements for consistency with the Airport Land Use Compatibility Plan (ALUCP).”

***ALUC Choices of Action.***

The ALUC can find the City of Auburn General Plan 1992 – 2012 and City Municipal Code, Section 159, Zoning:

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

***Staff Recommendation***

Staff recommends that the ALUC find that the City of Auburn 1992 – 2012 and City Zoning Ordinance, subject to the conditions outlined in Attachment 2, is consistent with the ALUCP. City of Auburn staff and the TAC concur with this recommendation.

Attachment 1 – City of Auburn Request for Consistency Determination

Attachment 2 – City of Auburn General Plan and City's Municipal Code, Section 159, Zoning ALUC Consistency Determination Recommendations

DM:RC:ML:ss



**CITY OF AUBURN**

Economic and Planning Office

1225 LINCOLN WAY • AUBURN, CA 95603 • PHONE (530) 823-4211 • FAX (530) 885-5508

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October 13, 2021

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

Re: City of Auburn General Plan/ALUCP Consistency Determination

Dear Mr. Luken

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

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

Please feel free to contact me with any questions regarding our consistency determination request. I may be reached at (530) 823-4211 Ext 144.

Sincerely,

  
Jonathan Wright  
Economic and Planning Manager &  
Interim Airport Manager

## Auburn General Plan 1992 -2012 ALUC Consistency Determination Recommendations

### General Plan 1992 - 2012

For a determination of General Plan consistency with the ALUCP by the Airport Land Use Commission (ALUC), the following revisions must occur:

- *I. Introduction, Figure I-3, Page I-9*
  - Update Figure I-3 to show the newly expanded Airport Influence Area for Auburn Municipal Airport.
  - Add explanatory text to Figure I-3 to acknowledge that the Sphere of Influence includes parcels within the Airport Influence Area which would be subject to the 2021 ALUCP once annexed by the City of Auburn.
- *II. Goals, 1. Goals, Noise Element, Goal 1, Page II-4*
  - Add reference to noise sources such as highway and airport sources.
- *IV. Land Use Element, 2. Goals and Policies, Industrial Goal 8 and Policy 8.1, Page IV-4*
  - Add a policy requiring that industrial uses within the Airport Influence Area must not create an airport hazard (e.g., creation of dust, smoke, plumes, electronic interference, obstructions) and must comply with the 2021 ALUCP.
- *IV. Land Use Element, 2. Goals and Policies, Public Policy 10.4, Pages IV-4, and IV-5*
  - Add following consideration to list: “The proximity of the Auburn Municipal Airport and the need to comply with the 2021 ALUCP.”
- *IV. Land Use Element, 3. Existing Conditions, Airport, Page IV-9*
  - All existing references to the “Comprehensive Land Use Plan (CLUP)” need to be replaced with reference to the 2021 ALUCP to point the reader (e.g., city planner, property owner) to the current guiding document.
- *IV. Land Use Element, 3. Existing Conditions, Land Use Plan, Figure IV-3, Pages IV-11*
  - Note: Land Use Map (Figure IV-3) is not included in the online version of the General Plan, nor could it be found on the City’s website.
  - Reflect the Auburn Municipal Airport Influence Area boundary and the 2021 Compatibility Zones on the General Plan Land Use Map.
  - Add explanatory text regarding applicability of 2021 ALUCP to proposed development within the Auburn Municipal Airport Influence Area.
- *V. Circulation Element, 2. Goals and Policies, Goal 4 and Policies 4.1-4.4, Page V-4.*
  - All existing references to the “Comprehensive Land Use Plan (CLUP)” need to be replaced with reference to the 2021 ALUCP to point the reader (e.g., city planner, property owner) to the current guiding document.
- *V. Circulation Element, Air Transportation, Figure V-8, Auburn Airport Industrial Park, Page V-25*
  - Show the 2021 Compatibility Zones on the General Plan Circulation Map.
  - Add explanatory text regarding applicability of 2021 ALUCP to proposed development in the industrial park or nonaviation development on the airport.
- *V. Circulation Element, 5. Implementation, D., Page V-56.*
  - All existing references to the “Comprehensive Land Use Plan (CLUP)” need to be replaced with reference to the 2021 ALUCP to point the reader (e.g., city planner, property owner) to the current guiding document.
- *VII. Open Space Element, 4. Implementation, D., Page VII-46*
  - Add a reference to 2021 ALUCP for policies related to the prevention of enhancing wildlife hazards within the Auburn Municipal Airport Influence Area.



## **Auburn General Plan 1992 -2012**

### **ALUC Consistency Determination Recommendations**

- Reflect the Wildlife Hazard Critical Zone on General Plan Open Space Map.
- *VIII. Noise Element, 2. Goals and Policies, Goal 1., Page VIII-2*
  - Add reference to noise sources such as highway and airport sources.
  - Update Policy 1.2 to reference 2021 ALUCP for policies airport-related noise compatibility.
- *VIII. Noise Element, Airport Noise, Page VIII-33, etc.*
  - Add reference to the 2021 ALUCP for airport-related noise data, noise contour maps, and noise policies and criteria.

#### **City Municipal Code, Section 159, Zoning**

Staff also reviewed Section 159, Zoning (Sections 159.001- 159.999) of the City’s Municipal Code for ALUCP consistency. Three zoning sections are listed below that affect land use development within the City of Auburn where it overlaps with the Airport Influence Area for Auburn Municipal Airport. The Airport itself and the Airport Industrial Park located immediately south of the Airport are within the city limits. This area is noncontiguous to the city center, which is located about 3.5 miles to the south. The northern portion of the city limits includes existing residential neighborhoods that fall within ALUCP Compatibility Zone D. The discussion herein omits residential zoning districts as the affected area is already developed and Compatibility Zone D does not restrict future residential uses. Note that this analysis does not consider zoning districts within the City’s unincorporated sphere of influence.

#### **159.043 Airport Industrial Design Control (AI-DC) District**

The AI-DC District specifies the types of uses permitted within the district (i.e., airport-related uses, recreation, and light industrial). Although the permitted uses are generally compatible with airport operations, there could be circumstances in which a use would be deemed conditionally compatible (e.g., structures subject to height limits or occupancy loads subject to intensity limits). As such, staff recommends that the City of Auburn incorporate the following change:

- *Revise the AI-DC District to specify that proposed development must comply with the 2021 ALUCP criteria.*
- *Require a compatibility review for any application seeking discretionary approval.*

#### **159.045 Light Manufacturing (M-L) District**

The M-L District establishes development standards and permitted uses for a variety of low-intensity industrial uses. Staff recommends that the City of Auburn revise the M-L District as follows:

- *Specify that proposed industrial development within the Auburn Municipal Airport Influence Area must comply with the 2021 ALUCP criteria.*

#### **159.140 Airport Zoning (AZ) District**

The purpose of the AZ District is to prevent the creation of obstructions to air navigation. As such, it only addresses airspace hazards; only one of the four compatibility factors addressed in the 2021 ALUCP (i.e., noise, safety, and overflight are not considered in the AZ District). Staff recommends that the City of Auburn incorporate the following change to Section 159.147, *Permits*:

- *Require a compatibility review for any application seeking discretionary approval.*

**Legend**

**Boundary Lines**

- Placer County Limits (outside map view)
- Auburn City Limits
- Auburn Sphere of Influence
- Airport Property Line
- Existing Runway (8,700 ft.)
- Future Runway (4,900 ft.)

**Compatibility Zones (Proposed 2021)<sup>1</sup>**

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone<sup>2</sup>

**See Special Conditions Policy Section 4.3**

- Sutter Auburn Faith Hospital
- Placer County Government Center
- Infill Green Zone - Mixed Use Residential
- Infill Green Zone - Multi-Family Residential

**Notes:**

- This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
- Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.
- Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

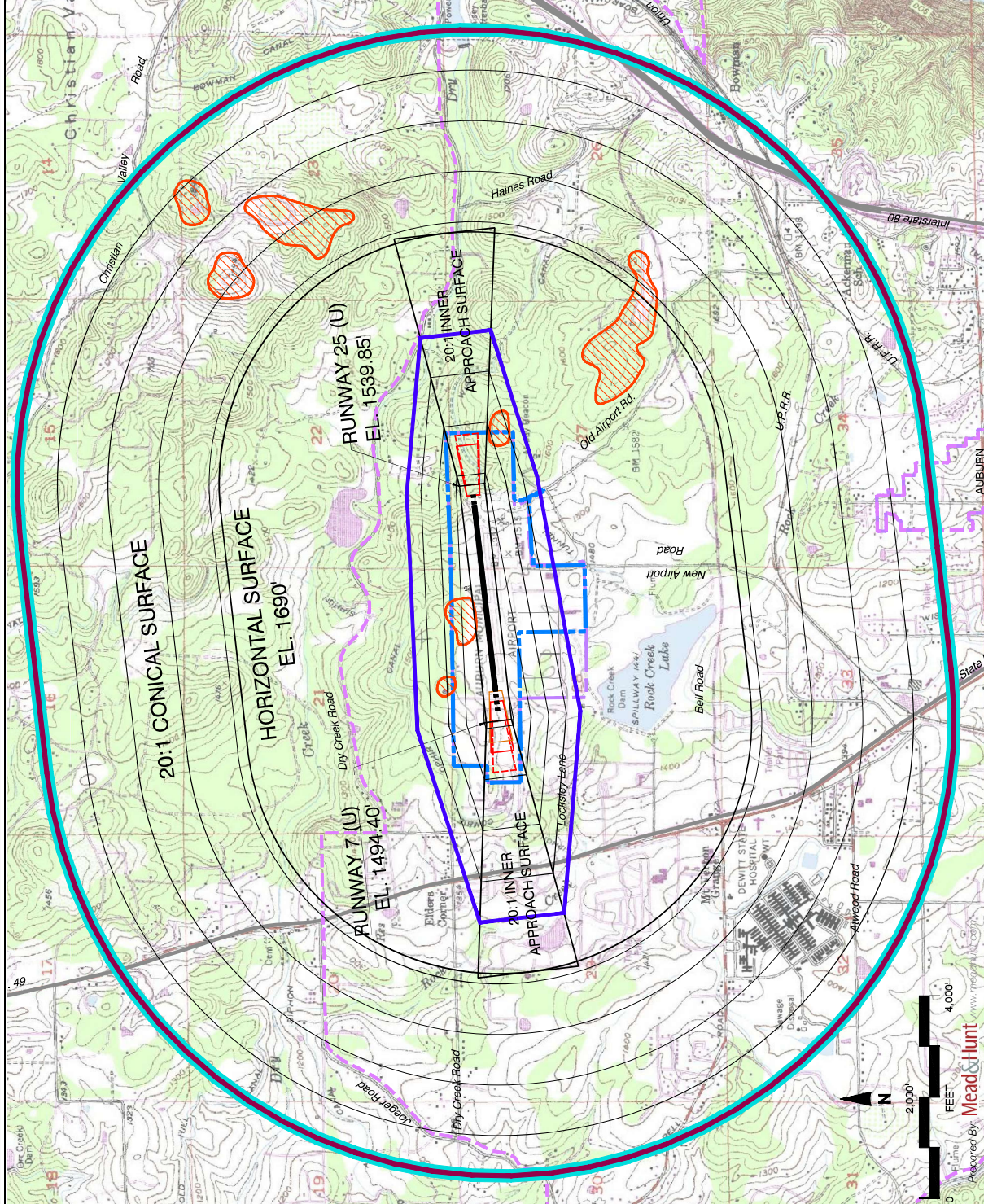
**Auburn Municipal Airport  
Land Use Compatibility Plan**  
(Public Review Draft, June 2021)

Map AUB-4A

**Compatibility Policy Map**  
Auburn Municipal Airport







**Legend**

- Boundary Lines**
- Pleacer County Limits (outside map view)
  - Auburn City Limits
  - Airport Sphere of Influence
  - Airport Property Line
  - Existing Runway (3,700 ft.)
  - Future Runway (4,900 ft.)
- Compatibility Zones (Proposed 2021)**
- Airport Influence Area
  - Airspace Critical Protection Zone
  - Wildlife Hazard Critical Zone
  - Airspace Height Review Overlay Zone<sup>1</sup>

**Notes:**

1. Airspace Height Review Overlay Zone is a component of the Airspace Critical Protection Zone. This zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by CFR Part 77.

**Auburn Municipal Airport  
Land Use Compatibility Plan**  
(Public Review Draft, June 2021)

Map AUB-4B

**Airspace Protection Map**  
Auburn Municipal Airport



## PLACER COUNTY AIRPORT LAND USE COMMISSION

**IN THE MATTER OF: RESOLUTION  
FINDING THE CITY OF AUBURN GENERAL  
PLAN 1992-2012 AND CITY MUNICIPAL CODE,  
SECTION 159, ZONING CONSISTENT WITH  
THE PLACER COUNTY AIRPORT LAND USE  
COMPATIBILITY PLAN**

**RESOLUTION NO. 21-43**

The following resolution was duly passed by the Placer County Airport Land Use Commission at a regular meeting held December 1, 2021 by the following vote on roll call:

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

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

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

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

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

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

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



within the airport influence area to the Airport Land Use Commission for review until such time that General Plan consistency can be determined; and

**WHEREAS**, State law further requires that any zoning ordinance that affects land within an airport influence area be reviewed for consistency with the ALUCP; and

**WHEREAS**, at its regular meeting on December 1, 2021, via a noticed public hearing, the Placer County Airport Land Use Commission reviewed and considered the City of Auburn General Plan 1992-2012 and City Municipal Code, Section 159, Zoning, for their consistency with the Placer County Airport Land Use Compatibility Plan.

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

1. That the foregoing recitals are true and correct and hereby adopted.
2. That after considering all the evidence presented the City of Auburn General Plan 1992-2012 and City Municipal Code, Section 159, Zoning, subject to the conditions outlined in Exhibit 1, are consistent with the ALUCP because: a) there would be no direct conflicts with the ALUCP; and b) mechanism will be in place once Section 159, Zoning is updated, which will ensure future land use development within the Auburn Municipal Airport Influence Area will not conflict with the ALUCP.
3. That this action requires City of Auburn compliance with the conditions noted in Exhibit 1 within 180 days of the date of the adoption of the ALUCP and once completed, the City of Auburn will become responsible for day-to-day implementation of the ALUCP.
4. That pursuant to State law (Public Utilities Code, Chapter 4, Article 3.5, Section 21676(b)), certain legislative actions that have an impact on the ALUCP must be submitted for review by the Airport Land Use Commission for consistency prior to the City Council taking action.

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Chair  
Placer County Airport Land Use Commission

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Executive Director

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

## Auburn General Plan 1992 -2012 ALUC Consistency Determination Recommendations

### General Plan 1992 - 2012

For a determination of General Plan consistency with the ALUCP by the Airport Land Use Commission (ALUC), the following revisions must occur:

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  - Update Figure I-3 to show the newly expanded Airport Influence Area for Auburn Municipal Airport.
  - Add explanatory text to Figure I-3 to acknowledge that the Sphere of Influence includes parcels within the Airport Influence Area which would be subject to the 2021 ALUCP once annexed by the City of Auburn.
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## **Auburn General Plan 1992 -2012**

### **ALUC Consistency Determination Recommendations**

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- *Require a compatibility review for any application seeking discretionary approval.*

**Legend**

**Boundary Lines**

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- Auburn City Limits
- Auburn Sphere of Influence
- Airport Property Line
- Existing Runway (8,700 ft.)
- Future Runway (4,900 ft.)

**Compatibility Zones (Proposed 2021)<sup>1</sup>**

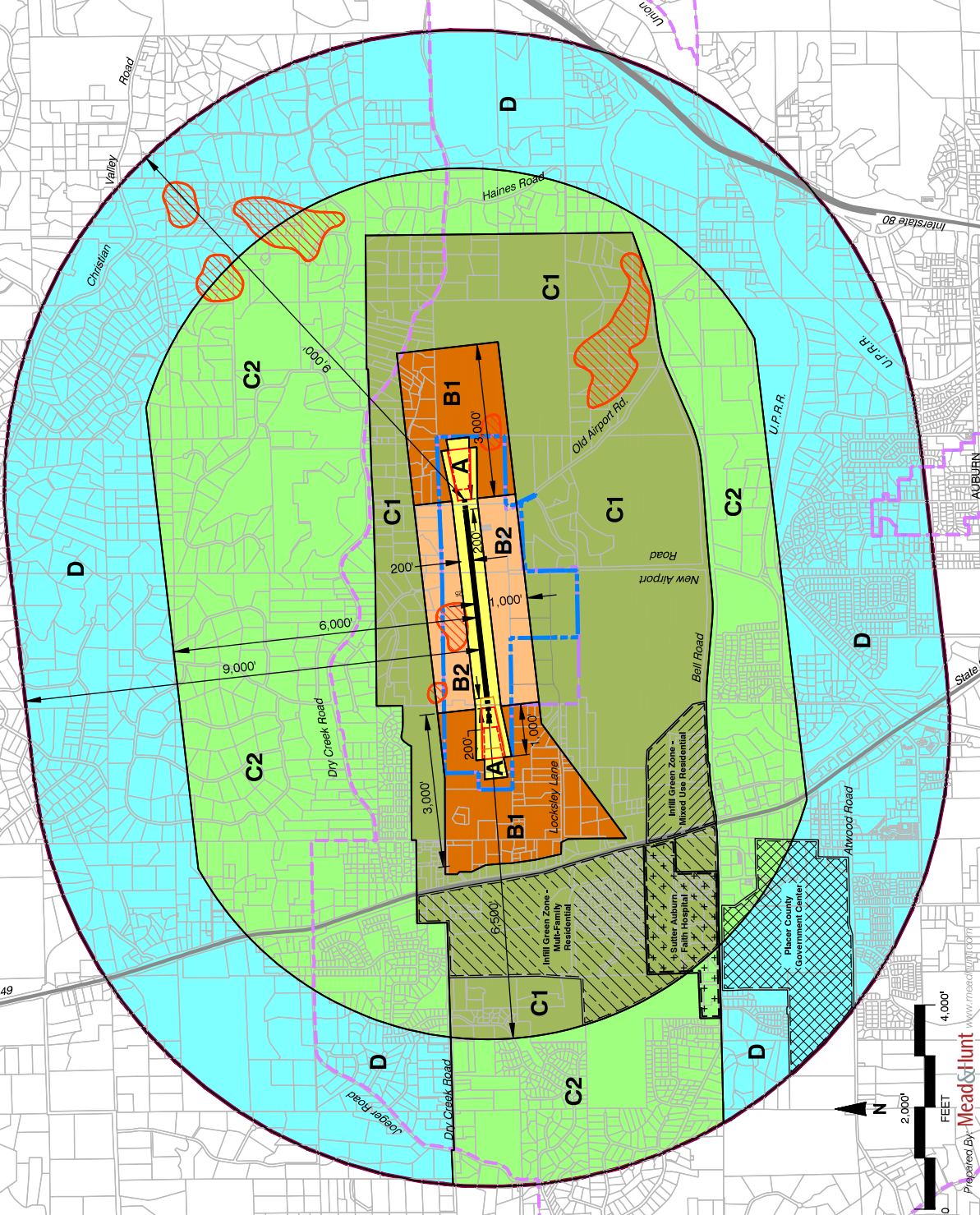
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- Zone D
- Height Review Overlay Zone<sup>2</sup>

**See Special Conditions Policy Section 4.3**

- Sutter Auburn Faith Hospital
- Placer County Government Center
- Infill Green Zone - Mixed Use Residential
- Infill Green Zone - Multi-Family Residential

**Notes:**

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

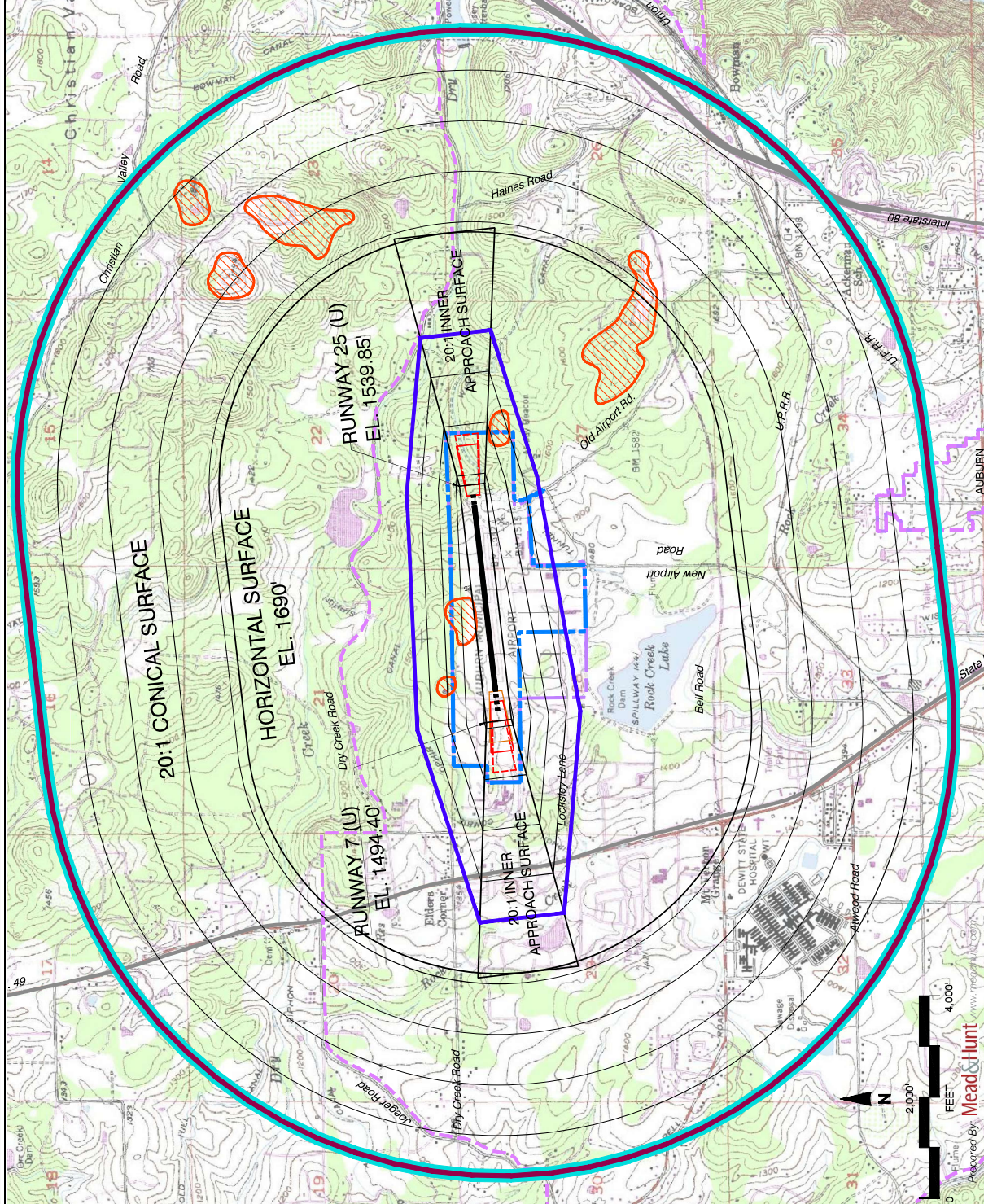


**Auburn Municipal Airport  
Land Use Compatibility Plan**  
(Public Review Draft, June 2021)

Map AUB-4A

**Compatibility Policy Map**  
Auburn Municipal Airport





**Legend**

- Boundary Lines**
- Pleacer County Limits (outside map view)
  - Auburn City Limits
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  - Existing Runway (3,700 ft.)
  - Future Runway (4,900 ft.)
- Compatibility Zones (Proposed 2021)**
- Airport Influence Area
  - Airspace Critical Protection Zone
  - Wildlife Hazard Critical Zone
  - Airspace Height Review Overlay Zone<sup>1</sup>

**Notes:**

1. Airspace Height Review Overlay Zone is a component of the Airspace Critical Protection Zone. This zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by CFR Part 77.

**Auburn Municipal Airport  
Land Use Compatibility Plan**  
(Public Review Draft, June 2021)

Map AUB-4B

**Airspace Protection Map**  
Auburn Municipal Airport







## MEMORANDUM

**TO:** Placer County Airport Land Use Commission      **DATE:** December 1, 2021

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

**SUBJECT:** 9:00 A.M. - PUBLIC HEARING: PLACER COUNTY GENERAL PLAN AND ZONING ORDINANCE, SECTION 17.52.030, AIRCRAFT OVERFLIGHT AND COMBINING DISTRICT CONSISTENCY DETERMINATION

### ACTION REQUESTED

1. Conduct a public hearing to obtain input on the Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District, and their consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).
2. Adopt Resolution No. 21-44 finding that the Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District, subject to the conditions outlined in Attachment 2, are consistent because: a) there will be no direct conflicts with the ALUCP; and b) a mechanism will be in place once Section 17.52.030, Aircraft Overflight and Combining District is amended, which will ensure future land use development within the Auburn Municipal, Blue Canyon, and Lincoln Regional Airport Influence Areas will not conflict with the ALUCP.

### BACKGROUND

#### *Prior Placer County General Plan Consistency Determinations*

The County's General Plan has not been previously submitted to the Airport Land Use Commission (ALUC) for a determination of consistency. Staff has been engaged with Placer County since December 2020 to discuss the necessary steps to determine the County's General Plan consistent with the ALUCP. In this regard, consistency determinations were recently completed recently for two General Plan Elements:

- Housing Element 2021 – 2029, February 2021
- Health and Safety Element, May 2021

The Health and Safety Element was found consistent subject to conditions that ensure new development around airports do not create safety hazards and ensure land use compatibility. County staff agreed to update the Health and Safety Element's "Section 8: Airport Hazards", adding a new background section, updating, and incorporating all the ALUC recommended changes to existing and adding new policies and implementation programs. County staff similarly agreed to amend the zoning text for the Aircraft Overflight and Combining District and the ALUC found these consistent with the ALUCP. These conditions will be satisfied with adoption by the County Board of Supervisors of the final Health and Safety Element and the zoning text amendment for the Aircraft Overflight and Combining District on November 16, 2021.

In addition, the ALUC has completed several additional consistency determinations since adoption of the 2014 ALUCP for the following zoning ordinance amendments:

**Placer County Airport Land Use Commission**  
**PUBLIC HEARING: PLACER COUNTY GENERAL PLAN AND**  
**ZONING ORDINANCE, SECTION 17.52.030, CONSISTENCY DETERMINATION**  
**December 2021**  
**Page 2**

- Emergency Shelter Zoning Ordinance Text Amendments, 2017
- Countywide Zoning Ordinance Text Amendments, 2018
- Tiny Homes Zoning Ordinance Text Amendments, 2019
- Placer County Government Center Master Plan, General Plan and Community Plan Amendments, Rezoning, and Zoning Ordinance Text Amendments, 2019
- Winery and Farm Brewery Zoning Ordinance Text Amendments, 2019
- Accessory Dwelling Unit Zoning Ordinance Text Amendments, 2019
- Housing Related Code Amendments, 2021
- Aircraft Overflight and Combining District Related Code Amendments, 2021

**DISCUSSION**

Placer County has requested the ALUC to review the General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District for a determination of consistency with the recently adopted 2021 ALUCP (Attachment 1). The County's proposed General Plan amendments can be viewed and downloaded at: <https://www.placer.ca.gov/2977/Placer-County-General-Plan>. The final Health and Safety Element is posted at: <https://www.placer.ca.gov/6655/2021-Safety-Element-Update>. The County's Zoning Ordinance can be viewed and downloaded at: <https://www.placer.ca.gov/3701/Zoning-Ordinance>.

***Public Notice***

Notice was published in the Auburn Journal on November 17 and the Lincoln Messenger on November 18, 2021. The hearing notice was also posted on the PCTPA website and emailed to airport and community stakeholders.

***State Law***

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

State law also requires that any zoning ordinance that affects land within an airport influence area be reviewed for consistency with the ALUCP.

***General Plan Consistency Factors***

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

- Incorporate policies into existing General Plan Elements.
- Adopt a General Plan Airport Element.

**Placer County Airport Land Use Commission**  
**PUBLIC HEARING: PLACER COUNTY GENERAL PLAN AND**  
**ZONING ORDINANCE, SECTION 17.52.030, CONSISTENCY DETERMINATION**  
**December 2021**  
**Page 3**

- Adopt the ALUCP as a stand-alone document.
- Adopt an Airport Combining District or Overlay Zoning Ordinance.

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

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

***General Plan Consistency Evaluation***

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

The ALUCP addresses four principal airport land use planning concerns: safety, airspace protection, noise, and overflight compatibility. Safety includes risks to the population from aircraft operations and accidents and primarily focus on General Plan land use designations, which do not meet the density (for residential uses), or intensity (for non-residential uses) criteria specified in the ALUCP. Airspace protection includes enhancing aircraft safety by protecting navigable airspace around airports. This involves setting appropriate height restrictions. Noise compatibility includes minimizing the effects of aircraft noise on communities adjacent to the airport. Overflight compatibility requires notification to purchasers of residential property about airport proximity, aircraft overflight, and noise exposure.

The Health and Safety Element aviation related policies were updated to minimize exposure of the public to airport safety hazards posed by aircraft to people and property on the ground through land use controls and policies for property in the vicinity of the Auburn Municipal, Blue Canyon, and Lincoln Regional Airport. Policies were also updated to minimize siting of land uses around the Airport to preserve the safety of flight operations and continued viability of the region's airports. The Health and Safety Element relates to the Land Use Element as future development plans must account for public safety considerations and increased hazard risk. This is reflected in two implementation programs that will require review of all development projects within the Aircraft Overflight and Combining District for consistency as well as referral of mandatory projects to the ALUC for review.

Further, the Housing Element includes policies related to new residential construction and incentives for infill development," which will apply ALUCP infill policies and procedures as they relate to residential infill sites located in Compatibility Zones C1, C2, and D.

Notwithstanding the recent update to the General Plan's Health and Safety and Housing Elements, various sections of the General Plan will need to be amended to reflect the new ALUCP for Auburn Municipal and Lincoln Regional Airports. The County's approach is to amend applicable General Plan Elements by way of the Health and Safety Element and to amend its existing Aircraft Overflight and Combining District to address airport land use

**Placer County Airport Land Use Commission**  
**PUBLIC HEARING: PLACER COUNTY GENERAL PLAN AND**  
**ZONING ORDINANCE, SECTION 17.52.030, CONSISTENCY DETERMINATION**  
**December 2021**  
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compatibility. The County's proposed amendments to the General Plan include: Part 1 – Land Use/Circulation Diagram and Standards, and Part II – Transportation and Circulation Element, as well as zoning text amendments to the Aircraft Overflight and Combining District, Section 17.52.030. These amendments are shown in Attachment 2. In addition, the County will need to reflect the land use compatibility zones and the Wildlife Hazard Critical Zone on its online maps. With the proposed revisions to the County's General Plan along with the ALUC's previously recommended conditions incorporated into both the Health and Safety and Housing Elements there will be no direct conflicts between the County's General Plan and the ALUCP.

**2. Delineation of a mechanism or process for ensuring future land use development within an airport influence area will not conflict with the ALUCP.**

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

a. Delineation of compatibility criteria.

Consistency between the General Plan and the ALUCP is established by way of the Health and Safety Element. Health and Safety Element Policy 8.D.2 identified below provides the County the basis for requiring that a development project under review comply with the applicable ALUCP compatibility criteria:

HS 8.D.2. The County shall limit land uses in airport safety zones to those uses listed as compatible uses in the applicable airport land use compatibility plans (ALUCPs, formerly known as comprehensive land use plans or CLUPs). Exceptions shall be made only as provided for in the applicable ALUCPs. Such uses shall also be regulated to ensure compatibility in terms of safety, noise, height, and overflight, residential density, and non-residential intensity.

b. Identification of mechanisms for compliance.

Adoption of the Health and Safety Element by the County Board of Supervisors will establish the policy level requirement that all development must be consistent with the ALUCP. Implementation of the ALUCP would be accomplished through the Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District. Government Code 65860 requires a Zoning Ordinance be consistent with the General Plan. The County's Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District will need to be amended as shown in Attachment 2. As noted in the County's request letter (Attachment 1), subsequent rezoning of parcels to reflect the expanded influence area for Auburn Municipal Airport will occur within 180 days following the ALUC's consistency determination. Once Section 17.52.030, Aircraft Overflight and Combining District is

**Placer County Airport Land Use Commission**  
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amended, it will provide the County the mechanism to assure compliance and implement the ALUCP.

c. Indication of review and approval procedures.

Subsequent development approvals and entitlements must also conform to the General Plan and Zoning Ordinance. Once the General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District are amended, subsequent development approvals and entitlements will require County conformance with the ALUCP. Per State law, legislative actions that have an impact on the ALUCP must also be reviewed by the ALUC for consistency prior to the County Board of Supervisors taking action. In support of this requirement, two implementation programs are identified in the Health and Safety Element, which provide the County a basis for requiring that a development project be reviewed for consistency with the applicable ALUCP:

IM 8.D.1. The County shall review all development projects within the Aircraft Overflight (AO) Combining District of Placer County (Section 17.52.030) for consistency with applicable airport land use compatibility plans (ALUCPs).

IM 8.D.2. The County shall refer to the applicable Airport Land Use Commission for review projects within the Airport Influence Area requiring amendments of the General Plan, zoning text amendments, building code amendments, airport development plans, rezoning applications, and other discretionary entitlements for consistency with the airport land use compatibility plans (ALUCPs).

***ALUC Choices of Action.***

The ALUC can find the Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight:

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

***Staff Recommendation***

Staff recommends that the ALUC find that the Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District, subject to the conditions outlined in Attachment 2, is consistent with the ALUCP. Placer County staff and the TAC concur with this recommendation.

Attachment 1 – Placer County Request for Consistency Determination

Attachment 2 – Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District ALUC Consistency Determination Recommendations

DM:RC:ML:ss



October 22, 2021

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

Subject: Placer County General Plan / ALUCP Consistency Determination

Dear Mr. Luken:

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

As you are aware, Placer County is in the process of updating its Health and Safety Element, following the recent adoption of the Housing Element Update, to meet State requirements. Early in the process, County staff met with Placer County Transportation Agency staff to discuss the necessary amendments to various sections of the General Plan, as well as complimentary amendments to the zoning code to achieve consistency with the ALUCP.

On February 24<sup>th</sup>, 2021, and May 26<sup>th</sup>, 2021, the ALUC took action to find that the Draft Housing Element (2021-2029) and Draft Health and Safety Element, respectively, are both consistent with the ALUCP (Attachments 1, 2). Additionally, the County prepared an Addendum to our 2013 General Plan EIR to accompany the Housing Element (adopted May 11, 2021) and the Health and Safety Element that is scheduled to be considered by the Board of Supervisors on November 16, 2021.

In order to achieve a consistency determination for the recently adopted 2021 ALUCP, the County anticipates that a rezone of several hundred parcels near the Auburn Municipal Airport will be needed in order to add the combining -AO (Aircraft overflight) zoning designation to parcels that are newly incorporated into the Auburn Municipal Airport overflight zone following PCTPA's adoption of the compatibility plan update at its September 22, 2021 meeting. Placer County anticipates that any recommended amendments to our General Plan and the aforementioned rezones will be acted upon by the Placer County Board of Supervisors within 180 days after following the consistency determination from the ALUC.

Planning Services Division – CDRA Auburn ▪ 3091 County Center Drive, Auburn, CA 95603  
(530) 745-3000 office ▪ (530) 745-3120 fax  
Planning Service Division – CDRA Tahoe ▪ 775 W. Lake Blvd, Ste. 102, Tahoe City, CA, 96145  
(530) 581-6200 office ▪ (530) 581-6204 fax



Should you have any questions, please feel free to contact me at (530) 745.3147 or by email at [ejivaldi@placer.ca.gov](mailto:ejivaldi@placer.ca.gov).

Respectfully,



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E.J. Ivaldi  
Planning Director



**PLACER COUNTY GENERAL PLAN AND ZONING ORDINANCE  
PROPOSED REVISIONS**

Revisions are formatted as follows: ~~Deleted~~; New

Section	Subsection	Policy	Proposed Changes
<i>Placer County General Plan (2013)</i>			
Introduction	Other Documents	N/A	<b>Placer County Airport Land Use Compatibility Plan (adopted by Airport Land Use Commission) <del>October 24, 2000</del> September 22, 2021</b>
Part 1: Diagrams and Standards	Land Use/Circulation Diagrams and Standards	Land Use Buffer Zone Standards/Public Facility Buffers, Section 4.b.(1)	<p>4. Public Facility Buffers. These buffer zones are required to protect the long-term viability of critical public facilities such as solid waste transfer and disposal sites, sewage treatment plants, and *****</p> <p>b. Uses Allowed in Buffer: All public facility buffer zones may include greenbelt and open space uses. Buffers may also include the following uses, depending on the type of public facility being protected:</p> <p>(1) Airports: May also include industrial and recreation uses consistent with the buffer requirements of Table 1-5 for recreational uses. <b><u>See the -AO Combining District or applicable airport land use compatibility plans for airport compatibility buffers.</u></b></p>
Part II: Goals, Policies, and Implementation Programs	Section 3: Transportation and Circulation	Policy 3.F.2	The County shall work with the Airport Land Use Commission <b><u>as described under Health and Safety Element Section 8.D</u></b> in the planning of land uses around the Auburn Municipal Airport, the Lincoln Municipal Airport, <b><u>Blue Canyon Airport</u></b> , and the Truckee-Tahoe Airport to ensure protection of airport operations from urban encroachment.

**PLACER COUNTY GENERAL PLAN AND ZONING ORDINANCE  
PROPOSED REVISIONS**

Revisions are formatted as follows: ~~Deleted~~; New; Moved

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

## PLACER COUNTY AIRPORT LAND USE COMMISSION

**IN THE MATTER OF: RESOLUTION  
FINDING PLACER COUNTY GENERAL PLAN  
AND ZONING ORDINANCE, SECTION 17.52.030,  
AIRCRAFT OVERFLIGHT AND COMBINING  
DISTRICT CONSISTENT WITH PLACER COUNTY  
AIRPORT LAND USE COMPATIBILITY PLAN**

**RESOLUTION NO. 21-44**

The following resolution was duly passed by the Placer County Airport Land Use Commission at a regular meeting held December 1, 2021 by the following vote on roll call:

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

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

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

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

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

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

**WHEREAS**, local jurisdictions with airports, such as Placer County, are required to review and amend their General Plans for consistency within 180 days of an Airport Land Use Commission's adoption of an Airport Land Use Compatibility Plan, or the jurisdiction can adopt findings and

override the Airport Land Use Commission, or refer all development proposals within the airport influence area to the Airport Land Use Commission for review until such time that General Plan consistency can be determined; and

**WHEREAS**, State law further requires that any zoning ordinance that affects land within an airport influence area be reviewed for consistency with the ALUCP; and

**WHEREAS**, at its regular meeting on December 1, 2021, via a noticed public hearing, the Placer County Airport Land Use Commission reviewed and considered the Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District, for their consistency with the Placer County Airport Land Use Compatibility Plan.

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

1. That the foregoing recitals are true and correct and hereby adopted.
2. That after considering all the evidence presented the Placer County General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District, subject to the conditions outlined in Exhibit 1, are consistent with the ALUCP because: a) there would be no direct conflicts with the ALUCP; and b) mechanism will be in place once 17.52.030, Aircraft Overflight and Combining District, Zoning is amended, which will ensure future land use development within the Auburn Municipal, Blue Canyon, and Lincoln Regional Airport Influence Areas will not conflict with the ALUCP.
3. That this action requires Placer County compliance with the conditions noted in Exhibit 1 within 180 days of the date of the adoption of the ALUCP and once completed, Placer County will become responsible for day-to-day implementation of the ALUCP.
4. That pursuant to State law (Public Utilities Code, Chapter 4, Article 3.5, Section 21676(b)), certain legislative actions that have an impact on the ALUCP must be submitted for review by the Airport Land Use Commission for consistency prior to the County Board of Supervisors taking action.

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Chair  
Placer County Airport Land Use Commission

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Executive Director

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

**PLACER COUNTY GENERAL PLAN AND ZONING ORDINANCE  
PROPOSED REVISIONS**

Revisions are formatted as follows: ~~Deleted~~; New

Section	Subsection	Policy	Proposed Changes
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Part 1: Diagrams and Standards	Land Use/Circulation Diagrams and Standards	Land Use Buffer Zone Standards/Public Facility Buffers, Section 4.b.(1)	<p>4. Public Facility Buffers. These buffer zones are required to protect the long-term viability of critical public facilities such as solid waste transfer and disposal sites, sewage treatment plants, and *****</p> <p>b. Uses Allowed in Buffer: All public facility buffer zones may include greenbelt and open space uses. Buffers may also include the following uses, depending on the type of public facility being protected:</p> <p>(1) Airports: May also include industrial and recreation uses consistent with the buffer requirements of Table1-5 for recreational uses. <b><u>See the -AO Combining District or applicable airport land use compatibility plans for airport compatibility buffers.</u></b></p>
Part II: Goals, Policies, and Implementation Programs	Section 3: Transportation and Circulation	Policy 3.F.2	The County shall work with the Airport Land Use Commission <b><u>as described under Health and Safety Element Section 8.D</u></b> in the planning of land uses around the Auburn Municipal Airport, the Lincoln Municipal Airport, <b><u>Blue Canyon Airport</u></b> , and the Truckee-Tahoe Airport to ensure protection of airport operations from urban encroachment.

**PLACER COUNTY GENERAL PLAN AND ZONING ORDINANCE  
PROPOSED REVISIONS**

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



**MEMORANDUM**

**TO:** Placer County Airport Land Use Commission    **DATE:** December 1, 2021

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

**SUBJECT:** ADOPTING UPDATED FEE SCHEDULE FOR THE AIRPORT LAND USE COMMISSION

**ACTION REQUESTED**

1. Conduct a public hearing on the proposed update to the fee schedule for the Airport Land Use Commission.
2. Adopt Resolution No. 21-45 updating the fee schedule for the Airport Land Use Commission.

**BACKGROUND**

***Existing Fee Schedule***

PCTPA adopted a fee schedule on January 22, 1997, as part of the designation becoming the Airport Land Use Commission (ALUC) for Placer County. A flat fee of \$35 for minor projects and \$70 for major projects was adopted. As part of a comprehensive update to the Placer County Airport Land Use Compatibility Plan, the ALUC on January 22, 2014, adopted an updated fee schedule as follows:

Placer County Airport Land Use Commission Fee Schedule January 22, 2014		
Project Category	Fee <sup>1</sup>	Supplemental Deposit <sup>2</sup>
Minor Project	\$250	Not Applicable
Major Project	\$750	\$2,500
Mandatory Project <sup>3</sup>	\$1,250	\$2,500
ALUC Appeals	\$100	Not Applicable

<sup>1</sup> The fee is the minimum charge and is non-refundable.

<sup>2</sup> If it is determined that technical assistance is needed to complete the review, then the “Supplemental Deposit,” must be deposited to proceed. After the project review is completed, the project proponent will either receive an invoice for an additional amount due or a refund depending on the actual costs incurred. At the time the cost of the review reaches 80 percent of the deposited amount, the project proponent will be notified that additional payment may be required upon completion of the review.

<sup>3</sup> Fees for Mandatory Project review of local member agency planning documents would be waived.

***Approving a Change to an Existing Fee***

ALUC’s may establish a schedule of fees necessary to enable it to full its duties as defined by State law. Public Utilities Code Section 21671.5(f) allows an ALUC to charge proponents for the cost of project reviews. The established fee cannot exceed the estimated reasonable cost of providing this service.

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ADOPTING UPDATED FEE SCHEDULE  
DECEMBER 2021**

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***Public Notification Requirements***

Government Code Section 66016 requires that a public hearing be held at one of the ALUC's regularly scheduled meetings prior to adopting a new fee or approving an increase in an existing fee. Notice was published in the Auburn Journal on November 17 and the Lincoln Messenger on November 18, 2021, ten days prior to today's public hearing and placed on PCTPA's website at: <https://pctpa.net/agendas2021/>. Notice was also provided to local agencies and stakeholders who have expressed an interest in the ALUCP update.

State law also requires that information regarding a new fee or an increase in an existing fee be provided to interested parties upon request. As noted at your June 23<sup>rd</sup> ALUCP update workshop meeting, the ALUC has maintained the same fee schedule since 2014 and needs an update. To date, no parties have expressed an interest in the fee schedule update. The ALUC staff report, and recommendation was available to download ten days prior to the public hearing date at: [Agendas 2021 – PCTPA](#); and has been on file for public inspection at: Placer County Transportation Planning Agency, 299 Nevada Street, Auburn, CA 95603.

**DISCUSSION**

***Existing Project Referral Process***

A project is under the purview of the ALUC if it is in the influence area of Auburn Municipal, Blue Canyon, and Lincoln Regional airports, specific geographic areas designated in the ALUCP. All projects requiring discretionary entitlements are currently subject to ALUC review and the 2014 fee to determine if the project conforms to the ALUCP.

The ALUC review process involves various tasks, including but not limited to:

- Review of development applications and environmental documents submitted by local agencies for airport land use compatibility review and a determination of consistency.
- Coordination with developers, stakeholder groups, interested citizens, local agencies, airport operators, and Caltrans Division of Aeronautics.
- Amending the ALUCP because of mandatory project review consistency determinations; and
- Other duties as defined by State law.

As required by State law, local jurisdictions with airports are required to review and amend their General Plans for consistency within 180 days of the ALUC's adoption of the ALUCP. This process of General Plan-ALUCP consistency determination is currently underway. The Lincoln General Plan was deemed consistent subject to conditions by the ALUC on October 22<sup>nd</sup>. The Auburn and Placer County General Plans are subject to public hearings and determinations of consistency on today's Commission agenda. Once these General Plan-ALUCP consistency requirements are satisfied, the ALUC's authority to review proposed projects around an airport becomes more limited and as such, becomes the responsibility of the local jurisdiction with land use authority within the specific airport influence area. Going forward, projects that require mandatory review will continue to be referred to the ALUC. Mandatory project referrals include General Plan Amendments; Specific Plans and amendments thereto; Zoning Ordinance changes



**PLACER COUNTY AIRPORT LAND USE COMMISSION  
ADOPTING UPDATED FEE SCHEDULE  
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including text amendments and rezoning of properties; Building Code changes; and land use actions for which a Special Conditions Exception is being sought from the ALUC.

***Issue***

The ALUC currently receives no outside grant funding to cover the costs of project compatibility reviews. The cost of the review process is recouped in part from project applications based on the 2014 fee schedule shown above plus Local Transportation Funds (LTF) programmed in PCTPA's Overall Work Program (OWP). Considering the potential complexity of these reviews and comparing the fees charged by other ALUCs, staff is proposing the ALUC fee schedule be rescheduled so that costs associated with project reviews can be recouped primarily from project proponents. This will lead to a reduction in dependence on LTF. If the fee schedule is not updated, ALUC project reviews will continue to be funded primarily with LTF.

***Development of ALUC Fee Update***

An analysis of costs has shown that the cost of processing an ALUC project review far exceeds the fees established in 2014. The actual cost of project reviews performed from 2014 to present have ranged from \$500 to \$2,500. The average fee based on recorded timesheet hours for ALUC reviews performed from 2014 to the present have ranged from a low of \$18.29 to \$63.13 per review hour, with an average of \$34.19, representing a significant deficit in fee cost recovery. Attachment 1 provides a recap of ALUC staff hours, costs, and the number of project reviews since 2014.

Staff reviewed the fee schedules for ALUCs operating in California. The fees charged for project reviews vary from one ALUC to another from no fee charged to almost \$4,000. Some ALUCs charge a flat fee and others distinguish between several types of entitlements. Several also include time and materials pricing. Attachment 2 summarizes the fee schedule for several ALUCs in California. Attachment 2 was shared with the ALUCP Project Development Team, who cautioned that there may be some resistance to a large fee increase.

Attachment 3 describes the proposed update of the fee schedule. The ALUC fee schedule is based on the hourly rate of staff multiplied by the average hours to review a project. Currently, the fully loaded hourly rate of ALUC staff (Senior Planner) conducting project reviews is \$119.16 as shown in PCTPA's FY 2021/22 OWP. The updated fee is calculated based on the average cost for a Senior Planner review and added costs to cover program administration. These fees will not exceed the estimated reasonable cost of providing the services for which they are charged.

Staff is recommending an updated fee schedule consisting of two parts along with an annual adjustment of the fee schedule as follows:

**1. Review by ALUC Staff**

The first component is a minimum nonrefundable application fee of \$500 at the time an application is filed. This fee would apply to any project referred to the ALUC for review on a

**PLACER COUNTY AIRPORT LAND USE COMMISSION  
ADOPTING UPDATED FEE SCHEDULE  
DECEMBER 2021**

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voluntary basis. This application fee would be required to be paid before any application is considered complete and prior to providing any review services. If the project conforms to the ALUCP, no further action is required. The minimum nonrefundable application fee of \$500 is based on four hours of ALUC staff review, the average amount of time it takes for staff to review a project for conformity with the ALUCP. The fee would also include as needed, technical consulting assistance, which would be provided on a “time and materials” basis. This fee is a hybrid of the existing minor and major project fee.

**2. Review by the Commission**

If the project does not conform, the project must go before the Commission for review. The second component is a minimum nonrefundable application fee of \$2,500 at the time an application is filed. Given pending General Plan-ALUCP consistency determinations, the second component would apply to mandatory project referrals going forward. The staff fee is based on 21 hours, the average amount of time it takes to complete a mandatory project review for consistency with the ALUCP. The fee would also include as needed, technical consulting assistance, which would be provided on a “time and materials” basis.

After the project review is completed but not yet forwarded to the local jurisdiction, the proponent will either receive an invoice for an additional amount due or a refund of unused fees depending on the actual technical consulting assistance costs incurred. The additional amount due shall be payable within five business days of written and/or email notice by the ALUC, sent to the address on file. Any time the cost of the technical consulting assistance reaches 80 percent of the deposited amount, the proponent will be notified that additional payment may be required upon completion of the project review.

**3. Other Fee Characteristics**

A standardized procedure for adjusting ALUC fees is needed given no changes have been made since 2014. Staff recommends that ALUC fees be reviewed annually and adjusted pursuant to changes in the federal Consumer Price Index (CPI) for a prior twelve-month period. The adjustment would be based on the “all urban consumers” (CPI-U) for the State of California index, which is used in the PCTPA OWP. The adjustment in fees will be calculated based on the difference between the most currently available CPI as of May and the CPI amount for the same month of the previous year. The percentage change in the fees would be the same as the percentage change in the CPI. The adjusted fee would be rounded to the nearest dollar. Upon ALUC approval, the adjusted fee would go into effect July 1<sup>st</sup> of each fiscal year.

***Staff Recommendation***

Staff recommends the ALUC consider updating the fee schedule as summarized and shown in the table below:

- A minimum nonrefundable application fee of \$500 plus time and materials for voluntary project referrals.

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ADOPTING UPDATED FEE SCHEDULE  
DECEMBER 2021**

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- A minimum nonrefundable application fee of \$2,500 plus time and materials for mandatory project referrals.
- The need for technical consulting assistance would be determined and provided on a “time and materials” basis.
- The updated fee schedule would become effective January 31, 2022, 60 days after Commission adoption.
- The fee schedule will be reviewed annually and adjusted based on the federal Consumer Price Index and upon ALUC approval, go into effect July 1<sup>st</sup> of each fiscal year.

<b>Placer County Airport Land Use Commission Fee Schedule</b>		
Adopted December 1, 2021; Effective January 30, 2022		
<b>Project Category</b>	<b>Application Fee<sup>2</sup></b>	<b>Supplement Deposit<sup>3</sup></b>
Voluntary Project Referrals	\$500	Time and materials basis
Mandatory Project Referrals <sup>4</sup>	\$2,500	Time and materials basis
ALUC Appeals <sup>5</sup>	\$200	Not Applicable

<sup>1</sup> Fees established by the ALUC will be reviewed annually or upon recommendation of the ALUC Executive Director and adjusted as necessary (ALUC Policy 2.2.7). Adjustment of the fees will be based on the federal Consumer Price Index and upon ALUC approval, go into effect July 1<sup>st</sup> of each fiscal year.

<sup>2</sup> Application fee is the minimum charge and is non-refundable. Fee must be paid to PCTPA or referring agency prior to project referral (ALUC Policy 2.8.4).

<sup>3</sup> If it is determined that technical assistance is needed to complete the review, a supplemental deposit would be requested and charged against on a “time and materials” basis. At the time the cost of the review reaches 80 percent of the deposited amount, the project proponent will be notified that additional payment may be required upon completion of the review. After the project review is completed, the project proponent will either receive an invoice for the additional amount due or a refund depending on the actual costs incurred.

<sup>4</sup> See ALUC Policy 2.4.1 and 2.5.1 for list of actions requiring mandatory referral. Mandatory Project Referral fee waived for local member agency documents; however, a supplemental deposit may be requested if technical consulting services are needed.

<sup>5</sup> Appeals and fee must be submitted within 10 days of the date the ALUC made its consistency finding (ALUC Policy 2.10.3).

The TAC concurs with the staff recommendation.

DM:RC:ML:ss

**ALUC Staff Project Review Private Development Proposals Fees & Timesheet Hours Recorded: 2014-2021**

2020-2021				2019-2020				2018-2019				2017-2018				2016-2017				2015-2016				2014-2015				
ALUC Case No.	Project Name	Fees	Staff Hours Recorded	ALUC Case No.	Project Name	Fees	Staff Hours Recorded	ALUC Case No.	Project Name	Fees	Staff Hours Recorded	ALUC Case No.	Project Name	Fees	Staff Hours Recorded	ALUC Case No.	Project Name	Fees	Staff Hours Recorded	ALUC Case No.	Project Name	Fees	Staff Hours Recorded	ALUC Case No.	Project Name	Fees	Staff Hours Recorded	
2020/21-02	AT&T Cell Tower	\$ 750.00	11	2019/20-01	2410 Bell	\$ 750.00	2	2018/19-01	Locksley Lane Warehouse*	\$ -	14	2017/18-01	Stanley Variance	\$ 250.00	4	2016/17-01	Village 7	\$ 1,250.00	15	2015/16-01	Bromberg Modular Unit Temp Structure	\$ 250.00	4	2014/15-01	Verizon Wireless Placer Co Sheriff Industrial Fight	\$ 250.00	4	
2020/21-06	Gateway Village Subdivision*	\$ -	1	2019/20-02	Gateway Commons	\$ 750.00	2	2018/19-03	SUDB NE Quad Specific Plan NE Corner SR65/Nelson Special Conditions	\$ 1,250.00	21.5	2017/18-02	Kushch Variance	\$ 250.00	4	2016/17-02	Village 5	\$ 1,250.00	21	2015/16-02	Independence at Lincoln	\$ -	1	2014/15-02	Haunt at Miyagi's	\$ 250.00	4	
2020/21-08	ARD 24-AC Master Plan	\$ 750.00	10	2019/20-06	ARC of Placer Co Adult Daycare PG&E Temp Debris & Sorting Yard	\$ 750.00	38	2018/19-04	Verizon Cell Tower	\$ 350.00	31	2017/18-04	Villamil Variance	\$ 250.00	4	2016/17-03	Independence at Lincoln	\$ 1,250.00	10	2015/16-03	Flyers Hanger	\$ 250.00	4	2014/15-03	2303 Lindbergh Street O'Brien Child Development Center*	\$ 250.00	4	
Informal	Various	\$ -	9	2019/20-07	Shale Ridge CORR Addition	\$ 750.00	81	2018/19-05 & 05A	Various	\$ -	24	Informal	Various	\$ -	29	2016/17-05	Dunlap MUP PG&E Consolidation Project	\$ 250.00	4	2015/16-04	Lakeside 6 Phases 7 & 8	\$ 1,250.00	18	2014/15-04 & 04A	SUBB NE Quad Specific Plan	\$ 350.00	28	
	<b>Total</b>	\$ 1,500.00	31	2019/20-08	Various	\$ -	22	Informal	Various	\$ -	24	<b>Total</b>	Various	\$ 750.00	41	2016/17-06	Fullerton Ranch Subdivision Rezone	\$ 1,250.00	10	Informal	Various	\$ -	17	2014/15-05	Moonraker Brewing Co	\$ -	1	
	<b>Fee/Staff</b>	\$ 48.39		Informal	Various	\$ -	22	<b>Total</b>	Various	\$ 2,850.00	116	<b>Fee/Staff</b>	Various	\$ 18.29		2016/17-07	Bast Variance Blackwell	\$ 250.00	8	<b>Total</b>	Various	\$ 1,750.00	44	2014/15-06	Various	\$ 250.00	4	
* Fee of \$1250 to be collected in 2021/22.				<b>Total</b>	Various	\$ 3,250.00	158	<b>Fee/Staff</b>	Various	\$ 24.57						2016/17-08	Jensen Variance	\$ 250.00	4	<b>Fee/Staff</b>	Various	\$ 39.77		Informal	Various	\$ -	11	
				<b>Fee/Staff</b>	Various	\$ 20.57		*Placer County never collected \$750 fee.								2016/17-09	Informal	\$ -	23									
																2016/17-10	Various	\$ 6,250.00	99									
																<b>Fee/Staff</b>	Various	\$ 63.13										
																							* There was a subsequent Robert's Rule of Order appeal filed by City of Auburn, which necessitated subsequent hearing after initial applicant appeal ALUC public hearing.					

**ALUC Fee Comparison Matrix**

County	Agency	Fees Collected	Fee Amount	Adoption Date	Modified Date	Fee Adjustment Method	Minimum Submittal Requirements	Fee Collection Process
Alameda	County Planning Dept.	ALUC Review	\$ 500	before 2001	2002	Staff salary and estimated time	ALUC application form	Collected by local jurisdiction -> County Treasurer -> ALUC
Alameda	County Planning Dept.	Flat Fee	\$ 500	before 2000	2001	Staff salary and estimated time	ALUC application form	Collected by local jurisdiction -> County Treasurer -> ALUC
Butte	County Planning Dept.	Plus actual costs	\$ 688	2013	Never	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Eldorado	County Transportation Agency	Airport Actions	\$ 500	Unknown	Unknown	Unknown	ALUC application form	Unknown
Eldorado	County Transportation Agency	Flat Fee	\$ 55	Unknown	Unknown	Unknown	ALUC application form	Unknown
Eldorado	County Transportation Agency	Major/Mandatory	\$ 400	Unknown	Unknown	Unknown	ALUC application form	Unknown
Eldorado	County Transportation Agency	Minor	\$ 150	Unknown	Unknown	Unknown	ALUC application form	Unknown
Humboldt	County Planning Dept.	Deposit - actual costs charged	\$ 2,500	2010	Never	Historical costs incurred	Varies by project	Collected by local jurisdiction -> ALUC or submitted to ALUC directly
Los Angeles	County Planning Dept.	Major - plus actual costs	\$ 3,000	2005	Annually	Historical costs incurred	ALUC application form plus preconsultation meeting	Collected by local jurisdiction -> ALUC or submitted to ALUC directly
Los Angeles	County Planning Dept.	Minor	\$ 1,494	2004	Annually	Historical costs incurred	ALUC application form plus preconsultation meeting	Collected by local jurisdiction -> ALUC or submitted to ALUC directly
Madera	County Planning Dept.	Plus automation fee	\$ 1,239	1990s	Annually	Historical costs incurred	Similar to land use submittals	Submitted to ALUC directly
Mendocino	County Planning Dept.	Government agency	\$ 500	2000s	Never	Historical costs incurred	Project description (density, height, noise, etc.)	Collected by local jurisdiction -> ALUC
Mendocino	County Planning Dept.	Private party	\$ 1,000	2000s	Never	Historical costs incurred	Project description (density, height, noise, etc.)	Collected by local jurisdiction -> ALUC
Monterey	County Planning Dept.	Flat Fee	\$ 798	2011	2012 - 2014	Historical costs incurred	Similar to land use submittals plus additional information as requested by staff	Collected by local jurisdiction -> ALUC or submitted to ALUC directly
Nevada	County Transportation Agency	Deposit - actual costs charged	\$ 2,500	Unknown	Unknown	Unknown	ALUC application form	Unknown
Nevada	County Transportation Agency	Major	\$ 150	Unknown	Unknown	Unknown	ALUC application form	Unknown
Nevada	County Transportation Agency	Mandatory	\$ 250	Unknown	Unknown	Unknown	ALUC application form	Unknown
Riverside	County Transportation Agency	ALUC Review	\$ 190	2004	2007 - 2019	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Riverside	County Transportation Agency	Building Permit	\$ 573	2004	2007 - 2019	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Riverside	County Transportation Agency	EIR	\$ 3,050	2004	2007 - 2019	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Riverside	County Transportation Agency	General Plan/Area Plan	\$ 3,696	2004	2007 - 2019	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Riverside	County Transportation Agency	Heliports	\$ 1,000	2004	2007 - 2019	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Riverside	County Transportation Agency	Major	\$ 1,331	2004	2007 - 2019	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Riverside	County Transportation Agency	Specific Plan/Master Plan	\$ 3,261	2005	2008 - 2019	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Riverside	County Transportation Agency	Tract Map	\$ 1,515	2005	2008 - 2019	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
San Benito	Council of Governments	Plus actual costs	\$ 300	2013	Never	Historical costs incurred	ALUC application form	Collected by local jurisdiction -> ALUC or submitted to ALUC directly
Santa Clara	County Planning Dept.	De minimis	\$ 387	2004	2009	Historical costs incurred	Similar to land use submittals plus additional information as requested by staff	Collected by local jurisdiction -> ALUC
Santa Clara	County Planning Dept.	Major	\$ 3,500	2004	2009	Historical costs incurred	Similar to land use submittals plus additional information as requested by staff	Collected by local jurisdiction -> ALUC
Santa Clara	County Planning Dept.	Minor	\$ 700	2004	2009	Historical costs incurred	Similar to land use submittals plus additional information as requested by staff	Collected by local jurisdiction -> ALUC
Tehema	County Planning Dept.	Flat Fee	\$ 540	1998	Never	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly
Ventura	County Transportation Agency	Flat Fee	\$ 500	2000	Never	Staff salary and estimated time	ALUC application form	Submitted to ALUC directly

Source: Contra Costa County, amended by Mead & Hunt, 2021.  
 Note: Approximately 60% of ALUCs surveyed collect fees (13 of 22 counties; 58 CA counties).

<b>Placer County Airport Land Use Commission Proposed Fee Schedule</b>		
December 1, 2022		
<b>Project Action</b>	<b>Application Fee<sup>1</sup></b>	<b>Supplemental Deposit<sup>2</sup></b>
Voluntary Project Referrals	\$500	(plus “time and materials”)
Mandatory Project Referrals <sup>3</sup>	\$2,500	(plus “time and materials”)
ALUC Appeals	\$200	Not Applicable
<p>Notes:</p> <p><sup>1</sup> The fee is the minimum charge and is non-refundable.</p> <p><sup>2</sup> If it is determined that technical assistance is needed to complete the review, a Supplemental Deposit would be provided on a “time and materials” basis. After the project review is completed but not yet forwarded to the local jurisdiction, the proponent will either receive an invoice for an additional amount due or a refund of unused fees depending on the actual technical consulting assistance costs incurred. The additional amount due shall be payable within five business days of written and/or email notice by the ALUC, sent to the address on file. Any time the cost of the technical consulting assistance reaches 80 percent of the deposited amount, the proponent will be notified that additional payment may be required upon completion of the project review.</p> <p><sup>3</sup> Fees for Mandatory Project review of local member agency planning documents will be waived.</p> <p>The fee schedule will adjust annually for ALUC action based on the federal Consumer Price Index and go into effect July 1<sup>st</sup> of each fiscal year.</p>		

## **Proposed ALUC Fee Structure Update Methodology**

**The following method is used to determine the proposed fees to be charged to project applicants:**

1. Staff identified the following:
  - Number of hours for staff to review a project application for conformance with the Airport Land Use Compatibility Plan (ALUCP); and
  - Number of hours for staff to review a project application that does not conform to the ALUCP and is referred to the ALUC for its review.
2. Staff reviewed ALUC project applications and workload since 2014 to determine the average number of review hours. After reviewing historical project application information, staff multiplied the following:
  - Average number of hours to review a project application for conformance with the ALUCP by the staff hourly rate to determine the proposed fee for an initial review of a project; and
  - Average number of hours to process a project application that does not conform to the ALUCP by staff hourly rate to determine the proposed fee for a project that is referred to the ALUC.

## Airport Land Use Commission Fee Schedule Update

### Example Minor / Major Project Review – Average Hours & Rate

ALUC Staff	Project Task	Time (Minutes)	Time (Hours)	Hourly Rate	Total
<b>Senior Transportation Planner</b>	Provide applicant, City and/or County with preliminary project feedback to minimize consistency conflicts	30.00			
	Review application/supporting documents for completeness	30.00			
	Review development plans as submitted by local agencies	60.00			
	Coordinate project specific details & ALUC recommendations with the City and/or County	30.00			
	<b>Total</b>	<b>150.00</b>	<b>2.50</b>	<b>\$113.48</b>	<b>\$283.70</b>
<b>Deputy Executive Director</b>	Provide technical support on the Airport Land Use Compatibility Plan	20.00			
	Review ALUC Project Compatibility Review Staff Memo	20.00			
	<b>Total</b>	<b>40.00</b>	<b>0.67</b>	<b>\$156.51</b>	<b>\$104.86</b>
<b>Fiscal / Administrative Officer</b>	Process received ALUC fee check	20.00			
	<b>Total</b>	<b>20.00</b>	<b>0.33</b>	<b>\$112.83</b>	<b>\$37.23</b>
<b>Planning Administrator</b>	Meeting scheduling; distribution of ALUC Project Compatibility Review Staff Memo; other	30.00			
	<b>Total</b>	<b>30.00</b>	<b>0.50</b>	<b>\$91.07</b>	<b>\$45.54</b>
<b>TOTALS</b>		<b>240.00</b>	<b>4.00</b>		<b>\$471.33</b>
					<b>or \$500.00</b>



## Airport Land Use Commission Fee Schedule Update

### Example Mandatory Project Review – Average Hours & Rate

ALUC Staff	Project Task	Time (Minutes)	Time (Hours)	Hourly Rate	Total
<b>Senior Transportation Planner</b>	Provide applicant, City and/or County with preliminary project feedback to minimize consistency conflicts	60.00			
	Applicant, City and/or County meetings on project specific details	120.00			
	Review application/supporting documents for completeness	240.00			
	Review development plans as submitted by local agencies	480.00			
	Coordinate with the City and/or County on ALUC recommendations	120.00			
	<b>Total</b>		<b>1020.00</b>	<b>17.00</b>	<b>\$113.48</b>
<b>Executive Director</b>	Review ALUC Project Compatibility Review Staff Memo	30.00			
	<b>Total</b>	<b>30.00</b>	<b>0.50</b>	<b>\$164.89</b>	<b>\$82.45</b>
<b>Deputy Executive Director</b>	Provide technical support on the Airport Land Use Compatibility Plan	60.00			
	Review ALUC Project Compatibility Review Staff Memo	30.00			
	<b>Total</b>	<b>90.00</b>	<b>1.50</b>	<b>\$156.51</b>	<b>\$234.77</b>
<b>Fiscal / Administrative Officer</b>	Process received ALUC fee check	20.00			
	<b>Total</b>	<b>20.00</b>	<b>0.33</b>	<b>\$112.83</b>	<b>\$37.23</b>
<b>Planning Administrator</b>	Meeting scheduling; distribution of ALUC Project Compatibility Review Staff Memo; other	120.00			
	<b>Total</b>	<b>120.00</b>	<b>2.00</b>	<b>\$91.07</b>	<b>\$182,14</b>
<b>TOTALS</b>		<b>1280.00</b>	<b>21.33</b>		<b>\$2465.75</b>
					<b>or</b> <b>\$2500.00</b>

## PLACER COUNTY AIRPORT LAND USE COMMISSION

**IN THE MATTER OF: ADOPTING AN  
UPDATE TO THE FEE SCHEDULE FOR  
THE AIRPORT LAND USE COMMISSION**

**RESOLUTION NO. 21-45**

The following resolution was duly passed by the Placer County Airport Land Use Commission at a regular meeting held December 1, 2021 by the following vote on roll call:

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

**WHEREAS**, Resolution No. 14-01 updated the Airport Land Use Commission fee schedule; and

**WHEREAS**, California Public Utilities Code Section 21671.5(f) allows Airport Land Use Commissions to charge project proponents for the cost of project reviews conducted by the Commission; and

**WHEREAS**, California Government Code Section 66016 requires that fees be based on studies that present a reasonable estimate of the costs of providing the service for which they are charged and requires that information regarding a new fee or an increase in an existing fee be provided to interest parties upon request; and

**WHEREAS**, the Airport Land Use Commission desires to update the existing fee schedule adopted in 2014 for the purposes of recouping costs incurred by the Airport Land Use Commission in reviewing projects; and

**WHEREAS**, a cost estimate study was undertaken to determine a reasonable cost of providing services and to ensure that the updated fees represent a reasonable amount and do not exceed the cost of providing the public the services for which they are charged; and

**WHEREAS**, California Government Code Section 66018(a) requires that a public hearing be held prior to adopting a new fee or approving an increase in an existing fee and in compliance thereof, timely notice was published in the Auburn Journal and the Lincoln Messenger and placed on PCTPA's website (<https://pctpa.net/agendas2021/>) and also made available to local agencies, and stakeholders who have expressed an interest in the ALUCP Update ten (10) days prior to the public hearing conducted by the Airport Land Use Commission on December 1, 2021; and

**WHEREAS**, California Code of Regulations, Title 14, Section 15061(b)(1) provides for statutory exemptions from the California Environmental Quality Act (CEQA) with Section 15273(a)(1) indicating that: “CEQA does not apply to... [t]he establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other charges by public agencies, which the public agency finds are for the purpose of meeting operating expenses, including employee wage rates and fringe benefits...”

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

1. The existing fee schedule established in Resolution No. 14-01 is repealed.
2. The fee schedule shall be established as follows:

<b>Placer County Airport Land Use Commission Fee Schedule</b>		
Adopted December 1, 2021; Effective January 30, 2022		
<b>Project Category</b>	<b>Application Fee<sup>2</sup></b>	<b>Supplement Deposit<sup>3</sup></b>
Voluntary Project Referrals	\$500	Time and materials basis
Mandatory Project Referrals <sup>4</sup>	\$2,500	Time and materials basis
ALUC Appeals <sup>5</sup>	\$200	Not Applicable

<sup>1</sup> Fees established by the ALUC will be reviewed annually or upon recommendation of the ALUC Executive Director and adjusted as necessary (ALUC Policy 2.2.7). Adjustment of the fees will be based on the federal Consumer Price Index and upon ALUC approval, go into effect July 1<sup>st</sup> of each fiscal year.

<sup>2</sup> Application fee is the minimum charge and is non-refundable. Fee must be paid to PCTPA or referring agency prior to project referral (ALUC Policy 2.8.4).

<sup>3</sup> If it is determined that technical assistance is needed to complete the review, a supplemental deposit would be requested and charged against on a “time and materials” basis. At the time the cost of the review reaches 80 percent of the deposited amount, the project proponent will be notified that additional payment may be required upon completion of the review. After the project review is completed, the project proponent will either receive an invoice for the additional amount due or a refund depending on the actual costs incurred.

<sup>4</sup> See ALUC Policy 2.4.1 and 2.5.1 for list of actions requiring mandatory referral. Mandatory Project Referral fee waived for local member agency documents; however, a supplemental deposit may be requested if technical consulting services are needed.

<sup>5</sup> Appeals and fee must be submitted within 10 days of the date the ALUC made its consistency finding (ALUC Policy 2.10.3).

3. The fee schedule shall be adjusted annually for Airport Land Use Commission action based on the federal Consumer Price Index and go into effect July 1<sup>st</sup> of each fiscal year.
4. The fee schedule is statutorily exempt from environmental review because it does not meet the CEQA definition of a project, and the Executive Director is authorized to file a Notice of Exemption with the Placer County Clerk-Recorder.
5. The fee schedule shall become effective, January 31, 2022, 60 days after Commission adoption.

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Chair  
Placer County Airport Land Use Commission

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Executive Director

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

**TO:** PCTPA Board of Directors **DATE:** December 1, 2021

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

**SUBJECT:** 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) ADOPTION

**ACTION REQUESTED**

Adopt Resolution 21-46, adopting the 2022 Regional Transportation Improvement Program (RTIP) for Placer County.

**BACKGROUND**

The State Transportation Improvement Program (STIP) is made up of two components: 75% comes from the Regional Transportation Improvement Programs (RTIPs) provided by each of the 58 counties, and 25% comes from Caltrans' Interregional Transportation Improvement Program (ITIP). Each STIP cycle, the California Transportation Commission (CTC) adopts a Fund Estimate of transportation money available over the following five years. This is then broken down by formula to specify a target "county share" amount for each Regional Transportation Planning Agency, such as Placer, to program their RTIP.

The current 2020 STIP covers FY 2020/21 through 2024/25. The 2022 STIP adds two years, FY 2025/26 and FY 2026/27, to the current program. In 2002, the Board took a bold move to request a \$78 million advance of Placer's county shares to match a large commitment of Caltrans discretionary ITIP dollars to fully fund Phase 1 of the Lincoln Bypass. Had the Board not taken this daring approach, the Lincoln Bypass would likely have never been funded and the City of Lincoln would be substantially different in nature. A result of the advance is that PCTPA will not receive funding other than Planning, Programming, and Monitoring funds until the advance is "paid off".

**DISCUSSION**

Every two years, the CTC adopts a fund estimate projecting five-years of gas taxes to determine capacity in the STIP and State Highway Operations and Protection Program (SHOPP). As part of the 2022 STIP cycle, the CTC has also asked agencies to discuss their region's interregional highway and intercity rail priority needs and asked for potential locations for a "state highways to boulevards" pilot program in their RTIPs.

***Highway Program***

The currently adopted 2020 STIP estimated a negative balance of \$21.5 million for Placer County by FY 2022-23. Now the CTC currently estimates this interest-free advance balance to be down to approximately \$13.2 million by FY 2027-28. While this is good news, the situation does not affect our overall approach, as we have long recognized our advance would take a long time to repay. Meanwhile, the residents, visitors, and businesses of Placer County are already enjoying the use of the Lincoln Bypass.

**PCTPA Board of Directors**  
**2022 RTIP ADOPTION**  
**December 2021**  
**Page 2**

While PCTPA has an advance of funds, the CTC still allows us to program funds to support the Agency's requirements to plan, program, and monitor regional transportation projects. Staff therefore recommends the following as our 2020 RTIP submittal:

***Planning, Programming, and Monitoring (PPM) - \$0.720 million RTIP***

These funds cover the Agency's costs to plan, program, and monitor the projects contained in the RTIP and ITIP, to ensure that projects are within the scope and costs programmed, assuring that projects move as quickly as possible to construction, and that the timely use of funds requirements are met. The CTC is allowing us to program \$720,000 for FY 2022/23 through FY 2026/27.

Staff is recommending that the maximum amount of funds allowable be programmed in PPM as an offset of administrative funding from the Transportation Development Act (TDA)'s Local Transportation Fund (LTF). Staff is recommending the \$720,000 be spread over the five-year RTIP period, with \$144,000 in each fiscal year from FY 2022/23 through FY 2026/27. This results in a decrease of \$2,000 programmed for fiscal year FY 2024/25.

***Interregional Highway and Intercity Rail Needs and Potential Candidates for a State Highways to Boulevards Conversion Pilot Program***

CTC has also asked agencies to discuss their region's interregional highway and intercity rail priority needs and asked for potential locations for a "state highways to boulevards" pilot program in their RTIPs. Staff presented the proposed response at the October 27, 2021, meeting and received feedback from the Board. Based on that feedback, the list of potential locations for a "state highways to boulevards" pilot program were revised to add pedestrian crossings on SR49 near Bell Road and Palm Avenue. The projects and locations are provided in Attachment 1 and summarized below.

Interregional Highway and Intercity Rail Needs

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

Potential Candidates for a State Highways to Boulevards Conversion Pilot Program

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

DECEMBER 2021



# RTIP 2022

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**Placer County  
Regional Transportation  
Improvement Program (RTIP)**

**Prepared by  
Placer County Transportation Planning Agency  
299 Nevada Street  
Auburn, CA 95603  
530.823.4030  
[www.pctpa.net](http://www.pctpa.net)**

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December 1, 2021

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814

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

**Re: PCTPA 2022 Regional Transportation Improvement Program (RTIP)**

Dear Mr. Weiss:

The Board of Directors for the Placer County Transportation Planning Agency (PCTPA) adopted at the December 1, 2021 meeting the 2022 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2022 State Transportation Improvement Program. The 2022 RTIP is enclosed, including a copy of the Board of Directors resolution.

Individual STIP Project Programming Request forms are included as an attachment for the PCTPA 2022 RTIP projects. The following transportation projects and recommendations comprise our 2022 RTIP and ITIP submittal.

### **Regional Transportation Improvement Program**

#### **Planning, Programming, and Monitoring**

The PCTPA requests the CTC program Regional Choice funds to PCTPA for planning, programming, and monitoring of the county's RTIP program as follows:

- FY 2022/23 - \$144,000
- FY 2023/24 - \$144,000
- FY 2024/25 - \$144,000
- FY 2025/26 - \$144,000
- FY 2026/27 - \$144,000

#### **Interregional Transportation Improvement Program**

No ITIP funding requests are proposed.

#### **RTIP / RTP Consistency**

The attached 2022 RTIP was completed using the template developed by the Regional Transportation Planning Agencies (RTPA) group. The report provides an analysis of both quantitative and qualitative performance indicators and measures that indicate how the PCTPA 2022 RTIP is consistent with the goals established in the adopted 2040 RTP

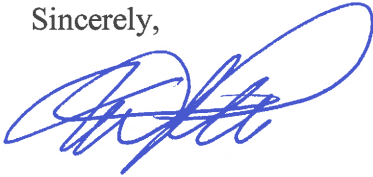
(<http://pctpa.net/rtp2040/>).

Mitch Weiss, Executive Director  
PCTPA 2022 RTIP  
Page 2

The projects are also consistent with the Sacramento Area of Governments (SACOG) adopted 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy.

Should you have any questions or require additional information, please contact me at (530) 823-4030, or Rick Carter of my staff at (530) 823-4033.

Sincerely,



Michael W. Luken Executive Director

Enclosures:

1. PCTPA 2022 RTIP
- C: Teresa Favila, Deputy Director of Programming, California Transportation Commission (via email)  
Amarjeet Benipal, District 3 Director, Caltrans (via email)  
James R. Anderson, Chief of Financial Programming, Caltrans  
Rambabu Bavirisetty, Chief of Office of STIP, Caltrans (via email)  
Rick Carter, PCTPA

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

**2022 REGIONAL TRANSPORTATION IMPROVEMENT  
PROGRAM (2022 RTIP)**

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# **A. Overview and Schedule**

## **Section 1. Executive Summary**

The Board of Directors for the Placer County Transportation Planning Agency (PCTPA) adopted at the December 1, 2021 meeting the 2022 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2022 State Transportation Improvement Program.

## **Section 2. General Information**

Insert contact information in the text fields below.

- **Regional Agency Name**  
Placer County Transportation Planning Agency (PCTPA)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <https://pctpa.net>

**RTIP document link:** <https://pctpa.net/regional-planning/>

**RTP link:** <https://pctpa.net/rtp2040/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

- Name Mike Luken
- Title Executive Director
- Email [mluken@pctpa.net](mailto:mluken@pctpa.net)
- Telephone 530-823-4030

- **RTIP Manager Staff Contact Information**

Name	Rick Carter, PE	Title	Deputy Executive Director
Address	299 Nevada Street		
City/State	Auburn, CA		
Zip Code	95603		
Email	<a href="mailto:RCarter@pctpa.net">RCarter@pctpa.net</a>		
Telephone	530-823-4033	Fax	

- **California Transportation Commission (CTC) Staff Contact Information**

Name	Teresa Favila	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	<a href="mailto:teresa.favila@catc.ca.gov">teresa.favila@catc.ca.gov</a>		
Telephone	916-653-2064	Fax	916-653-2134

### **Section 3. Background of Regional Transportation Improvement Program (RTIP)**

#### **A. What is the Regional Transportation Improvement Program?**

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

#### **B. Regional Agency's Historical and Current Approach to developing the RTIP**

As part of developing the adopted 2040 RTP (December 2019), PCTPA developed both quantitative and qualitative performance measures. The RTP is directly linked to the PCTPA RTIP in that the projects identified as part of the RTIP are also included in the funding constrained RTP.

PCTPA has a history of successful collaboration with Caltrans and local agencies to deliver regional transportation projects, including the \$325 million Highway 65 Lincoln Bypass in 2012, the largest transportation project in Placer County history. The Highway 65 Lincoln Bypass was delivered using both RTIP and ITIP funding, as well as other funding sources.

Measure M was placed on the November 2016 ballot in Placer County for a countywide transportation sales tax measure. The ½ cent sales tax measure received 64 percent support, just shy of the 2/3 majority needed to pass. The sales tax was estimated to generate \$1.6 billion over 30 years to be used for transportation projects in Placer County, including the proposed Interstate 80/State Route 65 interchange reconfiguration. PCTPA considered placing a sales tax measure on the 2020 ballot but put these plans on hold due to the impacts of the COVID-19 pandemic. PCTPA is now looking at a placing a transportation sales tax measure on the 2022 or 2024 ballot.

### **Section 4. Completion of Prior RTIP Projects (Required per Section 68)**

The last project completed in Placer County using STIP funding was Phase 1 of the Highway 65 Lincoln Bypass, which was completed in 2012. Significant STIP funding was advanced to complete the Lincoln Bypass that resulted in a project with significant benefits to the public but also resulted in an overdrawn balance of approximately \$15.8 million in fiscal year 2026-27 for Placer County's regional choice STIP funding. Without additional funding available, there were no projects completed in Placer County using STIP funding between adoption of the 2020 RTIP and the current 2022 RTIP.

## **Section 5. RTIP Outreach and Participation**

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

### A. RTIP Development and Approval Schedule

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 20121
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regional Agency adopts 2022 RTIP	December 1, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

### B. Public Participation/Project Selection Process

PCTPA actively solicits the participation of the general public as part of its ongoing transportation planning work. PCTPA includes outreach to Native American tribal governments, specifically, the United Auburn Indian Community. The adopted Placer County 2040 Regional Transportation Plan (December 4, 2019) Appendix B contains Interagency and Public Involvement Process. The outreach efforts for the Placer County 2040 RTP was a multipronged approach. PCTPA coordinated with SACOG on interagency consultation and coordination to identify project lists and future land use forecasts used in the evaluation of their Sustainable Communities Strategy (SCS) scenarios. Residents, civic groups, and the private sector were engaged statistically valid phone polling, a pop-up workshop at the Sierra College Campus in Rocklin, and a series of three on-line surveys. The on-line surveys built upon the success of recent online outreach efforts and engaged over 2,300 residents. Past RTP updates that utilized in-person presentations and workshops had relatively low turnout for such a high investment in resources. The surveys provided a wealth of feedback for use far beyond the RTP. There were two key takeaways from the responders that were incorporated into the RTP. First, highways and congestion are a top priority. Throughout the surveys, Placer County's community made clear that traffic is a concern and the RTP's section on Regionally Significant Roadway Projects highlights how those concerns can be alleviated. This desire to alleviate congestion to improve quality of life has been a consistent theme through multiple RTP update processes. The second takeaway is that transportation funding is confusing. Particularly in the second survey, responders indicated that they didn't understand what the various taxes fund, reinforcing PCTPA's work to educate and inform the community on the complexities of transportation

funding. The RTP's financial element breaks down these revenue sources, providing some clarity for the community.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 3

Pursuant to the STIP Guidelines, Caltrans submits a list of projects to each RTPA for inclusion in their respective RTIPs for the 2020 STIP. Since PCTPA does not have programming capacity, Caltrans has no requests for the PCTPA 2020 RTIP.

## **B. 2022 STIP Regional Funding Request**

### **Section 6. 2022 STIP Regional Share and Request for Programming**

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below. COVID Relief shares should be listed separately from traditional STIP shares as they are being tracked separately.

Our target share in the 2022 STIP is \$0. Significant STIP funding was advanced to complete the Lincoln Bypass that resulted in a project with significant benefits to the public but also resulted in an overdrawn balance of approximately \$15.8 million in fiscal year 2026-27 for Placer County's regional choice STIP funding.

B. Summary of Requested Programming

No projects are proposed for programming as part of the 2022 STIP.

### **Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

No projects are proposed for programming as part of the 2022 STIP.

### **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional



transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

PCTPA is not currently requesting ITIP funding for projects as part of the 2022 STIP

PCTPA was asked to include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region. Although the region has many needs, below are the highest priority projects.

#### Interregional Highway Needs:

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

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

#### Intercity Rail Needs:

The UPRR line parallels I-80 throughout Placer County and serves as a transcontinental rail route accommodating freight and passenger services. The J. R. Davis Yard, located in the City of Roseville in Placer County, is the largest classification yard on the West Coast. Approximately 98 percent of all UPRR traffic in Northern California is moved through this yard. The Capitol Corridor intercity passenger rail service runs daily service between Auburn to San Jose, through Sacramento and the East Bay. Because of the heavy freight use, only 1 round trip per day operates between Placer County and Sacramento. The most significant need is the addition of 17.8 miles of track between Roseville and Sacramento, as identified in the California

State Rail Plan, to expand intercity passenger rail service to Placer County to 10 round trips a day. The \$170 million Phase 1 project will construct 6.8 miles of track to accommodate 2 additional round trips but currently has a \$60 million funding gap which is delaying construction. The Phase 2 project is estimated at \$295 million.

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

### **Section 9. Projects Planned Within Multi-Modal Corridors**

No projects are proposed for programming as part of the 2022 STIP.

### **Section 10. Highways to Boulevards Conversion Pilot Program**

PCTPA has identified state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program. Because there are no guideline for a potential program at this time, this discussion covers a range of needs where state highways divide existing communities. Although no locations have been identified for removal of freeways or relinquishment of the highway to the local agency, other needs have been identified.

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

There are numerous locations within the urbanized areas where the I-80 and SR65 freeways act as a physical barrier dividing the community. As noted above, SR 49 also divides the community of Auburn and inhibits alternate modes. The following locations have been identified for pedestrian and bicycle overcrossings to provide connectivity across the freeway or highway but lack funding:

I-80 near Cirby Way

I-80 near Rocklin Rd/ Sierra College

SR 49 north of Bell Rd

SR 49 near Palm Ave.

SR65 near Blue Oaks Blvd

SR65 near Galleria Blvd

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

In 2008, the California legislature adopted SB 375. SB 375 requires the California Air Resources Board (CARB) to set performance targets for passenger vehicle emissions in each of 18 Metropolitan Planning Organizations (MPOs) in the state for 2020 and 2035, requires an Metropolitan Transportation Plan (MTP) to include a Sustainable Communities Strategy (SCS) that integrates the land use and transportation components, and amends CEQA to provide incentives for residential and residential mixed use projects that help to implement an MTP/SCS that meets the CARB targets.

CARB initially set reduction targets for the Sacramento region of 7 and 16 percent per capita GHG reduction by 2020 and 2035, respectively. In 2019, CARB increased the 2035 reduction target to 19 percent per capita GHG reduction. SACOG, which covers a six County region including Placer County, adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy on November 18, 2019, which incorporated the 2040 Placer County RTP adopted on December 4, 2019.

The 2040 Placer County RTP provides a starting place to work toward Placer County's responsibility to address regional GHG targets; and is in alignment with the principles of AB 32 and SB 375. The 2040 RTP contains many goals and policies to reduce vehicle trips and improve air quality. The goal areas containing the most explicit policies relating to GHGs are: Pedestrian, Bicycle, and Low Speed Vehicles (NEVs), Transportation Systems Management, and Integrated Land Use, Air Quality, & Transportation Planning. The Action Element also contains action plans that are intended to further the RTP's air quality-related goals and policies. The action plans include both short-term and long-term steps for each transportation mode. PCTPA works closely with SACOG to reduce GHG emissions through the MTP/SCS planning process.

#### **A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).**

Performance measures below are based on available data from the 2040 Placer County RTP adopted in December 2019.

<b>Table B1</b>			
<b>Evaluation – Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	27.55	25.30
	Percent of congested VMT (at or below 35 mph)	1.17%	0.96%

	Commute mode share (travel to work or school)	Automobile - 92.3% Transit - 0.3% Bike/Walk - 6.4% Other – 1.0%	Automobile – 91.4% Transit - 0.6% Bike/Walk – 7.1% Other – 0.9%
Infrastructure Condition	Percent of distressed state highway lane-miles	N/A	N/A
	Pavement Condition Index (local streets and roads)	68	N/A
	Percent of highway bridges by deck area classified in Poor condition	23%	N/A
	Percent of transit assets that have surpassed the FTA useful life period	48%	N/A
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A
	Accessibility and on-time performance for rail and transit	N/A	N/A
Safety	Fatalities and serious injuries per capita	0.55 per 1,000 capita	N/A
	Fatalities and serious injuries per VMT	19.95 per 1,000 VMT	N/A
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	12% Housing 23% Jobs	14% Housing 22% Jobs
	Mean commute travel time (to work or school)	18.7 minutes (Year 2008)	18.4 minutes
	Farebox recovery ratio	18.6	N/A
Environmental Sustainability	Change in acres of agricultural land	156,366 acres	146,193 acres
	CO <sub>2</sub> emissions reduction per capita		

## **Section 12. Regional and Statewide Benefits of RTIP**

No projects are proposed for programming as part of the 2022 STIP.

## **D. Performance and Effectiveness of RTIP**

### **Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)**

With completion of the Lincoln Bypass in 2012, the current RTIP does not include any new projects due to an overdrawn balance of approximately \$15.8 million in fiscal year 2026-27 for Placer County's regional choice STIP funding.

**Section 14. Project Specific Evaluation (Required per Section 19D)**

PCTPA is not submitting any new RTIP projects for the 2022 STIP.

**E. Detailed Project Information**

**Section 15. Overview of Projects Programmed with RIP Funding**

PCTPA is not submitting any new projects for RIP funding in the 2020 STIP.

PCTPA is proposing to program \$723,000 of Planning, Programming, and Monitoring (PPM) for FY 2020/21 through FY 2024/25.

**F. Appendices**

**Section 16. Projects Programming Request Forms**

**Section 17. Board Resolution or Documentation of 2022 RTIP Approval**

# **Appendix**

## **Section 16. Projects Programming Request Forms**

Amendment (Existing Project)  YES  NO Date 11/08/2021 17:09:23

Programs  LPP-C  LPP-F  SCCP  TCEP  STIP  Other

District	EA	Project ID	PPNO	Nominating Agency	
03		0320000208	0L11	Placer County Transportation Planning Agency	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Placer					
				MPO	Element
				SACOG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Rick Carter			530-823-4033	rcarter@pctpa.net	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	Placer County Transportation Planning Agency
PS&E	Placer County Transportation Planning Agency
Right of Way	Placer County Transportation Planning Agency
Construction	Placer County Transportation Planning Agency

**Legislative Districts**

Assembly: 1,5,6 Senate: 1,4 Congressional: 1,4

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/08/2021 17:09:23

**Purpose and Need**

For planning, programming, and monitoring of Placer County's RTIP program.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

<b>Project Outputs</b>			
Category	Outputs	Unit	Total



Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
03	Placer			0320000208	0L11

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									Placer County Transportation Plannin
R/W SUP (CT)									Placer County Transportation Plannin
CON SUP (CT)									Placer County Transportation Plannin
R/W									Placer County Transportation Plannin
CON	2,634	144	144	146				3,068	Placer County Transportation Plannin
<b>TOTAL</b>	<b>2,634</b>	<b>144</b>	<b>144</b>	<b>146</b>				<b>3,068</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,634	144	144	144	144	144		3,354	
<b>TOTAL</b>	<b>2,634</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>		<b>3,354</b>	

Fund#1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									\$57 CON voted 07/16/98
R/W SUP (CT)									\$52 CON voted 08/02/99
CON SUP (CT)									\$28 CON voted 02/23/00
R/W									\$110 CON voted 07/01/01
CON	2,634	144	144	146				3,068	\$53 CON voted 09/23/02
TOTAL	2,634	144	144	146				3,068	\$40 CON voted 02/26/04
									\$75 CON voted 03/03/05
									\$75 CON voted 08/18/05

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,634	144	144	144				3,066	
<b>TOTAL</b>	<b>2,634</b>	<b>144</b>	<b>144</b>	<b>144</b>				<b>3,066</b>	

Fund #2:		RIP - State Cash (Committed)							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					144	144		288	
TOTAL					144	144		288	

**Complete this page for amendments only**

Date 11/08/2021 17:09:23

District	County	Route	EA	Project ID	PPNO
03	Placer			0320000208	0L11

**SECTION 1 - All Projects**

**Project Background**

For planning, programming, and monitoring of Placer County's RTIP program.

**Programming Change Requested**

The CTC has provided to PCTPA \$720,000 in programming capacity for FY 2022/23, through 2026/27. PCTPA is proposing to spread the programming capacity over the five year period, with \$144,000 in each year. \$146,000 is currently programmed in FY 2024/25 so this amount will be reduced.

**Reason for Proposed Change**

Program the maximum amount of allowable funds toward PPM.

**If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

N/A

**Other Significant Information**

N/A

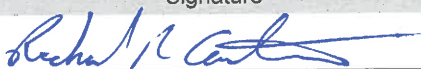
**SECTION 2 - For SB1 Project Only**

**Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)**

N/A

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
RICK CARTER		DEPUTY EXEC. DIR.	11/8/2021

**SECTION 3 - All Projects**

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: THE 2022 REGIONAL  
TRANSPORTATION IMPROVEMENT  
PROGRAM (RTIP)**

**RESOLUTION NO. 21-46**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 1, 2021 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

**WHEREAS**, the PCTPA has reviewed funding policies and considered comment received from its member jurisdictions on their transportation needs and priority projects; and

**WHEREAS**, PCTPA places the highest emphasis on delivering needed projects as quickly and cost effectively as possible; 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);

**NOW, THEREFORE, BE IT RESOLVED THAT** the Placer County Transportation Planning Agency hereby submits the following projects and recommendations for the Placer County 2022 Regional Transportation Improvement Program to the California Transportation Commission.

**Regional Transportation Improvement Program**

**Planning, Programming, and Monitoring**

The PCTPA requests the CTC program Regional Choice funds to PCTPA for planning, programming, and monitoring of the county’s RTIP program as follows:

FY 2022/23 - \$144,000

FY 2023/24 - \$144,000

FY 2024/25 - \$144,000

FY 2025/26 - \$144,000

FY 2026/27 - \$144,000

**Interregional Transportation Improvement Program**

No ITIP funding requests are proposed.

---

Paul Joiner, Chair  
Placer County Transportation Planning Agency

---

Mike Luken, Executive Director

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



**TO:** PCTPA Board of Directors **DATE:** December 1, 2021

**FROM:** Mike Luken, Executive Director

**SUBJECT:** CONSIDERATION OF RESOLUTION 21-54 APPROVING A LINE OF CREDIT FOR EMERGENCY FUNDING NEEDS OF THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**ACTION REQUESTED**

Adopt Resolution 21-54 authorizing the Agency obtain a \$830,000 line of credit for emergency cash flow purposes and authorizing the Executive Director and legal counsel to review, negotiate, and execute loan documents for said line of credit.

**BACKGROUND**

PCTPA Board policy dictates that the Agency maintain a contingency fund of approximately 15% which has averaged approximately \$830,000. Since the inception of the Agency, this contingency has been used to cash flow expenditures on transportation projects undertaken by the Agency until the Agency can be reimbursed by local, state, or federal sources. Other funds have also been used for this cash flow purpose. No fiscal emergency exists at this time, but staff recommends that it is financially prudent to have this emergency line of credit available should it be needed in the future.

**DISCUSSION**

In the last two fiscal year's consideration of its Overall Work Program (OWP), staff has indicated that the practice of using contingency for cash flow, while saving the amount of financing costs, may present a financial risk to the Agency should a fiscal emergency occur during times of a local cash balance. Those cost savings may also be eroded should the Agency have to obtain an emergency loan to cover expenses. In the past, the Agency has had to grant a loan to the Nevada Station Property account to cover building expenses when tenant revenue was not adequate. Changes to state and federal funding sources on the horizon may make the use of an emergency line of credit necessary as well. As a special district, the Agency does not have the same borrowing capacity as cities and counties.

Staff obtained the estimated costs of an emergency line of credit equal to our FY 2019-2020 and FY 2020-2021 contingency of approximately \$830,000. Quotes were obtained from our current financial institution, Umpqua Bank and First Northern Bank, both with local offices near the PCTPA offices in Auburn. First Northern's proposed rates of \$2,075 plus \$395 per year with no charge for loan documents and non-regular use are far superior to Umpqua's requirement of \$8,000 to \$15,000 to create loan documents and fees for non-use. Annual interest rates and fees would be the same for either bank. If approved by the Board, this additional annual cost would be included in Amendment #2 of our overall work plan scheduled for this coming May. A commitment letter from First Northern Bank is attached to this report.



**PCTPA Board of Directors**  
**EMERGENCY LINE OF CREDIT**  
**December 2021**  
**Page 2**

Should the Board approve this emergency line of credit, the Fiscal Administrative Officer and the Executive Director will work with our legal counsel to review, negotiate, and execute loan documents for the line of credit. The line of credit would only be used in times of fiscal emergency. Staff will review the need for this line of credit with each year's OWP and recommend any changes or cessation should it no longer be needed. Staff will brief the Chair and Vice-Chair of the Board each time this emergency line of credit is utilized and the OWP adjusted to cover expenses of said line of credit.

ML:ss

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: AUTHORIZING THE  
APPROVAL OF A LINE OF CREDIT FOR  
EMERGENCY CASH FLOW PURPOSES OF THE AGENCY**

**RESOLUTION NO. 21-54**

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held December 1, 2021, by the following vote on roll call:

**WHEREAS**, it is the intent and policy of PCTPA to improve and maximize the efficiency of transportation services in Placer County which requires the Agency cash flow certain expenses pending reimbursement from local, state and federal sources; and

**WHEREAS**, the Agency maintains a contingency fund of approximately 15% of operating costs and the Agency desires to utilize those funds for regular cash flow but may need another source of funding should an emergency arise; and

**WHEREAS**, the Agency contacted local financial institutions to obtain the best cost for the Agency for obtaining a Line of Credit for emergency cash flow purposes in accordance with procurement policy of the Agency.

**NOW, THEREFORE, BE IT RESOLVED** that the Placer County Transportation Agency Board hereby approves obtaining an \$830,000 line of credit from First Northern Bank and authorizes the Executive Director to review, negotiate and execute loan documents and final terms of said Line of Credit subject to the review and approval of Legal Counsel.

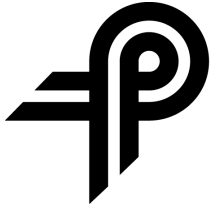
Signed and approved by me after its passage.

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Paul Joiner, Chair  
Placer County Transportation Planning Agency

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Executive Director



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors

**DATE:** December 1, 2021

**FROM:** Mike Luken, Executive Director

**SUBJECT:** SELECTION OF CHAIR AND VICE CHAIR FOR 2022

### **ACTION REQUESTED**

Designate the Board Member representing the Town of Loomis to act as Chair and the Board Member representing Placer County to act as Vice Chair for the 2022 calendar year.

### **DISCUSSION**

Under Article II, Section 2.1 of the PCTPA Bylaws, the annual appointments of Chair and Vice Chair take effect each January. The Bylaws also specify the following rotation schedule:

- City of Auburn
- City of Colfax
- Placer County
- City of Lincoln
- Town of Loomis
- Placer County
- City of Rocklin
- City of Roseville
- Placer County

Pursuant to the bylaws, the representatives from the Town of Loomis and Placer County would become Chair and Vice Chair, respectively, for 2022, effective January 1, 2022.

ML:ss



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

**Technical Advisory Committee Meeting Minutes**

**November 16, 2021 – 3:00 pm**

**ATTENDANCE**

**Technical Advisory Committee (TAC)**

Mengil Deane, City of Auburn  
Jonathan Wright, City of Auburn  
Fallon Cox, Caltrans  
Carl Moore, City of Colfax  
Araceli Cazarez, City of Lincoln  
Roland Neufeld, City of Lincoln  
Merrill Buck Town of Loomis  
Justin Nartker, City for Rocklin  
Ted Williams, City of Rocklin  
Mike Dour, City of Roseville  
Mark Johnson, City of Roseville  
Jake Hanson, City of Roseville  
Jason Shykowski, City of Roseville  
Amber Conboy, Placer County  
Angel Green, Placer County  
Will Garner, Placer County  
Richard Moorehead, Placer County  
Jaimie Wright, Placer County

**Staff**

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

This meeting was conducted via video conference call.

**Airport Land Use Compatibility Plan (ALUCP) Consistency Determinations**

David Melko went over state mandates pertaining to adoption of an ALUCP explaining that local jurisdictions with airports are required to amend their General Plan for consistency within 180 days of adoption of the ALUCP. The Commission adopted the ALUCP in September.

- a) **General Plan – City of Auburn:** The City of Auburn requested a consistency determination for their General Plan and Zoning Ordinance. Staff is bringing a recommendation to the Commission in December that 1) their General Plan and Zoning Code are consistent with the ALUCP subject to conditions that include updating various sections of their General Plan and Zoning Code to include references to the ALUCP and 2) Zoning Code to include reference to the compatibility reviews for projects seeking discretionary entitlements. Once the Zoning Code is updated, it will provide the city the mechanism to assure compliance and implement the ALUCP.

- b) **General Plan – Placer County:** Placer County requested a consistency determination for their General Plan and implementing measures for this consistency including the Zoning Ordinance. Staff is bringing a recommendation to the Commission in December that their General Plan is consistent with the ALUCP subject to conditions that include 1) their General Plan and Zoning Code are consistent with the ALUCP subject to conditions that include updating various sections of their General Plan and Zoning Code to include references to the ALUCP and 2) Zoning Code to include reference to the compatibility reviews for projects seeking discretionary entitlements. Once the Aircraft Overflight Zone is updated, it will provide the County the mechanism to assure compliance and implement the ALUCP.

The TAC concurred with staff recommendations for these consistency determinations.

### **Airport Land Use Commission (ALUC) Fee**

David Melko went over the ALUC fee history stating that the last update to the fee schedule was in 2014. David explained the ALUC receives no outside grant funding to cover costs of project reviews and that any costs outside of the fees collected come from LTF. David went over the fee update being proposed and brought to the Commission this month. Placer County, the City of Lincoln, and the City of Auburn, will be reviewing projects for consistency in-house except for mandatory project referrals and project referrals that are voluntarily submitted for an ALUC consistency review. David explained that any consultant costs associated with a review will be negotiated with the applicant. If adopted, the updated fee schedule would become effective January 31, 2022, and adjusted annually for ALUC action based on the federal Consumer Price Index and go into effect July 1 of each fiscal year. The TAC concurred with bringing the ALUC Fee Update to the Commission for adoption in December.

### **I-80 Auxiliary Lanes – Resolution of Necessity**

David Melko explained that the I-80 Auxiliary Lanes project requires property acquisition located at the southerly end of South Harding Boulevard and adjacent to the right-of-way line of Interstate 80 near Douglas Boulevard. The property owner is agreeable to the offer and does not oppose the project, so it is a “friendly” acquisition. However, this piece of property has title issues and because delay of acquisition could place construction funding at risk, we are moving forward with a Resolution of Necessity (RON). This is being brought to the SPRTA Board this month. It was noted that we are hopeful that the title issues can be resolved, and that condemnation is not necessary. As this is an action for SPRTA, this was for PCTPA TAC information only.

### **Funding Strategy Polling**

Mike Luken explained that in our efforts to explore a November 2022 transportation sales tax Measure, we will begin polling in the South County District after the Thanksgiving holiday. We will present the polling results to the Polling Subcommittee on December 17<sup>th</sup> with results being brought to our full Board in January. If the late November poll is positive, we will move to a final poll to determine support for a November 2022 election in April 2022. Depending on these results of the April poll, the expenditure plan will go to the Board of Supervisors, City/Town Councils in May. Lastly, the Placer County Local Transportation Authority in June would consider putting a transportation sales tax via ordinance on the ballot for November 2022.

### **Caltrans Local Assistance Procedures Manual (LAPM), Chapter 10 – Procurement Policy**

Rick Carter explained we will be bringing a resolution to our Board to adopt the Caltrans Local Assistance Procedures Manual (LAPM), Chapter 10 Policies and Procedures pertaining to consultant selection. This was recommendation in last year’s PCTPA fiscal audit.

## **SACOG Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) Update**

Aaron Hoyt provided the TAC with an update of the MTP / SCS. He went over some notable areas of interest to follow as the process develops. These include:

- Growth: It is anticipated that there were slower levels of growth in comparison to prior plans.
  - 2035 GHG Target Year: While it is anticipated that there will continue to be a 19% GHG target reduction, projects selection will play bigger role in meeting this target.
  - Transportation Project Prioritization and Selection
  - Triple Bottom Line: How will *Equity, Economy, and the Environment* policies influence the plan.
- Aaron went over the PCTPA and SACOG MTP/SCS schedule, noting that PCTPA will develop a detailed RTP schedule in early 2022.

## **Caltrans District 3 Update**

Fallon Cox provided the following update:

- FY 2022-23 Sustainable Transportation Planning Grants: Caltrans staff is currently reviewing the FY 22/23 Sustainable Planning Grant applications. They are due to Headquarters on November 30. They will review top rated projects in January and grant announcements will go out in March or April of 2022
- Caltrans is preparing PIDs for four projects that are currently open in K phase and there are 2 additional PIDs they are planning to develop (the request is pending) over the next two years.
  - The largest one is the PLA/SAC Managed Lanes project.
  - The (Truckee) I-80 Auxiliary Lane project was awarded earlier this month and there is also an oversight project, the Coldstream Roundabout, that Truckee is building at the I-80/Donner Pass Road on/off ramp. The hope is that both projects can be constructed next year as each project may have a willingness to partner. Our project managers Chris Ladeas and Daniel Cuellar Vite will be reaching out to discuss.
- CAT Plan Update: The Core Partner Meeting was held last Wednesday to discuss how our location-based needs should be prioritized. The deadline was at noon today and we will be finalizing the weights for our prioritization metrics by the end of this week.

## **Other Info / Upcoming Deadlines**

- a) 2022 STIP RTIP Adoption: The 2022 RTIP written responses were vetted by the TAC last month. Rick Carter explained that at the October Board meeting, the Board asked that overcrossings in key areas on Highway 49 be included in the as part of the 2022 RTIP. These are being included and the 2022 RTIP is being brought the Board for adoption this month. The TAC concurred.
- b) FSTIP/CMAQ Corrective Action: Mike said that Rick is leading this effort. We and others who could be affected by the changes of how CMAQ and RSTBG projects are selected, have asked for an extension to 2024. Rick will also start amending the selection process at PCPTA to better match the performance-based project selection mandated by FHWA and potentially include a member of SACOG on the project selection team. We will keep the TAC apprised of developments.
- c) Federal Infrastructure Bill (HR3684): Mike explained that the Invest in America infrastructure bill which dedicates \$550 Billion toward transportation infrastructure was signed by the President on Monday. The \$1.75 trillion but and will need get passed in order see a full realization for transportation and other infrastructure funding. SACOG, PCTPA, and EDCTC are hosting a webinar on the Infrastructure Bill on November 30.

- d) CalSTA is hosting a webinar on the Implementation of the Climate Action Plan for Transportation Infrastructure (CAPTI) on December 2. An email will be sent to the TAC with details. This webinar is very important for city/county/town staff to attend and may shed light on how the state plans to ensure transportation projects are compliant with CAPTI.
- e) SACOG, PCTPA, EDCTC, the Sacramento Metro Chamber and Valley Vision in coordination with other regional partners, are developing an employer and employee survey to help measure the return-to-work after the first of the year.
- f) Mike said we are asking the Board to approve moving forward in getting a line of credit for emergency cash flow purposes. There is no fiscal emergency at this time, but it is prudent to have this mechanism available if needed.

PCTPA Board Meeting:        Wednesday, December 1, 2021 at 9:00 am  
Next TAC Meeting:        Tuesday, January 11, 2022 at 3:00 pm

The TAC meeting concluded at approximately 4:00 p.m.

RC:ML:ss

**TO: PCTPA Board of Directors**

**DATE: December 1, 2021**

**FROM: Aaron Hoyt, Senior Planner**

**SUBJECT: STATUS REPORT**

**1. 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.

**Quarterly Ridership Trends by Transit Operator**

Transit Operator	FY 2020				FY 2021					FY 2022
	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	1st Quarter (Jul-Sep)
<b>Auburn Transit</b>										
Total (all services)	8,167	6,180	3,638	26,688	3,685	3,372	3,131	4,089	14,277	3,379
<b>Placer County Transit</b>										
Fixed Route	64,093	50,629	25,532	202,647	26,579	29,718	31,094	31,623	119,014	36,130
Dial-A-Ride	7,014	6,616	3,291	23,999	4,244	4,271	3,474	3,717	15,706	4,133
Vanpool	5,770	5,401	978	17,909	910	1,382	1,190	1,302	4,784	1,066
Commuter	20,792	18,496	1,960	58,720	1,528	1,268	1,038	1,545	5,379	1,575
Total (all services)	<b>97,669</b>	<b>81,142</b>	<b>31,761</b>	<b>303,275</b>	<b>33,261</b>	<b>36,639</b>	<b>36,796</b>	<b>38,187</b>	<b>144,883</b>	<b>42,904</b>
<b>TART</b>										
Total (all services)	83,621	167,867	27,376	372,127	53,351	46,874	50,483	50,097	200,805	61,899
<b>Roseville Transit</b>										
Fixed Route	42,358	34,607	19,527	140,713	25,196	23,833	22,951	26,885	98,865	22,703
Dial-A-Ride	6,683	5,773	2,571	22,300	3,362	3,505	3,538	4,092	14,497	4,545
Commuter	34,952	32,029	2,954	108,317	3,422	2,685	2,399	3,806	12,312	4,534
Total (all services)	<b>83,993</b>	<b>72,409</b>	<b>25,052</b>	<b>271,330</b>	<b>31,980</b>	<b>30,023</b>	<b>28,888</b>	<b>34,783</b>	<b>125,674</b>	<b>31,782</b>
<b>Western Placer CTSA</b>										
Placer Rides	1,278	1,071	543	4,301	752	603	603	739	2,697	545
Last Resort Rides	997	1,119	667	3,980	575	683	819	751	2,828	63
Total (all services)	<b>2,275</b>	<b>2,190</b>	<b>1,210</b>	<b>8,281</b>	<b>1,327</b>	<b>1,286</b>	<b>1,422</b>	<b>1,490</b>	<b>5,525</b>	<b>608</b>
<b>Region-Wide</b>										
Total (all services)	275,725	329,788	89,037	981,701	123,604	118,194	120,720	128,646	491,164	140,572



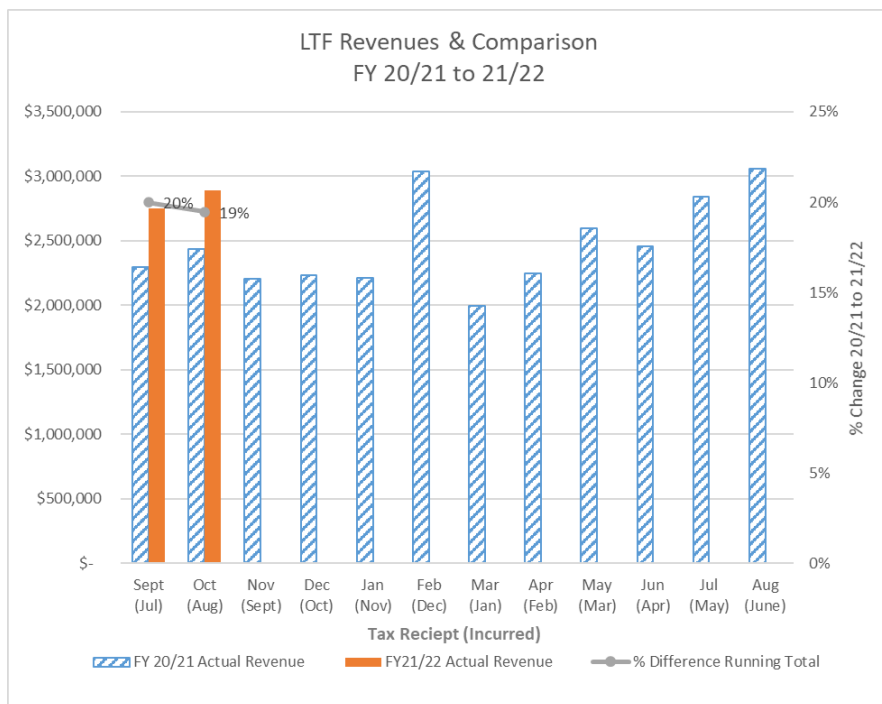
**PCTPA Board of Directors  
Status Report  
December 1, 2021  
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**Quarterly Call Center Statistics**

Call Summary Data	FY 2020				FY 2021					FY 2022	1-Year Change
	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	1st Quarter (Jul-Sep)	
Calls Answered	11,640	10,279	6,404	40,023	9,948	7,818	6,772	8,534	33,072	8,280	-75.0%
% Calls Answered within 90 seconds	88%	90%	87%	88%	80%	83%	85%	83%	83%	88%	-73.4%
% Calls Answered within 3 minutes	94%	95%	93%	94%	89%	91%	92%	91%	91%	93%	-74.4%
% Calls Answered within 6 minutes	99%	99%	99%	99%	98%	98%	98%	97%	98%	99%	-74.7%
Calls Abandoned	1070	716	705	3,617	811	974	674	973	3,432	631	-81.6%
Average Speed Calls Answered	0.36	0.33	0.44	38%	0.69	0.52	0.45	0.62	56%	36%	-84.2%
Average Incoming Call Time	1.79	1.79	1.40	1.79	1.45	1.43	1.51	1.83	1.55	1.72	-72.3%
Calls Transferred Out	2,691	2,370	1,857	9,606	2,173	1,909	1,694	2,198	7,974	1,965	-75.4%

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

The Local Transportation Fund (LTF) was established in 1971 with the enactment of the Transportation Development Act (TDA). LTF is derived from ¼ cent of the statewide general sales tax collected by the California Department of Tax and Fee Administration (CDTFA) and is returned to the county of origin two months after collection. The chart below summarizes the FY 2021/22 LTF revenues collected to date and provides a comparison to FY 2020/21. The first two payments of the fiscal year totaled \$5,647,166, which is 19% higher than last year at this time. The total estimated revenue for FY 2021/22 is \$29,599,782.



## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** October 29, 2021  
**RE:** October 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 October 2021.

### PCTPA.net & Social Media

AIM continued posting social media updates twice weekly on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA.

Topics included promotion of the Rocklin Road Interchange Improvements Project Virtual Open House, Capitol Corridor fare changes, service updates, unmet transit needs, and other relevant transportation projects.

Key social media post subjects included:

- Caltrans District 3 traffic alerts
- Capitol Corridor/ Amtrak flexible fare change
- City of Roseville street closures
- City of Rocklin council meeting invitation
- Roseville Transit updates
- CHP Truckee highway closure/chain control updates
- Unmet Transit Needs call for input
- Roseville resurfacing updates
- Roseville commercial corridor planning article

### Current social media page statistics include:

- Facebook – 1,846 Followers
  - *Previously: 1,856*

- Twitter – 1,330 Followers
  - *Previously: 1,335*
- Instagram – 1,016 Followers
  - *Previously 1,024 Followers*

**Key website analytics include:**

- 1,348 users visited pctpa.net in October
  - 87.7% New Visitors, 12.3% Returning Visitors
- Total page views for the PCTPA website during October: 3,100
  - 17.58% of views were on the Main Page
  - 3.35% of views were on the Meet the Staff page
  - 3.26% of views were on the Roadway Projects page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during October: 71

**Project/Programs Assistance**

Key projects that AIM provided PCTPA/CCJPA with public outreach and communications assistance on include:

- Shot video segments, including working with partnering organizations such as Quarry Park, for the Placer County highlight video for CCJPA.
- Provided support to the Rocklin Road and Pacific Street Roundabout team.
- Worked with PCTPA to provide outreach around the Rocklin Road Interchange project.
- Developed the November PCTPA newsletter content, to be distributed in mid to late-November.



**November 10, 2021**

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

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

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

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**Stakeholder Outreach** – In Progress

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

**Partner Collaboration** – In Progress

- Continued Traffic Camera Partnership Outreach
- Coordinated Placer Business Alliance Sponsorship

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

- Mall Kiosk
- Digital Billboards Concluded
- Earned Media Program Planning
- Traffic Camera Pitches
- Rocket TV
- KCRA Story

**Account Management** – Complete

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

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

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

# FSB

PUBLIC AFFAIRS

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

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



# FSB

PUBLIC AFFAIRS

April 2022	<ul style="list-style-type: none"><li>• Biweekly Client Meeting</li><li>• Monthly Report</li><li>• Rocket TV</li><li>• Earned Media</li><li>• Traffic Camera/Promotions</li><li>• Rocklin, Roseville, Lincoln Community Dinners</li><li>• Paid Digital Advertising</li><li>• AIM Marketing Program</li><li>• Mall Kiosk</li><li>• Elected, Civic and Stakeholder Engagement</li></ul>
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Item	Budget	Spent
Retainer	\$90,000	\$37,500
Events	\$48,000	\$28,436.63
Billboards	\$61,000	\$29,923.55
Paid Advertising	\$49,000	\$1,950 (Rocket TV)
<b>TOTAL</b>		\$97,810.18



(703) 340-4666

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

October 29, 2021

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

**Note: See especially the BBB section following – one critical step closer to a House vote on final passage of BIF.**

### **BBB - Build Back Better Act**

Yesterday, following the President's visit to the Hill, a revised \$1.75B BBB bill (the President's compromise plan) was released and, quite surprisingly, was endorsed by the House Democratic progressives. Given that, the Speaker pushed for a vote on BIF but the progressives refused to allow it before the full text of the BBB bill could be drafted. Apparently, as of late last night, 90% has been drafted. So there is optimism that a vote on BIF (which is an up or down vote on the Senate bill with no amendments allowed) may occur as early as next week. On that note, Senators Manchin and Sinema, while agreeing to the \$1.75B BBB funding level, were noncommittal on their voting for the BBB revised bill.

The \$1.75B BBB bill includes, \$4B for affordable and safe transportation access, and \$6B for local surface transportation projects.

The House did pass an extension of the highway program (a five-year highway program is included in BIF) to Dec. 3 as it expires on Oct. 31.

### **BIF - Infrastructure Investment and Jobs Act**

On August 10 the Senate passed the core infrastructure bill - with all Democrats and 19 Republicans - totaling \$1.2T. The bill is funded from program offsets and program fees. It does not include any new taxes. It does include:

#### Highway Bill Reauthorization -

The bill includes the Senate FAST Act reauthorization bill which provides \$287B in highway spending, 90- percent of which would be distributed to the states by formula. It also provides \$10.8B for various programs addressing resiliency and \$2.5B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provides billions for curbing emissions, reducing congestion and truck idling. It also streamlines infrastructure permitting and sets a two-year target for environmental reviews. Lastly, the bill provides \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

## Other Core Infrastructure -

- \$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

## **FY22 Appropriations Generally**

A Continuing Resolution is funding the government at current levels until Dec.3, thereby avoiding a government shutdown on October 1 and allowing time for completion of individual FY22 appropriations bills.

## **FY22 Transportation Appropriations Bills**

The House passed its FY22 Transportation Appropriations Bill which includes \$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.

Included in the Senate announced bill is \$1B for National Infrastructure Investment Grants, \$56.9B for state highway formula programs, \$552.6M for passenger rail, \$2.7B for Amtrak, and \$13.5B for transit.

## **Senate Highway Bill**

The Senate FAST Act reauthorization bill, which is included in the Senate passed core infrastructure bill, authorizes \$287B in highway spending, 90- percent of which would be distributed to the states by formula. It also authorizes \$10.8B for various programs addressing resiliency and \$2.5B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provides billions for curbing emissions, reducing congestion and truck idling. It also streamlines infrastructure permitting and sets a two-year target for environmental reviews. Lastly, the bill authorizes \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

## **House Highway Bill**

On July 1, the House passed the "INVEST in America Act" a five-year \$547B surface transportation reauthorization bill that includes \$343B for roads, bridges and safety, \$4B for electric vehicle charging infrastructure, \$8.3B for activities targeted to reduce carbon pollution; \$6.2B for mitigation and resiliency improvements, \$109B for transit, \$95B for passenger and freight rail, and \$32B for Amtrak.

## **Bill Tracking**

Tracking bills that are marked up by committees and/or come to our attention.

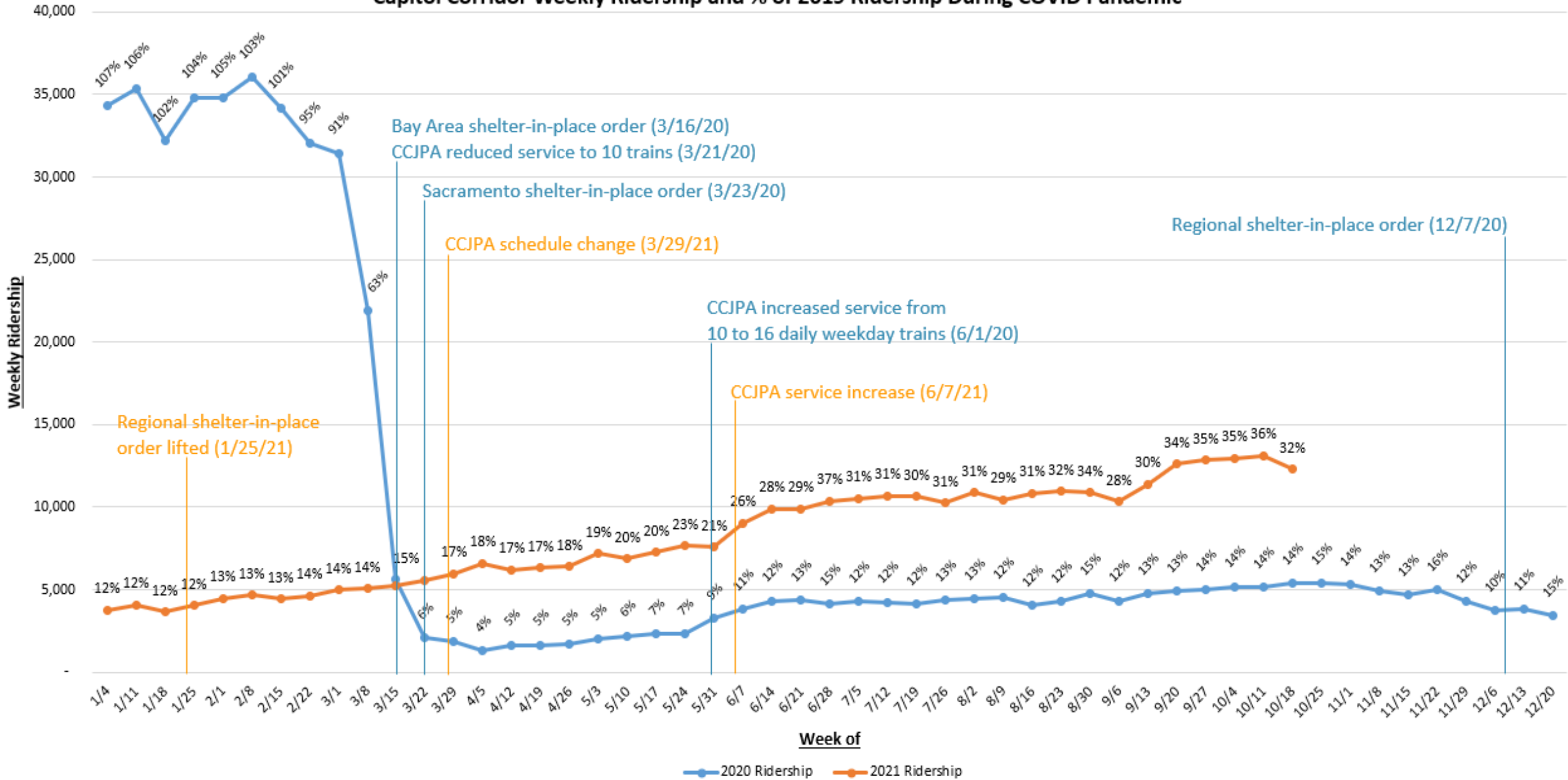


# TRAIN PERFORMANCE FY21 (Oct-Sept 2021)

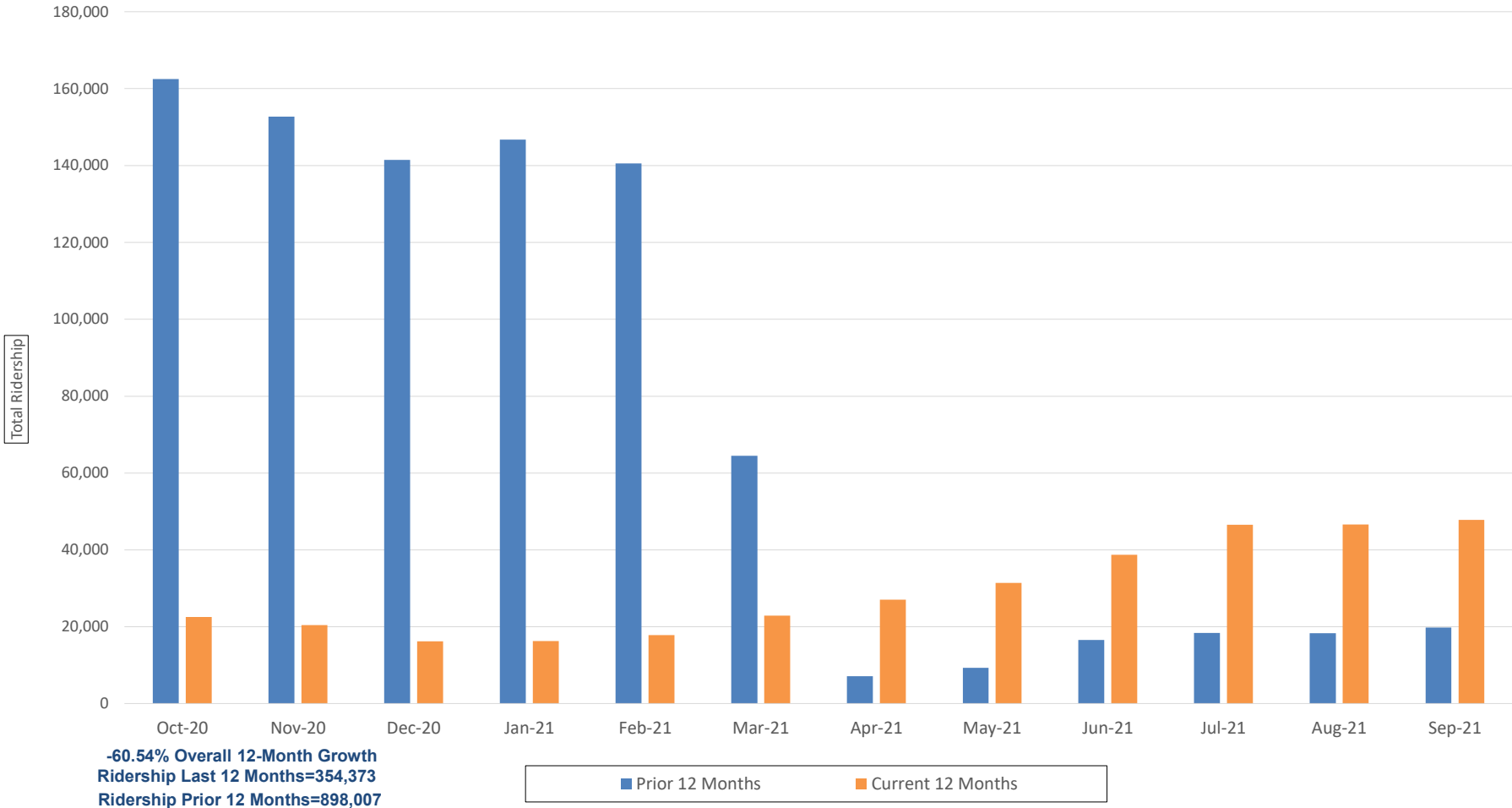
FY 21 Actuals & Percent Change from FY21 Business Plan, FY 20 Actuals

Performance Model	Ridership	Revenue	End-Point OTP	Passenger OTP	System Operating Ratio
Actual FY 21 Performance	354,373	\$ 8,869,808	90%	92%	20%
FY 21 Business Plan Forecasted	388,489	\$ 9,126,000	90%	90%	52%
FY 21 Actual vs FY 21 Business Plan (% Change)	-9%	-3%	0%	2%	-61%
FY 21 vs FY 20 Actual Performance (% Change)	-80%	-77%	2%	4%	-66%

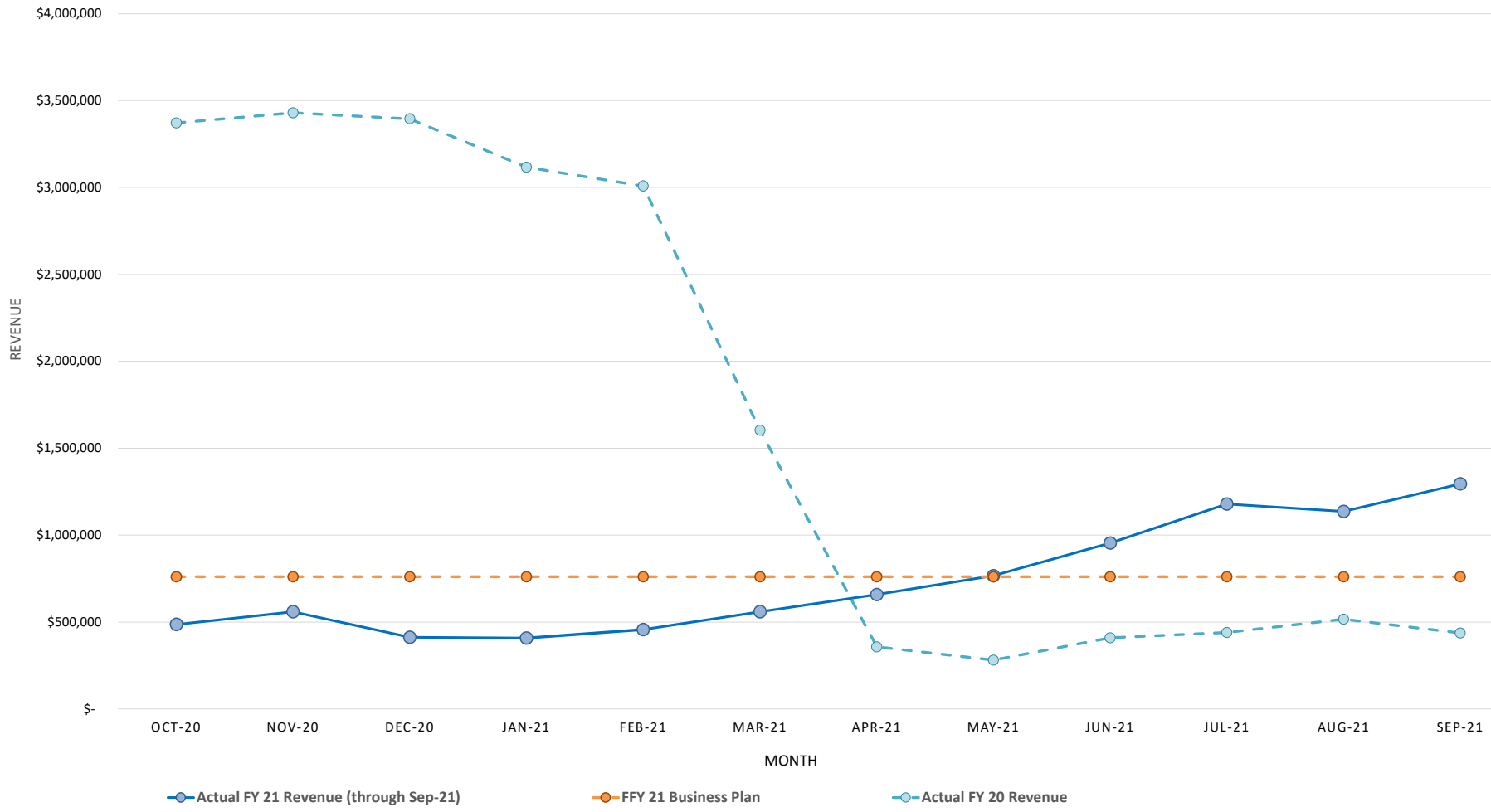
### Capitol Corridor Weekly Ridership and % of 2019 Ridership During COVID Pandemic



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



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

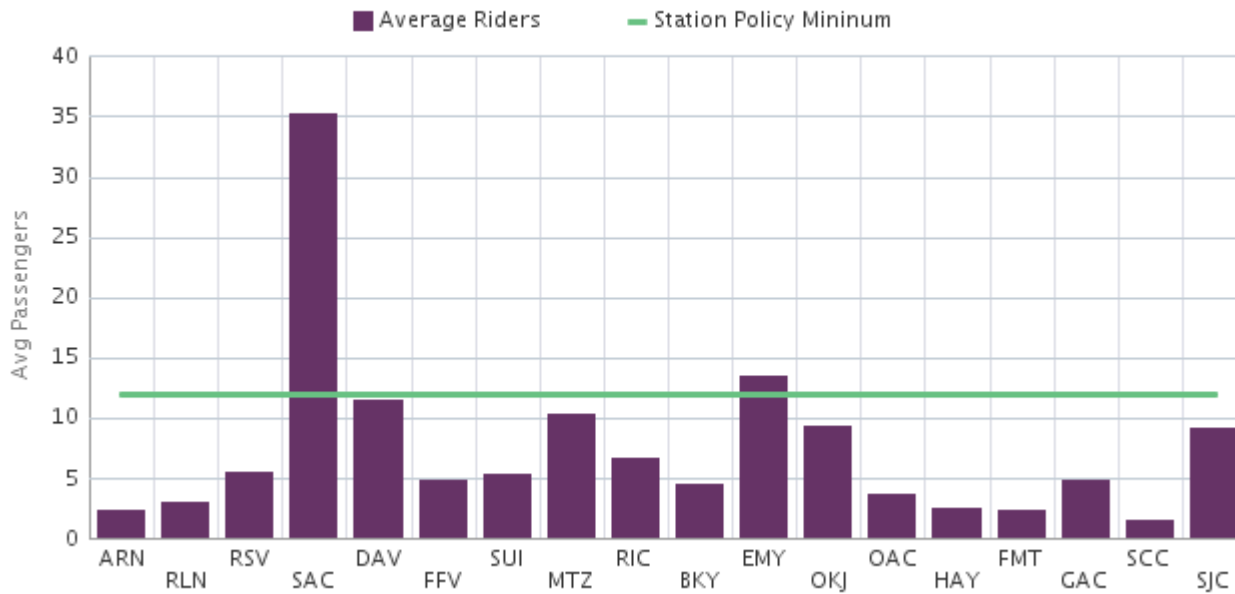


# Capitol Corridor Station Activity - Minimum Station boarding and alightings

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

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

Total Number of Passengers on board by Station



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

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

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



***MEMORANDUM***

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**TO: PCTPA Board of Directors**

**DATE: December 1, 2021**

**FROM: Mike Luken, Executive Director**

**SUBJECT: EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT  
AMENDMENT**

**ACTION REQUESTED**

The Board will consider the performance of Executive Director in closed session and authorize labor negotiations. In the event there is an amendment to the Executive Director's employment agreement, it will be considered and approved by the Board pursuant to this agenda item and the Board of Directors will authorize the Chair to execute this amendment.

**BACKGROUND**

District Counsel, Sloan, Sakai, Yeung & Wong, LLP, will prepare any amendment.

ML:ss