



A G E N D A

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

**Wednesday, May 27, 2020
9:00 a.m.**

**Placer County Transportation Planning Agency
299 Nevada Street, Auburn CA 95603**

PUBLIC PARTICIPATION PROCEDURES

In order to protect public health and the safety of our Placer County citizens, Public Comment for this April 22nd meeting will be offered through a remote call-in line or joining the web-based meeting. Public Comment will be opened for each agenda item in sequence. Be prepared to speak on the specific agenda item you wish to comment on when the Board Chair announces the item. Please see below for remote access to this meeting:

Remote access: <https://us02web.zoom.us/j/81696663134>
<https://us02web.zoom.us/j/85212415981>

You can also dial in using your phone. US: +1 669 900 9128
Webinar ID: 816 9666 3134
852 1241 5981

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.

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: April 22, 2020** **Action**
Pg. 1
- D. Agenda Review** **Action**
- E. 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
May 27, 2020
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|-----------|---|-------------------------|
| F. | Consent Calendar: Placer County Transportation Planning Agency
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. | Action
Pg. 7 |
| | 1. Letter of Task Agreement 20-01 between the Placer County Transportation Planning Agency and the Truckee-North Tahoe Transportation Management Association for FY 2020/21: \$6,400 | Pg. 8 |
| | 2. FY 2019/20 City of Lincoln Claim for Local Transportation Funds (LTF) - \$3,217,223 | Pg. 9 |
| | 3. FY 2019/20 City of Lincoln Claim for State Transit Assistance (STA) Funds - \$327,478 | Pg. 15 |
| | 4. FY 2019/20 City of Lincoln Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$57,674 | Pg. 21 |
| G. | Consent Calendar: Airport Land Use Commission Planning Agency
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. | Action
Pg. 26 |
| | 1. Airport Land Use Commission (ALUC) Consistency Determination: City of Lincoln Proposed Local Amendment to California Building Standards Code | Pg. 25 |
| H. | Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance | Action
Pg. 28 |
| | 1. Receive a presentation on the Expenditure Plan and Ordinance 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transaction and Use Tax Ordinance South Placer County District | |
| | 2. Introduce Ordinance 20-01 and waive oral reading of the full ordinance | |
| | 3. Direct Executive Director to prepare and publish a summary of Ordinance 20-01 and bring back to the Authority for final approval at the June 24, 2020 Authority Board meeting | |
| | 4. Direct the Executive Director to initiate and complete the June 22, 2020 polling for the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District | |
| I. | Final FY 2020-21 Overall Work Program (OWP) and Budget | Action
Pg. 56 |

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
 May 27, 2020
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|-----------|--|-----------------------------|
| J. | <u>9:00 A.M. - PUBLIC HEARING:</u> Request to Approve a Special Condition Exception for Shale Ridge Community Recovery Resources Facility in Auburn Airport Compatibility Plan Zone B1 of the Placer County Airport Land Use Compatibility Plan | Action
Pg. 58 |
| K. | Executive Director’s Report | Info |
| L. | Board Direction to Staff | Info |
| M. | Informational Items | Info |
| | 1. PCTPA TAC Minutes | Pg. 99 |
| | 2. Status Reports | |
| | a. PCTPA | Pg. 100 |
| | b. FSB – Report for April 2020 | Pg. 118 |
| | c. AIM Consulting – Report for April 2020 | Pg. 122 |
| | d. Key Advocates – Report for April 2020 | Pg. 123 |
| | e. Capitol Corridor Monthly Performance Report | Pg. 125 |
| | 3. PCTPA Receipts and Expenditures – February & March 2020 | <i>Under separate cover</i> |
| | 4. WPCTSA Financial Reports | <i>Under separate cover</i> |

Following is a list of our 2020 Placer County Transportation Planning Agency (PCTPA) meetings.

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

PCTPA Board Meetings – 2020	
Wednesday, January 22	Wednesday, July 22
Wednesday February 26	Wednesday, August 26
Wednesday, March 25	Wednesday, September 23
Wednesday, April 22	Wednesday, October 28
Wednesday, May 27	Wednesday, December 2
Wednesday, June 24	



ACTION MINUTES

REGULAR MEETING OF THE

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

**April 22, 2020 - 9:00 a.m.
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, California**

**MEETING CONDUCTED REMOTELY UNDER
EXECUTIVE ORDER N-29-20**

ROLL CALL

John Allard
Brian Baker
Ken Broadway
Trinity Burruss, Chair
Jim Holmes
Paul Joiner
Cheryl Maki
Kirk Uhler

STAFF

Kathleen Hanley
Aaron Hoyt
Shirley LeBlanc
Mike Luken, Executive Director
Luke McNeel-Caird
David Melko
Solvi Sabol

Chair Burruss explained the meeting procedures to the Board and public as it relates to participating by means of a teleconference under Governor Newsom’s March 12, 2020 Executive Order N-25-20.

APPROVAL OF ACTION MINUTES – MARCH 25, 2020

Upon motion by Joiner and second by Allard, the action minutes of March 25, 2020 were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES: None
ABSTAIN: None

AGENDA REVIEW

Upon motion by Maki and second by Joiner, the April 22, 2020 agenda order was approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES: None
ABSTAIN: None

PUBLIC COMMENT

No public comment.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. FY 2018/2019 TDA Financial Audits (under separate cover)
2. FY 2019/20 City of Roseville Claim for Local Transportation Funds (LTF) - \$9,280,971
3. FY 2019/20 City of Roseville Claim for State Transit Assistance (STA) Funds - \$1,040,597
4. FY 2019/20 City of Roseville Claim for State of Good Repair Funds (SGR) Funds - \$167,722
5. FY 2019/20 Town of Loomis Claim for Local Transportation Funds (LTF) - \$458,150
6. FY 2019/20 Town of Loomis Claim for State Transit Assistance (STA) Funds - \$46,717
7. FY 2019/20 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate
8. FY 2020 Highway Improvement Program (HIP) Allocation
9. FY 2019/20 City of Rocklin Claim for Local Transportation Funds (LTF) - \$4,593,357
10. FY 2019/20 City of Rocklin Claim for State Transit Assistance (STA) Funds - \$469,738

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

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES: None
ABSTAIN: None

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

1. Placer 211 Funding Agreement

Upon motion by Maki and second by Allard, the WPCTSA Consent items were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES: None
ABSTAIN: None

PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY TRANSPORTATION IMPROVEMENT PLAN AND RETAIL TRANSACTION AND USE TAX

Staff report presented by Mike Luken, Executive Director.

Public Comment was received from Michael Garabedian, Placer County Tomorrow.

Action Requested

1. Receive a presentation from staff on the Expenditure Plan and Ordinance 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District.
2. Introduce Ordinance No. 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Attachment 1) and waive oral reading of the full ordinance.
3. Direct the Executive Director to prepare and cause to be published a summary of Ordinance 20-01 and bring the Ordinance back to the Authority for final approval at the May 27, 2020 Authority Board meeting.

Action

Board Member Broadway made a motion to move the introduction of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance (20-01) which includes waiving the oral reading (as shown in Action Requested Item 2, above) off calendar and bring it back to the PCLTA for consideration at the May 27, 2020 regularly scheduled meeting. The motion was seconded by Allard.

Chair Burruss clarified and Luken confirmed that should any substantive changes be made to the Ordinance, we could hold a special meeting of the PCLTA to introduce Ordinance 20-01 as shown in Action Requested Item 2.

The action was passed by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler

NOES: None

ABSTAIN: None

FY 2019/20 OVERALL WORK PROGRAM (OWP) AND BUDGET – AMENDMENT #2

Staff report presented by Luke McNeel-Caird, Deputy Executive Director.

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

Upon motion by Holmes and second by Holmes, the Board adopted Resolution No. 20-07, approving the FY 2019/20 Overall Work Program and Budget (OWP) – Amendment #2; and authorized the Executive Director to submit the OWP to Caltrans by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler

NOES: None

ABSTAIN: None

FINAL PLACER-SACRAMENTO GATEWAY PLAN

Staff report presented by David Melko. Consultant presentation by Ron Milam, Fehr and Peers.

- 1) Adopt Resolution No. 20-15, acceptance of the Final Draft Placer-Sacramento Gateway Plan.
- 2) Adopt Resolution No. 20-16, amending the Placer County Transit Short-Range Transit Plan (SRTP) 2018-2025 to include the South Placer County Transit Project as described in Exhibit 1.
- 3) Authorize the Executive Director to submit for the Solutions for Congested Corridors (SCCP) Cycle 2 grant application to the California Transportation Commission (CTC) in partnership with Sacramento Area Council of Governments (SACOG) and Caltrans

Public comment received from Michael Garabedian, Placer County tomorrow

Upon motion by Joiner and second by Holmes, the Final Placer-Sacramento Gateway Plan requested actions were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki

NOES: None

ABSTAIN: None

PLACER-SACRAMENTO ACTION PLAN CONTRACT

Staff report presented by Kathleen Hanley, Assistant Planner.

Upon motion by Holmes and second by Maki the Board authorized the Executive Director to negotiate and sign a consultant contract not to exceed \$1,000,000 for the Placer-Sacramento Action Plan (Action Plan) by the following roll call vote:

AYES:Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki

NOES:None

ABSTAIN:None

EXECUTIVE STAFF UPDATE

Mike Luken reported on the impacts that the COVID-19 pandemic is having on PCTPA and the measures that have been implemented to ensure staff is working efficiently and able to carry out agency functions. While PCTPA is considered an essential business, staff, to the extent possible, has been telecommuting. Luken credited Kathleen Hanley for setting up our telecommunications systems.

Mike Luken reported that our Citizen Representative Jaime Wright, recently became employed with Placer County. In order to avoid any potential conflict of interest, Wright submitted her resignation as Board Member. Luken added that we look forward to working with her in her new role.

Mike Luken reported that PCTPA and the Placer County Water Agency have been asked by the Placer County CEO/City Managers Group to gather shovel-ready projects as part of a potential Federal infrastructure stimulus package. All agencies have submitted projects as part their “needs list” and Luken reported that there are over \$3 billion dollars in shovel-ready projects. Luken said that a working group has been created to make recommendations and prioritize projects. At some point in the process, we will be scheduling from the SACOG Board who represent Placer County, meetings with Congressman McClintock and Congressman LaMalfa to explain the strategy. Luken added that our projects will be fed into a regional database which is being collected by SACOG/Regional Water Association.

Mike Luken reported that we will be presenting our FY 2020/21 Overall Work Program to the Board in May. Staff is proposing prudent cuts to expenses as we expect to see a large reduction in local transportation funds.

Mike Luken recognized Solvi Sabol, Planning Administrator, and Shirley LeBlanc, Fiscal Administrative Officer, for their service in recognition of Administrative Professionals Day.

ADJOURN

Chair Burruss adjourned the meeting at approximately 10:30 a.m.

A video of this meeting is available online at <http://pctpa.net/agendas2020/>.

Mike Luken, Executive Director

Trinity Burruss, Chair

Solvi Sabol, Clerk of the Board

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TO: PCTPA Board of Directors

DATE: May 27, 2020

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the May 27, 2020 agenda for your review and action.

1. Letter of Task Agreement 20-01 between the Placer County Transportation Planning Agency and the Truckee-North Tahoe Transportation Management Association for FY 2020/21: \$6,400
Staff recommends Board approval of the attached Letter of Task Agreement providing specific requirements applicable to public education and outreach activities to be undertaken by the Truckee-North Tahoe Transportation Management Association (TNT-TMA) in fiscal year 2020/21 consistent with PCTPA's Communications and Outreach Program. The TNT-TMA will receive a sum not to exceed \$6,400. The TAC concurred with the staff recommendation.
2. FY 2019/20 City of Lincoln Claim for Local Transportation Funds (LTF) - \$3,217,223
The City of Lincoln submitted claims for \$3,217,223 in LTF funds for FY 2019/20 - \$2,769,465 for streets and roads purposes and \$447,758 for transit. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. The City has complied with the annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2019. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.
3. FY 2019/20 City of Lincoln Claim for State Transit Assistance (STA) Funds - \$327,478
The City of Lincoln submitted a claim for \$327,478 in STA funds for FY 2019/20 for transit purposes. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
4. FY 2019/20 City of Lincoln Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$57,674
The City of Lincoln submitted a TDA Bicycle and Pedestrian claim for \$57,674 in FY 2019/20. The City is requesting the funds for construction of bike lanes on 7th Street between East Avenue and J Street. Staff recommends approval.

LM:ML

EXHIBIT A
TRUCKEE-NORTH TAHOE TRANSPORTATION MANAGEMENT AGENCY
SCOPE-OF-WORK FOR FISCAL YEAR 2020/21

Purpose

The Truckee-North Tahoe Transportation Management Agency will implement public education and outreach activities applicable to the Truckee-North Tahoe area consistent with Placer County Transportation Planning Agency's Fiscal Year 2020/21 Overall Work Program, Work Element #14, Communication and Outreach Program. The following public education and outreach activities will be implemented during fiscal year 2020/21:

Work Activities and Products

- Provide marketing, public outreach, and support of alternative transportation options throughout the Truckee/North Lake Tahoe area;
- Develop, coordinate, and distribute marketing materials for transit and shuttle services in the Truckee/North Lake Tahoe area;
- Create, maintain, and update websites that provide education and information regarding transportation options in the Truckee/North Lake Tahoe area;
- Provide marketing and support for transit operators in the Truckee/North Lake Tahoe area;
- Facilitate and participate in resource sharing that supports alternative transportation options throughout the Truckee/North Lake Tahoe area;
- Participate in regional marketing efforts for alternative transportation;
- Support rideshare and vanpool services in the Truckee/North Lake Tahoe area;
- Develop transit advertisements and press releases for major media outlets including newspaper, television, and radio;
- Provide transit trip information materials for the general public, employers and visitors;
- Support improvement of regional connectivity of transit and trails;
- Actively participate and assist in coordination of park and ride facilities to serve the Truckee/North Lake Tahoe area during peak congestion periods;
- Actively participate and assist in coordinating Quarterly Resort Triangle SSTAC Meetings; and
- Support regional unmet needs workshops.

Compensation

- Annual compensation is limited to \$6,400; and
- Scope-of-work activities are funded with local funds.

Invoices

- Provide itemized invoices and progress reports on quarterly basis including the name of the work performed as it pertains to the activities and products described above.

CLAIM FOR LOCAL TRANSPORTATION FUNDS
STREETS & ROADS PURPOSES

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

FROM:

CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone: 916-434-2437 Ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, 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 2019/20, for street and road purposes (P.U.C. 99400a) in the amount of \$2,769,465.00 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____
(signature)

BY: 
(signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 4/21/2020

CLAIM FOR LOCAL TRANSPORTATION FUNDS
TRANSIT PURPOSES

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

FROM: CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone: 916-434-2437 Email: Ruthann.codina@lincolnca.gov


The City of Lincoln 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 2019/20, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	_____
P.U.C. 99260a, Article 4, Transit Capital:	_____
P.U.C. 99275, Article 4.5, Community Transit Services	_____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>447,758.00</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	_____
C.C.R. 6648, Capital Reserve:	_____

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____ (signature) BY:  _____ (signature)

TITLE: _____ TITLE: City Manager

DATE: _____ DATE: 4/21/2020

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 Lincoln

Fiscal Year: FY 2019/20

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Contracted Transit Services	1,063,107.00	Carryover 109,855.00 5307 funding credit PCT 171,433.00 Passenger Fares / interest 6,583.00 STA funding 327,478.00 LTF funding 447,758.00
Streets / Roads	3,903,190.00	Carryover 2,226,350.00 Interest 31,262.00 LTF funding 1,645,578.00 Streets / Roads Revenue 3,903,190.00 Est. LTF Funding Carryover 19/20 1,123,887.00

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-18

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 27, 2020 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2019/2020 fiscal year funds.

1. To the City of Lincoln for Contracted Transit Services
Conforming to Article 8 – Section 99260(c) of the Act: \$ 447,758
2. To the City of Lincoln for Streets and Roads purposes
conforming to Article 8 – Section 99400(a) of the Act \$ 2,769,465

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, 2019, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION 2020 - 58

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN
APPROVING AND AUTHORIZING THE EXECUTION OF THE 2019/20 LOCAL
TRANSPORTATION FUNDS AND 2019/20 STATE TRANSIT ASSISTANCE CLAIMS
TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; 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 BE IT RESOLVED, that the City Council of the City of Lincoln does hereby approve the 2019/2020 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

1. \$447,758 of Local Transportation Funds for Transit purposes;
2. \$327,478 of State Transit Assistance for Transit Operations;
3. \$2,769,465 of Local Transportation Funds for Streets and Roads; and
4. \$57,674 of Local Transportation assistance for Bicycle/Pedestrian purposes for the fiscal year 2019/20.

PASSED AND ADOPTED this 24th day of March, 2020.

AYES: COUNCILMEMBERS: Gilbert, Silhi, Andreatta, Joiner, Karleskint

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:


Dan Karleskint, Mayor

ATTEST:


Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of

Resolution 2020-58

adopted by the City of Lincoln City Council on the
following date March 24, 2020.



City Clerk

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM: CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone: 916-434-2437 Email: Ruthann.codina@lincolnca.gov

The City of Lincoln 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 \$327,478 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):	_____
Transit Capital (6730a):	_____
Contracted Transit Services (6731b):	<u>327,478.00</u>
Community Transit Services Provided by WPCTSA (6731.1):	_____

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: City Manager

DATE: _____

DATE: 5/12/20

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 Lincoln

Fiscal Year: FY 2019/20

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Contracted Transit Services	1,063,107.00	Carryover 109,855.00 5307 funding credit PCT 171,433.00 Passenger Fares / interest 6,583.00 STA funding 327,478.00 LTF funding 447,758.00
Streets / Roads	3,903,190.00	Carryover 2,226,350.00 Interest 31,262.00 LTF funding 1,645,578.00 Streets / Roads Revenue 3,903,190.00 Est. LTF Funding Carryover 19/20 1,123,887.00

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-19

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 27, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
 - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
 - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
 - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
 - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the City of Lincoln of \$327,478 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2019/20.

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.

RESOLUTION 2020 - 58

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN
APPROVING AND AUTHORIZING THE EXECUTION OF THE 2019/20 LOCAL
TRANSPORTATION FUNDS AND 2019/20 STATE TRANSIT ASSISTANCE CLAIMS
TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; 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 BE IT RESOLVED, that the City Council of the City of Lincoln does hereby approve the 2019/2020 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

1. \$447,758 of Local Transportation Funds for Transit purposes;
2. \$327,478 of State Transit Assistance for Transit Operations;
3. \$2,769,465 of Local Transportation Funds for Streets and Roads; and
4. \$57,674 of Local Transportation assistance for Bicycle/Pedestrian purposes for the fiscal year 2019/20.

PASSED AND ADOPTED this 24th day of March, 2020.

AYES: COUNCILMEMBERS: Gilbert, Silhi, Andreatta, Joiner, Karleskint

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:


Dan Karleskint, Mayor

ATTEST:


Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of

Resolution 2020-58

adopted by the City of Lincoln City Council on the
following date March 24, 2020.



City Clerk

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

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

FROM:

CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone: 916-434-2437 Email: Ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$9,080 be approved for Fiscal Year 2018/19 , to be drawn from the Bicycle and Pedestrian Trust Fund.

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____
(signature)

BY: 
(signature)

TITLE: _____
DATE: _____

TITLE: City Manager
DATE: 4/21/2020

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

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

FROM:

CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone: 916-434-2437 Email: Ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$48,594 be approved for Fiscal Year 2019/20 , to be drawn from the Bicycle and Pedestrian Trust Fund.

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 4/21/2020

BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

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

Include a location map for the project as appropriate.

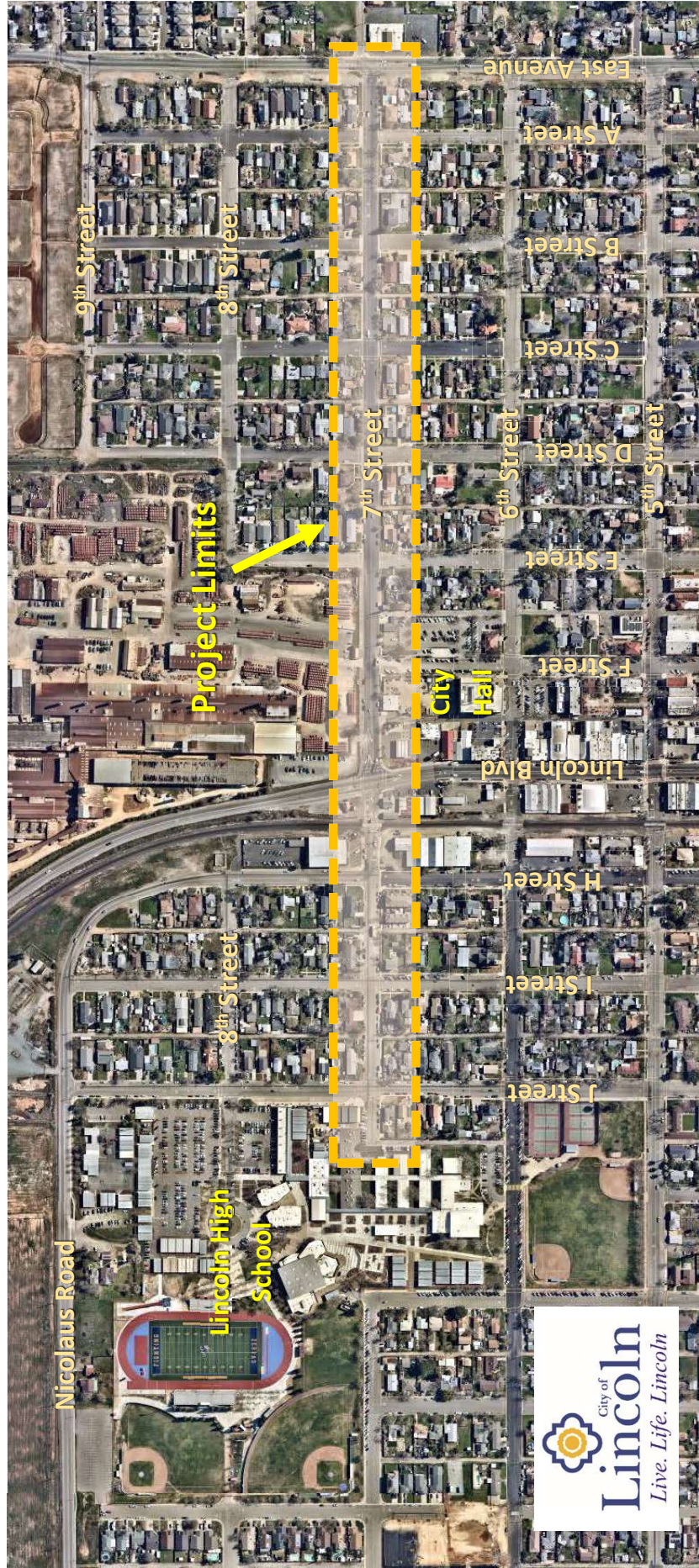
Claimant: City of Lincoln

Fiscal Year: FY 2018/19

Brief Project Description	Project Cost	Source of Funding & Amount
Bicycle Lanes on 7 th Street between East Avenue and J Street	\$57,674	FY 18/19 Bike & Ped Funds \$9,080 FY 19/20 Bike & Ped Funds \$48,594

PROPOSED FISCAL YEAR 2020/21

7TH STREET BICYCLE LANE IMPROVEMENT PROJECT



Project Description: Installation of Class II bicycle lanes on 7th Street between J Street and East Avenue. This project will link the existing Class II bicycle lanes on East Avenue with downtown and Lincoln High School.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-20

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 27, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

THEREFORE, BE IT RESOLVED THAT the PCTPA has reviewed the claim and makes funds available for the 2019/20 fiscal year.

To the City of Lincoln for the 7th Street Bike Lane project
between East Avenue and J Street \$ 57,674

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

RESOLUTION 2020 - 58

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN
APPROVING AND AUTHORIZING THE EXECUTION OF THE 2019/20 LOCAL
TRANSPORTATION FUNDS AND 2019/20 STATE TRANSIT ASSISTANCE CLAIMS
TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; 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 BE IT RESOLVED, that the City Council of the City of Lincoln does hereby approve the 2019/2020 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

1. \$447,758 of Local Transportation Funds for Transit purposes;
2. \$327,478 of State Transit Assistance for Transit Operations;
3. \$2,769,465 of Local Transportation Funds for Streets and Roads; and
4. \$57,674 of Local Transportation assistance for Bicycle/Pedestrian purposes for the fiscal year 2019/20.

PASSED AND ADOPTED this 24th day of March, 2020.

AYES: COUNCILMEMBERS: Gilbert, Silhi, Andreatta, Joiner, Karleskint

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:


Dan Karleskint, Mayor

ATTEST:


Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of

Resolution 2020-58

adopted by the City of Lincoln City Council on the
following date March 24, 2020.



City Clerk



MEMORANDUM

TO: Airport Land Use Commission

DATE: May 27, 2020

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the May 27, 2020 agenda for your review and action.

1. Airport Land Use Commission (ALUC) Consistency Determination: City of Lincoln Proposed Local Amendment to California Building Standards Code

The State of California, under various statutes and titles, requires local governments to adopt and enforce the California Building Standards Code. These codes comprise the Building and Fire regulations applicable to all local jurisdictions throughout the State. The State adopts the latest editions of model codes, with State amendments, on a triennial basis. On July 1, 2019, the State published the updated 2019 California Building Standards Code, which took effect on January 1, 2020. Local jurisdictions can make amendments to the State codes that are more restrictive based on specified local conditions. The City of Lincoln's proposes a local amendment to The International Fire Code and 15.04.170 California Fire Code 2019 Edition - Chapter 903 regarding an automatic fire-extinguishing system.

Per PUC Section 21676(b) and Section 2.5.1.4 of the Airport Land Use Compatibility Plan (ALUCP), building regulations and modifications thereof qualify as local actions that require mandatory ALUC review. The proposed amendment is applicable citywide, including development within the Lincoln Regional Airport Influence Area. The proposed amendment does not involve changes to allowable land uses, densities, and building heights; nor does the amendment impact airspace protection or overflight compatibility. The proposed amendment regarding an automatic fire-extinguishing system is consistent with the objective of the ALUCP safety policies whose purpose is to minimize the risk to people and property on the ground and to enhance the chances for survival of occupants involved in a potential aircraft accident.

Staff recommends that the ALUC determine that the proposed City of Lincoln local amendment to The International Fire Code and 15.04.170 California Fire Code 2019 Edition - Chapter 903 regarding an automatic fire-extinguishing system is consistent with the ALUCP for Lincoln Regional Airport. The TAC concurred with the staff recommendation.

ML:LM:ss

Lincoln Building Code Amendment

15.04.170 California Fire Code 2019 Edition - Chapter 903 amendments:

The International Fire Code and California Fire Code, Section 903 is amended to read as follows:

An automatic fire-extinguishing system shall be installed in the occupancies and locations as set forth in this section. In the event of any conflict between this Code and any law, rule or regulation of the State of California or any other jurisdiction, that requirement which establishes the higher standard of safety shall govern. Failure to comply with such standard of safety shall be a violation of this Code.

California Fire Code, Section 903.2: Where required an automatic sprinkler system shall be installed:

1. In all new construction including residential structures.
2. In all other buildings or structures, when:
 - (a.) There is a change of occupancy classification as defined in the International Building or Fire Code with California Amendments; or
 - (b.) There are alterations or repairs within any 12-month period which exceed twenty-five percent (25%) of the assessed value of the existing building or structure.
 - (c) An automatic sprinkler system shall be installed in all factory built homes including but not limited to; mobile homes, manufactured homes and multi-family manufactured homes with two or more dwelling units in accordance with Title 25 of the California Code of Regulations.

Exceptions:

Restrooms - Subject to approval of the city of Lincoln, public and private restroom buildings that are separated from other occupancies by at least 60 feet and are classified throughout as a minimum of type A or B one-hour construction as defined by the International Building Code with California Amendments.

Group (B) occupancies

Exception: B occupancies with a gross floor area of 750 square feet or less with an occupant load of ten (10) or less (includes employees).

Group (M) occupancies

Exception: For temporary (M) occupancies only by approval of the fire code official.

Group (S) occupancies

Exception: Buildings with a gross floor area of 1000 square feet or less and the type of materials stored must be submitted to and approved by the fire code official.

Group (U) occupancies

Exception: Buildings with a gross floor area of 1000 square feet or less and maintains a safe fire separation from adjacent occupancies.



MEMORANDUM

TO: PCLTA Board of Directors

DATE: May 27, 2020

FROM: Mike Luken, Executive Director

**SUBJECT: PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
TRANSPORTATION IMPROVEMENT PLAN AND RETAIL
TRANSACTIONS AND USE TAX ORDINANCE**

ACTION REQUESTED

1. Receive a presentation from staff on the Expenditure Plan and Ordinance 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District.
2. Introduce Ordinance No. 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Attachment 1) and waive oral reading of the full ordinance.
3. Direct the Executive Director to prepare and cause to be published a summary of Ordinance 20-01 and bring the Ordinance back to the Authority for final approval at the June 24, 2020 Authority Board meeting.
4. Direct the Executive Director to initiate and complete a June 2020 polling for the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District

DISCUSSION

Staff will present an update on the city councils, town council and Board of Supervisors consideration of the transportation expenditure plan and discuss conditions for the funding outreach effort. Staff will introduce Ordinance 20-01 for a potential ½ cent transportation sales tax measure deferred by the Board at its last meeting until this May 27th meeting.

BACKGROUND

Subcounty District Legislation – AB 1413

Assembly Bill 1413 was signed into law in October 2019 by Governor Newsom permitting the formation of a sub-county sales tax district in the counties of San Diego, Solano and Placer. The proposed district must contain only contiguous cities, and either all the unincorporated area of the county or none of the unincorporated area of the county. If authorized by 2/3 of the voters in the proposed district, AB 1413 permits the revenue from the measure to fund transportation projects that would benefit the proposed district as set forth in the Expenditure Plan. In the case of Placer County, in accordance with prior Board direction, the proposed South Placer County District could be composed of one or more of the contiguous cities/town of Roseville, Rocklin, Lincoln and Loomis. Based on the polling results, the Board asserted at their January 22, 2020 meeting the boundary of the proposed district would be the cities of Rocklin, Roseville and Lincoln.

PCLTA Board of Directors

PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY TRANSPORTATION IMPROVEMENT PLAN AND RETAIL TRANSACTIONS AND USE TAX ORDINANCE

May 27, 2020

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Revised Sales Tax Projection for Contiguous Cities/Town

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

Due to the unknown nature of the land use that would generate sales tax in the unincorporated area and HDL’s experience in doing so in other counties examining the feasibility of transportation sales tax measures in California, in 2017 HDL did not project any increase in sales tax for developing areas in the unincorporated area. With that in mind, HDL revised their projection of sales tax revenue without the unincorporated area which stayed essentially the same at \$1.2 billion over 30 years to cover the gap in local matching funds needed for transportation projects in the proposed South Placer County District. Staff examined the feasibility of a ¼ cent measure in prior years but it fell far short of the \$1.2 billion needed and would require a second sales tax measure in approximately 10-15 years to provide a local match to build out the planned transportation system for South Placer County. HDL did build into their economic model, periods of downturn in the economy such as what is expected in the coming months.

Transportation Funding Outreach Program

Staff presented a summary of outreach activities in last month’s agenda item. Due to current conditions related to the COVID-19 crisis, only social media activities and low-cost streaming media advertising have been taking place. Outreach has focused on COVID-19 precautions for transportation and the importance of having an improved transportation system in South Placer for the economic recovery. Since last month, the President and Congress delayed a federal infrastructure funding program (Phase 5) until approximately early June. Staff is coordinating its efforts closely with the County Executive’s Plan for economic recovery as shelter-in-place has been lifted during the week of May 11.

Proposed Expenditure Plan

The expenditure plan is found as Attachment A of Ordinance 20-01 and a one-page summary is attached to this report as Attachment 2.

City Council/Town Council/Board of Supervisor Review of Expenditure Plan

The Authority in March 2020 requested that Placer city councils, town council and the Board of Supervisors approve the Expenditure Plan. The following results can be reported as of the publishing of this staff report:

- Roseville City Council – Unanimously approved on April 1, 2020
- Colfax City Council – Unanimously approved on April 8, 2020
- Rocklin City Council – Unanimously approved on April 14, 2020
- Loomis Town Council - Unanimously approved on April 14, 2020
- Placer County Board of Supervisors – Unanimously approved on April 21, 2020
- Auburn City Council – Unanimously approved on April 27, 2020
- Lincoln City Council – Unanimously approved on May 12, 2020

Minor wording changes were suggested by Lincoln and Rocklin who expressed their desire to participate in development of guidelines for use of funds for connecting county roadways

PCLTA Board of Directors

PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY TRANSPORTATION IMPROVEMENT PLAN AND RETAIL TRANSACTIONS AND USE TAX ORDINANCE

May 27, 2020

Page 3

benefitting cities in the district as set forth in the expenditure plan and to set a cap those funds. Staff will provide additional information at the May 27th meeting.

Introduction of Transportation Sales Tax Ordinance

To move this matter forward, the Authority must consider the introduction of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Ordinance 20-01). A draft of the Ordinance was reviewed by legal staffs of all Placer Jurisdictions, PCTPA Legal Counsel and staff from the California Department of Tax and Fee Administration (CDTFA). The ordinance contains the following provisions:

- | | |
|--|--|
| 1. Summary | 14. Severability |
| 2. Definitions | 15. Transactions Tax Rate, Place of Sale and Use Tax Rate |
| 3. Authority | 16. Adoption of Provisions of State Law |
| 4. Imposition of Retail Transactions and Use Tax | 17. Limitations on Adoption of State Law and Collection of Use Taxes |
| 5. Purpose | 18. Independent Citizen Oversight Committee |
| 6. Bonding Authority | 19. District Policy Advisory Committee |
| 7. Maintenance of Effort | 20. Amendments |
| 8. Administration of Plans | 21. Enjoining Collection Forbidden |
| 9. Transparency, Accountability and Administrative Costs | 22. Effective Date |
| 10. Operative Date | 23. Environmental |
| 11. Election | 24. Adoption of Ordinance |
| 12. Expenditure Plan Amendments | |
| 13. Annual Appropriations Limits | |

Staff would like to highlight a few key sections of the Ordinance:

Independent Citizen Oversight Committee

Oversight, transparency and accountability are key to a successful implementation of a transportation sales tax. In addition to a professional separate annual audit, a citizen committee will oversee the expenditure of transportation sales tax dollars to ensure that they are spent on what they were originally intended. The Ordinance proposes that the three cities in the District each appoint two citizens to an oversight committee. It is proposed that the County appoint one individual from the unincorporated area to bring the committee to seven (7) members. Staff is also investigating the use of a kiosk at the Galleria at Roseville on a long-term basis, along with website enhancements to increase accessibility to information about a potential sales tax-funded transportation investment plan.

Administrative Costs

A cap of 1% is proposed as a maximum amount that can be spent on administration by PCLTA of the transportation sales tax program. This is in line with all self-help counties throughout the state.

District Policy Advisory Committee

The Ordinance proposes an advisory subcommittee of the PCLTA Board comprised of representative from the three cities within the District and one member of the Board of

PCLTA Board of Directors

**PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY TRANSPORTATION
IMPROVEMENT PLAN AND RETAIL TRANSACTIONS AND USE TAX ORDINANCE**

May 27, 2020

Page 4

Supervisors to review all activities related the transportation sales tax measure before they are considered by the full board.

Current Events/Cautiously Proceeding Ahead

The past 90 days continue to be unprecedented in their impact upon operations across many sectors and to the world economy. PCTPA and its programs and projects have been, and will continue to be, impacted for some time. Considering the changing COVID-19 situation, staff and the consultant team have taken an incremental approach to stay the course of prior Board direction, while cautiously testing whether to move forward to requesting a measure be put on the ballot. With this approach, the city/town councils and Board of Supervisors approved the expenditure plan in April and May. The final decision of putting the measure on the ballot remains solely with the PCLTA Board.

Next Steps

Staff will initiate and bring the results of polling to be conducted in early June to the PCLTA Board on June 24th. This polling will be useful to determine if conditions warrant moving to a November 2020 election and if not, the methods supported by residents to continue public outreach for a November 2022 election. In that event, public outreach for a November 2022 election would commence on July 1, 2020.

Only if polling results are favorable in June, will staff recommend that the Board conduct a second reading and final approval of the Ordinance by the Authority. The Board of Supervisors will consider all election items on July 27, 2020. A schedule for this process is attached to this report as Attachment 3 and was prepared by staff and legal counsel with input from the Placer County Elections Office and the Clerks of each jurisdiction. Staff will consult the polling subcommittee the week of April 20 to determine when and how outreach should continue.

ML:ss



PLACER COUNTY
LOCAL TRANSPORTATION
AUTHORITY

ORDINANCE No. 20-01

Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District

The Placer County Local Transportation Authority does ordain as follows:

PREAMBLE

A properly functioning and well-maintained transportation system in Placer County is a key component of our high quality of life and ability to attract jobs to our region. However, the decline in the purchasing power of the gas tax, and the increasing restrictions that the state and federal government have placed on their limited available transportation funds, has led to a deterioration of our existing streets, roads and highways, and little to no available funding to expand our transportation network. Our population is expected to continue to grow and with it, the demands on our transportation system will only increase. Already, traffic and congestion are growing, and Placer County residents spend an increasing amount of time stuck in traffic.

Maintenance and repairs of existing roadways and improvements to relieve congestion cannot be accomplished adequately with available funds. Without additional funds, the system will bog down and pavement will crumble into disrepair. State and federal highway funds are inadequate and competition for funds is increasing. Projects in regions of the state which have a local source of transportation funds, primarily through local retail transactions and use tax funds, have been and will continue to be viewed more favorably in the selection process of the California Transportation Commission. Local governments must either generate revenues to expand our system and maintain our investments or watch the system collapse and endanger the health, economy, welfare and safety of all Placer County residents.

Enactment of a one-half of one percent (0.5%) retail transactions and use tax for transportation in and between the contiguous cities of Lincoln, Rocklin and Roseville, to supplement traditional revenue sources, and revenues to be generated through locally-adopted developer fees and assessment districts for transportation improvements, is a way local governments can generate the funds needed to be sure the transportation system will serve the current and future travel needs of Placer County.

The Placer County Transportation Planning Authority will continue to seek maximum funding for transportation improvements through State and federal programs. The Authority will not provide retail transactions and use tax revenues to any city or to the County to replace revenues currently used by the city or the County for transportation purposes; all of the funds generated will be used to provide new funding for expanding our transportation network and maintenance of the existing transportation network.

It is important that the people of Placer County know that the funds generated by this proposed retail transactions and use tax for transportation purposes will be used only for the transportation expenditure plan detailed in this ordinance, and therefore, the Authority will establish a robust system of public accountability in conjunction with the tax, including a taxpayer oversight committee which will perform independent audits of the spending on an annual basis and report the findings of the audit to the people of Placer County.

SECTION I. SUMMARY. This Ordinance provides for the adoption of a South Placer County District Transportation Expenditure Plan, the imposition of a retail transactions and use tax of one-half of one percent (0.5%) for a period of thirty (30) years, the authority to issue bonds secured by such taxes, the administration of the tax proceeds, and the creation of an independent Citizen Oversight Committee to review the mandatory annual financial audits of program expenditures and to produce an annual report of findings to the Authority Board of Directors and the public.

SECTION II. DEFINITIONS. The following definitions shall apply in this Ordinance:

- A. "Authority" means the Placer County Local Transportation Authority designated by the Placer County Board of Supervisors on August 22, 2006 pursuant to the Local Transportation Authority and Improvement Act commencing with section 180000 of the Public Utilities Code.
- B. "County" means the County of Placer.
- C. "District" or "South Placer County District" means the area composed of the incorporated territory within the City of Lincoln, City of Rocklin, and City of Roseville as authorized by California Government Code Section 67912.
- D. "District Policy Advisory Committee" means a policy advisory committee of the Authority as authorized by Public Utilities Codes section 180105 consisting of one Authority board member appointed by the board of supervisors and one Authority board member appointed by the council for each incorporated city within the District.
- E. "Expenditure Plan" or "Plan" means the South Placer County District Transportation Expenditure Plan attached hereto as Exhibit A and adopted herein as part of this Ordinance including any future amendments thereto.

- F. "Transportation Tax" means the retail transactions and use tax created by this Ordinance.

SECTION III. AUTHORITY. This Ordinance is enacted, in part, pursuant to the provisions of California Government Code Section 67912, Division 19 (commencing with section 180000) of the Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

SECTION IV. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX. Subject to voter approval within the District, the Authority shall impose, in the incorporated territory of the City of Lincoln, City of Rocklin, and City of Roseville, a retail transactions and use tax for transportation purposes at the rate of one-half of one percent (0.5%) for a thirty (30) year period commencing April 1, 2021 (referred to as the "Transportation Tax"). The Transportation Tax shall be imposed pursuant to Section 67912 of the Government Code and in accordance with section 180201 of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue Code Sections 7261 and 7262, unless specifically modified by this Ordinance, are incorporated herein by reference as though fully set forth herein. The Transportation Tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax.

SECTION V. PURPOSES. This Ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

- A. To impose a retail transaction and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code and Section 180000 *et. seq.* of the Public Utilities Code which authorize the Authority to adopt this Ordinance which shall be operative if a two-thirds (2/3rds) majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
- B. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.
- C. To adopt a retail transactions and use tax ordinance that imposes a transportation sales tax in the District consisting of the City of Lincoln, City of Rocklin, and City of Roseville, and provides a measure therefor that can be administered and collected by the California Department of Tax and Fee Administration (CDTFA) in a manner that adapts itself as fully as practicable

to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the (CDTFA) in administering and collecting the California State Sales and Use Taxes.

- D. The funds generated by the Transportation Tax may only be used for transportation purposes only as set forth in the Expenditure Plan, including the administration of the Expenditure Plan, as amended, the construction, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related transportation purposes, including project management and oversight of the projects to be funded using the Transportation Tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews and mitigation, engineering and design costs, and related right-of-way acquisition and administration of the funds, including the defense or prosecution of legal actions related thereto. Expenditures also include, but are not limited to, debt service on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

SECTION VI. BONDING AUTHORITY. Pay-as-you-go financing is the preferred method of financing transportation improvements and programs under this Ordinance. However, the Authority may decide to use bond financing as an alternative method if the scope of planned expenditures makes pay-as-you-go financing infeasible.

Upon voter approval of this Ordinance, the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, in an amount equal to the sum of the principal of, and interest on, the bonds, not to exceed the estimated proceeds of the Transportation Tax, and to secure such indebtedness solely by way of future collection of the Transportation Tax, for capital outlay expenditures for the purposes set forth in Section V hereof, including, but not limited to, carrying out the transportation projects described in the Expenditure Plan.

SECTION VII. MAINTENANCE OF EFFORT. The Authority, by enactment of this Ordinance, intends the additional funds provided to local agencies by this Ordinance is to supplement existing local revenues being used for transportation purposes. The funds generated by the Transportation Tax shall not be used to supplant other transportation revenues or to replace requirements for new development to provide for its own transportation needs. Under this Ordinance, funding priorities should be given to addressing current transportation needs, easing congestion, and improving safety.

The local agencies which receive funds from the Transportation Tax shall maintain their existing commitment of transportation funds for transportation purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies. For purposes of this Section VII, the local agency shall have satisfied this maintenance of effort requirement if it demonstrates that it has expended funds for local street improvements and maintenance other than Transportation Taxes allocated to it in an amount no less than an amount equal to the average percentage of the general fund budget spent for local street improvements and maintenance for the three (3) fiscal years prior to the date when the local agency submits its report as required by the Expenditure Plan. One-time allocations that have been expended for local street improvements and maintenance, but which may not be available on an ongoing basis shall not be considered when calculating a local agency's annual maintenance of effort.

SECTION VIII. ADMINISTRATION OF PLANS. The Authority shall impose the Transportation Tax and enter into an agreement with the California Department of Tax and Fee Administration to collect the funds, shall allocate revenues derived from the Transportation Tax, and shall administer the Expenditure Plan, consistently with the authority cited herein.

SECTION IX. TRANSPARENCY, ACCOUNTABILITY, AND ADMINISTRATIVE COSTS. The Authority shall expend only that amount of the funds generated from the Transportation Tax for staff support, audit, administrative expenses, and contract services that is necessary and reasonable to carry out its responsibilities pursuant to Division 2 of the Revenue and Taxation Code, and in no case shall the funds expended for salaries and benefits of Authority staff exceed one percent (1%) of the annual amount of revenue raised by the Transportation Tax net of the amount of fees paid to the California Department of Tax and Fee Administration for collection of the sales tax and prior to the distribution of the Transportation Taxes to the local jurisdictions as provided in the Expenditure Plan (Exhibit A).

SECTION X. OPERATIVE DATE. Subject to voter approval, this Ordinance shall be operative on the first day of the first calendar quarter commencing more than 110 days after adoption of the Ordinance, but in no event earlier than April 1, 2021. Prior to the operative date of the Ordinance, the Authority shall contract with the California Department of Tax and Fee Administration (CDTFA) to perform all functions incidental to the administration and operation of the Ordinance; provided that if the Authority shall not have contracted with the CDTFA prior to the operative date, it shall nevertheless so contract and, in such case, the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

SECTION XI. ELECTION. The Authority requests the Board of Supervisors to call an election within the District for voter approval of this Ordinance, which election shall be held on November 3, 2020. The election shall be called and conducted in

the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of this Ordinance, and the imposition of the Transportation Tax, shall require the affirmative vote of two-thirds (2/3rds) of the electors voting on the proposition at the election described in this section. The proposition to be placed on the ballot shall read substantially as follows:

South Placer Transportation/Economic Recovery Plan- Shall a measure to reduce traffic congestion and make transportation investments in Lincoln, Rocklin, and Roseville, including: Completing all phases of the 80/65 Interchange to reduce traffic congestion and improve safety; Widening Highway 65; Improving emergency responder access by reducing overall traffic congestion and fixing bottlenecks; By establishing a half-cent sales tax raising approximately \$41 million annually for 30 years, with independent audits, citizens' oversight, and increasing eligibility for state/federal matching funds, be adopted?

YES _____ NO _____

SECTION XII. EXPENDITURE PLAN AMENDMENTS. The Expenditure Plan, attached hereto as Exhibit A, for Transportation Tax funds is hereby adopted and may be amended once annually only as follows: (1) initiation of the amendment by the Authority reciting findings of necessity; and (2) approval by a super-majority vote of the Authority based on a recommendation of the District Policy Advisory Committee. Notice of the Authority approved Expenditure Plan amendments shall be provided to the Board of Supervisors and the city or town council of each city or town in the county and shall become effective 45 days after notice is given.

Commencing on or before 2030 and at least every ten (10) years thereafter, the Authority shall review and, when necessary, propose revisions to the Expenditure Plan. Such revisions shall be submitted for approval according to the procedures set forth in this Section XII. Until revisions to the Expenditure Plan have been approved and become effective, the then-existing Expenditure Plan shall remain in full force and effect.

SECTION XIII. ANNUAL APPROPRIATIONS LIMIT. The annual appropriations limit of the Authority established pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code The appropriations limit shall be subject to adjustment as provided shall be \$450 million by law.

SECTION XIV. SEVERABILITY. If any provision of this Ordinance, or the application thereof, is for any reason held invalid or unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Ordinance and the application of such provision to other persons or circumstances

shall not be affected thereby, and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

SECTION XV. TRANSACTIONS TAX RATE, PLACE OF SALE, AND USE TAX RATE.

A. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated territory of the District at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance.

B. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration (CDTFA).

C. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this Ordinance for storage, use or other consumption in said territory at the rate of one-half of one percent (0.5 %) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

SECTION XVI. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

SECTION XVII. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of the Authority shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, California Department of Tax and Fee Administration (CDTFA), State Treasury, or the Constitution of the State of California;
 2. The result of that substitution would require action to be taken by or against the Authority or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration (CDTFA), in performing the functions incident to the administration or operation of this Ordinance.
 3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - i. Provide an exemption from this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
 - ii. Impose this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.
 4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.
- B. The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.
- C. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.
- D. EXEMPTIONS AND EXCLUSIONS.
1. There shall be excluded from the measure of the Transportation Tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
 2. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
 - i. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the District as defined in this ordinance in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

ii. Sales of property to be used outside the District as defined in this ordinance which is shipped to a point outside the District as defined in this ordinance, pursuant to the contract of sale, by delivery to such point by the retailer or the retailer's agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District as defined in this ordinance shall be satisfied:

(a) With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

(b) With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

iii. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

iv. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.

v. For the purposes of subparagraphs iii. and iv. of this subsection, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

3. There are exempted from the use tax imposed by this Ordinance, the storage, use or other consumption in this District of tangible personal property:

i. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

ii. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public

convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

- iii. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
- iv. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
- v. For the purposes of subparagraphs iii. and iv. of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
- vi. Except as provided in subparagraph vii. a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the District or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.
- vii. "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

4 Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

SECTION XVIII. INDEPENDENT CITIZEN OVERSIGHT COMMITTEE. An Independent Citizen Oversight Committee shall be formed, as provided in the Expenditure Plan.

SECTION XIX. DISTRICT POLICY ADVISORY COMMITTEE. A District Policy Advisory Committee shall be formed consisting of one Authority board member appointed by the board of supervisors and one Authority board member appointed by the city council for each incorporated city within the District. The District Policy Advisory Committee shall make recommendations to the Authority on revenue allocations pursuant to the Expenditure Plan and on amendments to the Expenditure Plan.

SECTION XX. AMENDMENTS. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

SECTION XXI. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

SECTION XXII. EFFECTIVE DATE. This Ordinance relates to the levying and collecting of the District retail transactions and use taxes and shall take effect immediately.

SECTION XXIII. ENVIRONMENTAL. This Ordinance is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is therefore exempt from CEQA requirements. Prior to commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed.

SECTION XXIV. ADOPTION OF ORDINANCE. This Ordinance was introduced and the title thereof read at the regular meeting of the Authority's Board on _____, 2020 and further reading was waived by a vote of the Board present.

On a motion by _____, seconded by _____, the foregoing Ordinance was passed and enacted by the Board of the Placer County Local Transportation

Authority at a regular meeting thereof, this ___ day of ____ 2020 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____, 2020

By:

Trinity Burruss, Chair
Placer County Local Transportation Authority

ATTESTED:

By:

Solvi Sabol, Clerk of the Board
Placer County Local Transportation Authority

**EXPENDITURE PLAN
EXHIBIT A TO
ORDINANCE NO. 20-01**

**South Placer County District
Transportation Expenditure Plan**

This Expenditure Plan shall act as the South Placer County District Expenditure Plan (the "Plan"), was prepared by the Placer County Local Transportation Authority (the "Authority") for the purpose of establishing a one-half of one percent (0.5%) retail transactions and use tax for transportation purposes (the "Transportation Tax") within the incorporated territory of the Cities of Lincoln, Rocklin and Roseville (collectively referred to as the "District") , to be collected for thirty (30) years, if approved by the voters on November 3, 2020. This is proposed by the Authority as a means to fill the shortfall in funding needed to: implement necessary highway, rail, and transit projects; secure new transportation corridors through environmental clearance and right of way purchases; provide adequate maintenance and improvements on the local street and road system; promote economic growth throughout the District and County; and meet the needs of commuters and the specialized needs of the growing senior and disabled population.

CHAPTER 1: GOALS AND OBJECTIVES

1.1 *MAINTAIN AND IMPROVE THE QUALITY OF LIFE IN PLACER COUNTY BY SUPPLEMENTING EXISTING FUNDS FOR TRANSPORTATION*

Reduce current congestion and provide adequate transportation facilities to accommodate reasonable growth in the future.

Provide funding for the adequate maintenance and improvement of local streets and roads, transit infrastructure and operations within, or for the benefit of, the City of Lincoln, City of Rocklin and City of Roseville, and unincorporated areas benefiting such District cities.

Enhance the District and Placer County's ability to secure state and federal funding for transportation by offering local matching funds.

1.2 *PROVIDE FOR ACCOUNTABILITY IN THE EXPENDITURE OF TAXPAYER FUNDS*

Provide for mandatory dedication of Transportation Tax funds only for the transportation improvements and programs identified in this Plan and no other purpose. Provide for a mandatory, annual financial audit of program expenditures to insure that all funds are spent in accordance with this voter adopted Plan and associated legal ordinance.

Provide for an independent Citizen Oversight Committee to review the mandatory annual financial audits of program expenditures and to produce an annual report of findings to the Board and the public.

Provide for a Maintenance of Effort requirement in funds made available to city and County governments for local street and road programs to insure the new money for this purpose is adding to current funding levels.

Provide for the strict limitation of administrative staff costs in implementing this Plan, by limiting, in law, funds expended for salaries and benefits to no more than one percent (1%) of the annual amount of revenues raised by the Transportation Tax as provided in Section IX of the Ordinance, net of the amount of fees paid to the California Department of Tax and Fee Administration (CDTFA) for collection of the sales tax.

Provide for this Plan to be reviewed at least every ten (10) years for the period it is in effect to ensure that the changing needs and priorities of the jurisdictions are met, as provided in Section XII of the Ordinance.

Provide for the mandatory termination of the Transportation Tax in thirty (30) years from the operative date, requiring additional voter approval at a general election for any extension.

1.3 PROVIDE FOR EQUITY IN THE DISTRIBUTION OF TRANSPORTATION TAX REVENUES

Address the unique needs of each of the areas of the District.

Provide a reasonable balance between competing highway, rail, transit, bicycle/pedestrian, and local streets and road needs.

1.4 PROVIDE FOR LOCAL CONTROL OF THE TRANSPORTATION IMPROVEMENT PLAN

Provide for cost effective, local administration of the Plan through the existing Placer County Transportation Planning Authority. No new agency would be required to administer these funds.

Delegate appropriate administrative responsibility to the cities and the County and other local agencies designated by a city, the County, or the Authority for local programs.

CHAPTER 2: TAXPAYER ACCOUNTABILITY SAFEGUARDS

2.1 LEGAL DEDICATION OF FUNDS

Funds generated by the Transportation Tax, net of the amount of fees paid to the California Department of Tax and Fee Administration (CDTFA), may only be used for transportation purposes as described in the Ordinance governing this Plan, including the acquisition, construction, environmental mitigation, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and equipment, and for related transportation purposes. These purposes include but are not limited to expenditures for planning, environmental reviews, engineering and design costs, related right-of-way acquisition, and construction, engineering, project management, and administration.

2.2 MANDATORY ANNUAL FISCAL AUDIT

No less than annually, the Authority shall conduct an independent fiscal audit of the expenditure of all funds generated by the Transportation Tax. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 3, 2020. In addition, the audit shall determine compliance with the Maintenance of Effort requirements and requirements described in Section 3.3 of this Plan entitled "Local Transportation Programs." The audit shall also ensure that no more than one percent (1%) of the annual amount of Transportation Tax is used for administrative staff salaries and benefits in implementing this Plan, as required under Section IX of the Ordinance.

2.3 INDEPENDENT CITIZEN OVERSIGHT COMMITTEE

A seven (7) member Independent Citizen Oversight Committee shall be formed to review the annual independent fiscal audit of the expenditure of the Transportation Tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the Authority Board of Directors. The annual report shall also be made available to the public. Membership in the Independent Citizen Oversight Committee shall be composed of two registered voters appointed by the governing body of each District city and one appointed by the Placer County Board of Supervisors. The appointee of the County shall reside in the District. Persons currently employed by the Placer County Transportation Planning Agency, County of Placer or any District incorporated city therein, or currently serving as a city councilmember or member of the Board of Supervisors, are not eligible for membership on the Citizen Oversight Committee.

In the event a contiguous city or town is added to the District, the Independent Citizen Oversight Committee membership would be expanded to include two registered voters appointed by the governing body of that new city or town.

2.4 MANDATORY PLAN UPDATE AND TERMINATION OF TRANSPORTATION TAX

This Plan shall be reviewed by the Authority at least every ten (10) years that the Transportation Tax is in effect to reflect current and changing transportation priorities and needs in the District, as defined by the duly elected local government representatives on the Authority Board. Any changes to this Plan must be adopted in accordance with Section XII of the Ordinance and with current law in effect at the time of the update, and must be based on findings of necessity for change by the Authority. The Transportation Tax authorized to be collected by the voters shall expire in exactly thirty (30) years, unless the voters approve an extension of the Transportation Tax prior to the expiration date, as may be required under state law in effect at the time of the vote for extension.

CHAPTER 3: SPECIFIC TRANSPORTATION PROGRAMS TO BE FUNDED

The Transportation Tax shall be allocated by the Authority based on a recommendation from the District Policy Advisory Committee for projects within or benefiting the District cities consistent with the following provisions.

3.1 MAJOR HIGHWAY/ ROAD PROGRAMS – Fifty-Four Percent (54%)

Many more state highway improvement projects are needed to deal with congestion and safety problems in the District than existing state and federal revenues can fund. Programmed and projected formula funds from these sources over the thirty (30) years are estimated to be **one hundred and twenty seven million dollars (\$127 million)** and will fund about **fifty-four percent (54%)** of the improvements needed and identified in this Plan. Funds generated by the Transportation Tax will supplement those funding sources with an estimated **six hundred and forty-eight million (\$648 million)** and, along with an estimated **one billion one hundred and seventeen million dollars (\$1.117 billion)** in developer impact fees, state, federal and other sources, will cover the remaining costs estimated to accomplish these improvements. **The actual amount of funds available for expenditure on state highway improvement projects from the identified sources and the amount expended for such purposes may vary from these estimates.**

Fifty-four percent (54 %) of the Transportation Tax is allocated to Major Highway/Road Projects. The Major Highway/Road projects to be implemented with the Transportation Tax revenues are as follows:

ROUTE	LIMITS	PROJECT
I-80/SR 65	Interchange Phase 2-3	Improve interchange operations and capacity
I-80	I-80/Rocklin Road Interchange	Improve interchange capacity and operations
I-80	Douglas Blvd to Riverside Ave (westbound) SR 65 to Rocklin Rd (eastbound)	Add/extend auxiliary lanes
SR 65	Galleria Blvd to Ferrari Ranch Road.	Widen to 3-5 lanes each direction
SR 65	SR 65/Nelson Lane Interchange SR65/Nicholas Road Interchange	Improve to grade separated interchange
Baseline Road	Foothills Blvd to SR 70/99	Widen to 4-6 lanes and grade separation at UPRR
Placer Parkway	SR 65 to SR 70/99	Construct 4-6 lane expressway

The final scope and project limits of all improvements proposed for the State Highway system will be determined through the environmental clearance process.

The Authority may add additional Major Highway/Road projects, should the Transportation Tax produce more revenue than now predicted or the Authority be more successful than anticipated in attracting state/federal matching funds, developer impact fees, or obtaining other grants and funds for transportation infrastructure purposes, or due to unforeseen circumstances

3.2. RAIL AND TRANSIT PROGRAM – 10%

This Plan will provide an estimated **one hundred and twenty million dollars (\$120 million)** of Transportation Taxes to expand rail, add bus rapid transit, and implement services and continue and expand programs to meet the transit needs of seniors, disabled persons and commuters.

3.2.a. Transportation Services for Seniors, Disabled Persons and Local Residents

Seniors and disabled persons are becoming an increasing percentage of the population each year, and will drive demand for more frequent transit service to more areas. In addition, a number of transportation programs have been implemented which meet specialized needs for transportation to medical services, social service agencies and programs, shopping and other purposes that cannot be met by conventional transit. Local residents are also in need of improvements in local and intercity transit service. An estimated **sixty million dollars (\$60 million)** in Transportation Tax funds will be used to expand these transit services.

3.2.b. Capitol Corridor Rail and Bus Rapid Transit Service

The existing Capitol Corridor rail service has provided a viable alternative to the automobile for daily commuters to downtown Sacramento and reduces traffic on I-80. The current service level needs to be augmented by expanding capacity between Sacramento and Roseville to bring ten (10) round trips per day to Placer County. In addition, establishment of frequent and timely bus rapid transit service that provides a reasonable alternative to the automobile for existing and future daily commuters who travel to and within the South Placer area is needed. An estimated **forty million dollars (\$40 million)** of Transportation Tax funds will be made available for capital and operations of these rail and bus rapid transit services and to match available federal funds.

3.2.c. Commuter/Express Bus Service

Roseville Transit and Placer County Transit's existing commuter bus services provide a safe, convenient, and comfortable alternative to driving and removes congestion from highways. There is strong demand to expand this highly popular effective service to connect more residential areas and major employment centers. An estimated **twenty million dollars (\$20 million)** of Transportation Tax funds will be made available for capital and operations of commuter and express bus services, and to match available federal and state funds.

The actual amount of funds available for expenditure on transit and other projects described in this Section from the identified sources and the amount expended for such purposes may vary from these estimates.

3.3. LOCAL TRANSPORTATION PROGRAM – twenty-five percent (25%)

The local transportation systems, particularly local streets and roads, are critical to the everyday movement of people within the District cities and the County in an area benefiting the District.

Much of the road system is aging, has potholes, and is in need of expanded maintenance and rehabilitation. New local roads adjacent to new residential and business developments will continue to be constructed and paid for by the developers. Current resources, without the establishment of Transportation Tax revenues for transportation, cannot provide adequate funding to maintain the local street and road system at the level necessary to adequately serve the public.

The priorities for local transportation vary among individual local jurisdictions. While overlay, reconstruction, repair, and maintenance of the local road system are needs common to all and is specifically allowable as an expenditure of these funds, there are additional needs as well. Transportation Tax funds can be used for transportation projects, transit operations, projects that support transportation/land use coordination, and air quality improvement projects, as designated by this Plan. Some examples of allowable projects include bike paths, transit centers, widening of existing local roads, local matching funds for transportation grants or earmarks, fueling stations for electric vehicles, compressed natural gas or other alternative fuels, sidewalks and pedestrian paths, transportation demand management programs, lighting, landscaping, security for transportation facilities, park and ride lots, Safe Routes to School programs, and traffic signal synchronization.

This Plan will provide an estimated **three hundred million dollars (\$300 million)** of Transportation Taxes specifically for these purposes. The funds will be distributed to the cities and the County for connecting roadways, trails and transit systems within or benefiting the District cities by a formula based on an equal weighting of each jurisdiction's proportionate share of the total County population and road miles, with a minimum allocation of **Five Hundred Thousand Dollars (\$500,000)** for each jurisdiction. Allocations will be updated annually based on California Department of Finance population data and reported road miles.

The actual amount of funds available for expenditure on local transportation projects from the identified sources and the amount expended for such purposes may vary from these estimates.

In order to be eligible for these funds, each jurisdiction shall satisfy and continue to satisfy the following requirements:

1. On July 1 of each year, file a Five-Year Capital Improvement Program including all capital transportation projects, including projects funded by the jurisdiction's share of the Transportation Tax.
2. The portion of funds under this Program shall be put into a "Placer County Roads (Benefitting Contiguous Cities) Fund." Expenditures from this Fund may include to the expansion, repair, safety, complete streets and maintenance of existing county roads connecting the cities within the District or which benefit the District cities.
3. Adopt and administer a development impact fee program that requires new development to pay a fair share of necessary transportation improvements attributable to the new development.
4. On July 1 of each year, file with the Authority an annual Expenditure Report for the prior fiscal year identifying the amount of Transportation Taxes, developer impact fees and other local agency funds expended by the jurisdiction and certify that the maintenance of effort requirements of the Ordinance and the Expenditure have been satisfied.

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3.5 *BICYCLE AND PEDESTRIAN PROGRAM – five percent (5%)*

Bicycle, pedestrian, and neighborhood electric vehicle (NEV) travel provide a viable alternative for short distance trips and enhance the quality of life in our neighborhoods. Safe, easy to use facilities in key areas support the attractiveness of these clean and healthy transportation modes. An estimated **sixty million dollars (\$60 million)** in net Transportation Tax funds will be used to match local, state, and federal funds to construct and improve bicycle, pedestrian, and neighborhood electric vehicle facilities and otherwise to support walkable and bikeable communities including Safe Routes to School.

The Authority shall establish, in the first year after the adoption of this Ordinance, the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The eligibility and selection criteria shall include safety, connectivity to schools and to the overall system estimated demand/usage, ability to attract matching funds, and lack of other funding in the overall Transportation Expenditure Plan.

3.6 *COMPETITIVE PROJECTS PROGRAM – five percent (5 %)*

It is recognized that the Plan cannot anticipate every factor that could affect transportation needs over its thirty (30) year life. New technologies, new travel patterns, and new transportation modes are amongst the many possibilities that may arise in the future. To provide the flexibility to meet those unanticipated needs and opportunities, the Transportation Plan is anticipated to provide approximately **sixty million dollars (\$60 million)** to a Competitive Projects Program. The Authority shall establish, in the first year after the adoption of this Ordinance, the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The eligibility and selection criteria shall include safety, congestion relief, ability to attract matching funds, and lack of other funding in this overall Transportation Expenditure Plan. Any Competitive Projects Program funds unspent at the conclusion of the thirty (30) year Plan would be added to the Local Transportation Program.

CHAPTER 4: BOND FINANCING

Construction of the highway and rail projects and implementation of the local streets and roads and other programs identified in this Plan are needed as soon as possible. In order to accomplish this, some level of borrowing will be required, with debt to be repaid with Transportation Tax revenues. The Authority will determine the extent of borrowing that is reasonable and that can be supported by Transportation Tax revenues as the Plan is implemented.

CHAPTER 5: ALLOCATIONS SUMMARY

TRANSPORTATION TAX REVENUE ALLOCATIONS	
Major Highway/Road Program	54%
Rail and Transit Program	10%
Bicycle and Pedestrian Program	5%
Local Transportation/County Roadway Connecting Cities Program	25%
Competitive Projects Program	5%
Transparency, Accountability, and Administration	1%
TOTAL	100.000%

The Authority may reallocate the expenditure of Transportation Taxes in any given year on a different percentage basis provided that the percentage allocations set forth above are achieved over the duration of the Ordinance.

CHAPTER 6. FUNDING FLEXIBILITY AND BONDING TO EXPEDITE PROJECTS

To more quickly deliver transportation projects for the benefit of District and Placer County residents, visitors, and businesses, the Authority may temporarily shift Transportation Tax revenues and developer impact fees administered by the South Placer Regional Transportation Authority (SPRTA) amongst projects in any given year. However, the proportionate shares for funding contributions and purposes over the 30-year period may not be changed without an amendment of this Plan as required by law and Section XII of the Ordinance. Transportation Tax revenues subject to this temporary shift specifically exclude those annually allocated to the cities and County under the Local Transportation Program (Section 3.3 of this Plan). Shifts may not be made without previous consultation with the affected local agencies and two-thirds majority approval of the Authority Board of Directors.

CHAPTER 7. INFORMING THE PUBLIC OF LOCAL FUNDING SUPPORT

All projects using \$1 million or more of Transportation Tax revenues shall be signed to inform the public that Transportation Tax revenues support the project.

CHAPTER 8. SEVERANCE PROVISIONS

If any provision of this Plan, or the application thereof, is for any reason held invalid and unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Plan and the application of such provision to other persons or circumstances shall not be affected thereby, and the Authority declares that it would have passed each part of this Plan irrespective of the validity of any other part.

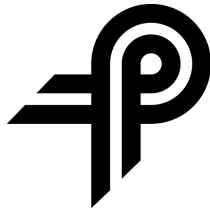
PCTPA/SOUTH PLACER DRAFT TRANSPORTATION SALES TAX DISTRICT TRANSPORTATION INVESTMENT PLAN (March 2020)

Category	Project	Total Project Cost	Estimated Funding from Other Sources (in millions)	Shortage	Sales Tax Contribution (in millions)	Percentage of Sales Tax Revenue	Sources of Other Revenues/ Matching Funds	Annual Amount Sales Tax Revenues (in millions)
MAJOR HIGHWAY PROJECTS <i>Environmental, design, right of way, and construction</i>	TOTAL MAJOR HIGHWAY PROJECTS	\$ 1,765.0	\$ 1,117.0	\$ 648.0	\$ 648.0	54%	Various	
	I-80/SR 65 Interchange Phase 2	\$ 495.0	\$ 248.0	\$ 247.0	\$ 247.0		State/federal matching funds, developer fees	
	I-80/SR 65 Interchange Phase 3	\$ 85.0	\$ 60.0	\$ 25.0	\$ 25.0			
	SR 65 Widening <i>Galleria Blvd to Ferrari Ranch Road</i>	\$ 115.0	\$ 82.0	\$ 33.0	\$ 33.0		Developer fees	
	Placer Parkway	\$ 595.0	\$ 570.0	\$ 25.0	\$ 25.0		Developer fees, Sutter Co fees	
	Baseline Road Widening	\$ 100.0	\$ 90.0	\$ 10.0	\$ 10.0		Developer fees, Sutter Co fees	
	I-80 Auxiliary Lanes	\$ 35.0	\$ 12.0	\$ 23.0	\$ 23.0		State/federal matching funds	
	Interchange Program <i>I-80/Rocklin Road SR 65/Nelson Lane SR/65/Nicolaus Road</i>	\$ 140.0	\$ 55.0	\$ 85.0	\$ 85.0		Developer fees	
	Financing for Early Construction	\$ 200.0	\$ -	\$ 200.0	\$ 200.0		None	
ALTERNATIVE TRANSPORTATION PROJECTS	TOTAL SENIOR/DISABLED TRANSIT, BICYCLE/PEDESTRIAN AND COMMUTER IMPROVEMENTS	\$ 540.0	\$ 360.0		\$ 180.0	15%	All Transit, Bicycle/Ped and Commuter Improvements	
Senior/Disabled/Other Transit <i>Environmental, design, right of way, construction, capital projects and operation</i>	Senior/Disabled Transit Enhancements	\$ 100.0	\$ 40.0		\$ 60.0	5%	Transit Funds	
Bicycle/Pedestrian Projects <i>Environmental, design, right of way, capital projects and construction</i>	Various Countywide	\$ 140.0	\$ 80.0		\$ 60.0	5%	State/federal matching funds	
Commuter Improvements (Rail, Bus, Operations) <i>Environmental, design, right of way, capital projects, operations</i>	TOTAL COMMUTER IMPROVEMENTS	\$ 300.0	\$ 240.0		\$ 60.0	5%	Various	
	Commuter Bus/Innovative Transit Projects	\$ 75.0	\$ 55.0		\$ 20.0		Cap & Trade, transit funds	
	Capital Corridor Rail/Bus Rapid Transit	\$ 225.0	\$ 185.0		\$ 40.0		Cap & Trade, transit funds	
LOCAL PROJECTS <i>Local traffic congestion hot spots and matching funds for local transportation priorities</i>	TOTAL DISTRICT	\$ 728.4	\$ 428.4		\$ 300.0	25%	State and Federal funds (Reduced due to SB1) (Numbers will adjust over time)	\$ 10.0
	City of Lincoln	\$ 128.7	\$ 72.4		\$ 56.2			\$ 1.9
	City of Rocklin	\$ 181.9	\$ 109.2		\$ 72.7			\$ 2.4
	City of Roseville	\$ 293.3	\$ 145.5		\$ 147.8			\$ 4.9
	Placer County Roads (Benefitting Contiguous Cities Only)	\$ 124.5	\$ 101.3		\$ 23.2			\$ 0.8
COMPETITIVE PROJECTS PROGRAM <i>Transportation improvements</i>	Various Countywide	\$ 135.0	\$ 75.0		\$ 60.0	5%	State/federal matching funds, developer fees	
TRANSPARENCY, OVERSIGHT, AND ADMINISTRATION		\$ 12.0	\$ -		\$ 12.0	1%	None	\$ 0.4
TOTAL PROGRAM		\$ 3,180	\$ 1,980		\$ 1,200	100%		

Version - Mar.20 - Local project match: 2018 gas tax formula, RSTP formula, TDA non-transit, Bike/ped match: CMAQ bike/ped 2017-2019, TDA bike ped

**Placer County-South County District
Transportation Improvement Plan and Retail Transaction and Use Tax
Countdown to Election Day - November 3, 2020**

- ★ **January 22, 2020 PCTPA Board Meeting**
Polling #2 Results – Boundary Determination Discussion
- ★ **Late February**
Email Ordinance and Expenditure Plan to City/Town/County Attorneys
- ★ **March 25, 2020 | PCTPA Board Meeting**
Polling #3 results presented to PCTPA Board – Decision on whether to proceed
- ★ **April 1, 2020 @ 6:00 pm: Roseville City Council | Approval of Expenditure Plan**
- ★ **April 8, 2020 @ 6:00 pm: Colfax City Council | Approval of Expenditure Plan**
- ★ **April 14, 2020 @ 6:00 pm: Rocklin City Council | Approval of Expenditure Plan**
- ★ **April 14, 2020 @ 7:00 pm: Loomis Town Council | Approval of Expenditure Plan**
- ★ **April 21, 2020 @ 1:00 pm: Placer Co Board of Sups | Approval of Expenditure Plan**
- ★ **April 22, 2020 @ 9:00: PCTPA Board Meeting**
~~1st Reading of Ordinance and Expenditure Plan~~ Moved to May meeting
- ★ **April 27, 2020 @ 6:00 pm: Auburn City Council | Approval of Expenditure Plan**
- ★ **May 12, 2020 @ 6:00 pm: Lincoln City Council | Approval of Expenditure Plan**
- ★ **May 27, 2020 | PCTPA Board**
1st Reading of Ordinance and Expenditure Plan
Publish Summary in Auburn Journal
- ★ **June 2020**
Polling
- ★ **June 24, 2020**
2nd Reading of Ordinance and Expenditure Plan
Publish Ordinance in Auburn Journal with Board Votes from June 24th Meeting
- ★ **July 1, 2020**
125 days before election: Last day boundary maps and accompanying resolution can be presented to elections.
- ★ **July 21, 2020**
Placer County Board of Sups votes to place all election items on the Nov ballot
- ★ **August 7, 2020**
Last day to file arguments against the proposed ballot measure
- ★ **August 17, 2020**
Last day to file rebuttal arguments
- ★ **November 3, 2020 - Election Day**



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** May 27, 2020

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

SUBJECT: **FINAL FY 2020/21 OVERALL WORK PROGRAM (OWP) AND BUDGET**

ACTION REQUESTED

Authorize the Executive Director to submit the attached Final FY 2020/21 Overall Work Program (OWP) and Budget to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year, with the final version submitted by June 1.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached final OWP and Budget has been developed in compliance with these requirements and reflects the latest information on finances and work activities, as well as comments received from the Board, Caltrans, and jurisdictions. It is expected that the OWP and Budget will be amended periodically during the fiscal year to reflect any new information, work activities, and/or budget changes.

DISCUSSION

The final version of the FY 2020/21 OWP and Budget contains several changes from the preliminary draft version adopted by the Board in February 2020, including the incorporation of comments from Caltrans.

The most notable changes in the OWP and Budget are reductions to outreach and consultant costs in Communications and Outreach (WE 14) and Regional Transportation Funding Program (WE 61) to accommodate a 20 percent reduction in Local Transportation Funds (LTF) anticipated for FY 2020/21.

Work Program

As noted in the preliminary draft, the FY 2020/21 work program reflects a continued focused on pre-construction project implementation activities for six projects, including the design and right of way phases for Highway 65 Widening Phase 1 (WE 42), I-80 Auxiliary Lanes (WE 43), and Highway 49 Sidewalk Gap Closure (WE 44).

Meanwhile, the Regional Transportation Funding Program (WE 61) will continue to educate on options to generate locally controlled, long-range transportation funding for the construction of these and other projects. If at the June 24th meeting the Board decides to delay the sales tax measure until 2022, staff will return to the Board with an amendment to the OWP to reflect that change in the work program.

PCTPA Board of Directors
FINAL FY 2020/21 OVERALL WORK PROGRAM (OWP) AND BUDGET
May 2020
Page 2

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

Staffing

Staffing levels remain the same as in FY 2019/20 with 7.0 full time equivalent staff.

Budget

There is much to be said and discussed about the COVID-19 Crisis that began in March 2020 for California, however, the specific impacts to budgets for FY 2020/21 is unknown. Based on research of other regional transportation planning agencies, including in San Diego and SACOG, PCTPA staff have conservatively assumed a 20 percent reduction in LTF for next fiscal year.

Fortunately, even with this prudent budget reduction, we are able to retain our staff and our existing contingency funding of \$730,000 or roughly 14 percent of the budget. However, it is anticipated that overhead costs, like CalPERS payments, will increase in future years, which may require using the contingency funds as the economy recovers.

The proposed budget is \$4,742,796, which is an overall 5.5 percent reduction from the preliminary draft presented to the Board in February. Staff will continue to monitor revenues through the fiscal year and bring a revised budget to the Board as needed.

LM:ML:ss
Attachment



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Final



OVERALL WORK PROGRAM AND BUDGET

FISCAL YEAR 2020/21

May 27, 2020

WORK ELEMENT	TITLE	PAGE NO.
05	Agency Administration: Indirect Labor	1
10	Agency Administration: Overall Work Program	3
11	Transportation Development Act Admin	4
12	Intergovernmental Coordination	6
13	Intergovernmental Advocacy	8
14	Communications and Outreach	10
15	Building Administration	13
20	SACOG/MPO Planning Integration	14
23	Consolidated Transportation Services Agency (CTSA) Administration	18
24	South Placer Transit Project	20
27	Airport Land Use Commission/Aviation Planning	21
33	Bikeway Planning	23
35	Rail Program	25
40	Placer Parkway	27
41	I-80/SR 65 Interchange Improvements	28
42	Highway 65 Widening	30
43	I-80 Auxiliary Lanes	32
44	SR 49 Sidewalk Gap Closure	34
45	Corridor Mobility Plan	36
46	Mobility Action Plan	37
47	Riego Road/Baseline Road Widening Project	39
50	Project Programming and Reporting	40
61	Regional Transportation Funding Program	44
80	Freeway Service Patrol (FSP)	46
100	South Placer Regional Transportation Authority (SPRTA) Administration	48

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OVERALL WORK PROGRAM FOR 2020/21

OVERVIEW

The FY 2020/21 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

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

1. The work program is action oriented. Its primary objective is to implement a programming and funding strategy that will address the mobility needs of Placer County residents, businesses, and visitors. Of key overall importance is the implementation of the Regional Transportation Plan, which serves as a guiding force for transportation improvements over the next 20 years, and its integration with SACOG's Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) and other activities that support regional planning as covered under Work Element 20. Also included here are strategies and studies to address major transportation issues or hot spots including: (1) Placer Parkway; (2) I-80/SR 65 Interchange Improvements; (3) Highway 65 Widening; (4) Bikeway Planning; (5) Airport Planning ; (6) Rail Program; (7) Regional Transportation Funding Strategy, (8) I-80 Auxiliary Lanes, (9) SR 49 Sidewalk Gap Closure, (10) Corridor Mobility Plan, (11) Mobility Action Plan, (12) Transit Planning, and (13) Riego Road/Baseline Road Widening.
2. The work program reflects a pro-active approach to identifying future transportation project needs (e.g., TDA Administration, Capitol Corridor Rail, implementation of the Regional Transportation Plan, Regional Transportation Funding Strategy, Corridor Mobility Plan, Mobility Action Plan, Bikeway Planning).
3. The work program provides a greater emphasis on implementation of previously identified needs, including administration of the South Placer Regional Transportation Authority, project management and delivery, and leading the preconstruction of the I-80 Auxiliary Lanes, SR 49 Sidewalk Gap Closure, and Highway 65 Widening.
4. The work program includes a comprehensive effort to assist member jurisdictions in maintaining the high level of compliance with "use it or lose it" timely use of funds requirements and significant increases in reporting and monitoring required in the use of SB 1 funding.

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

The 2020/21 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2020/21 OWP. The organization of PCTPA is summarized in Figure 1.

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

GEOGRAPHIC LOCATION

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

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

AGENCY COORDINATION

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

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

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

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

COMMUNITY PARTICIPATION

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

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

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

FY 2020/21

PCTPA Organizational Chart

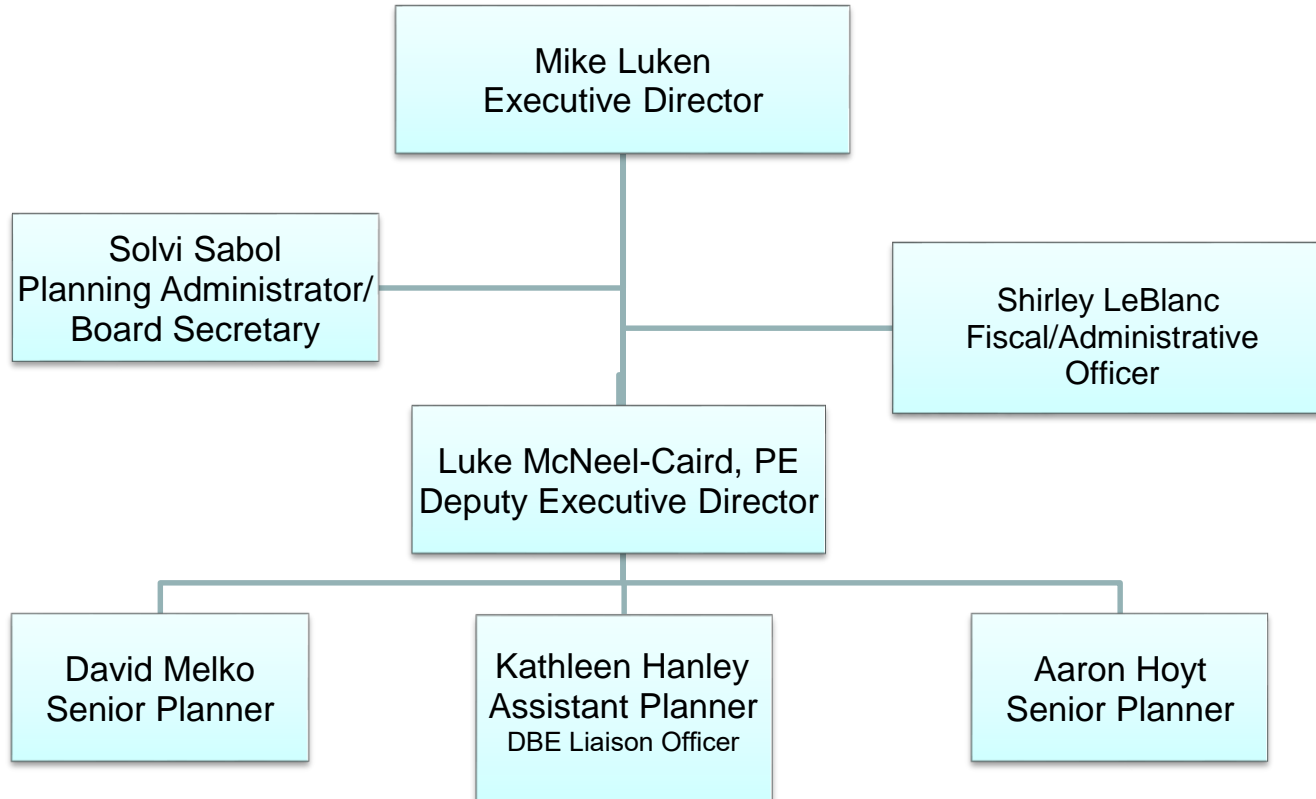
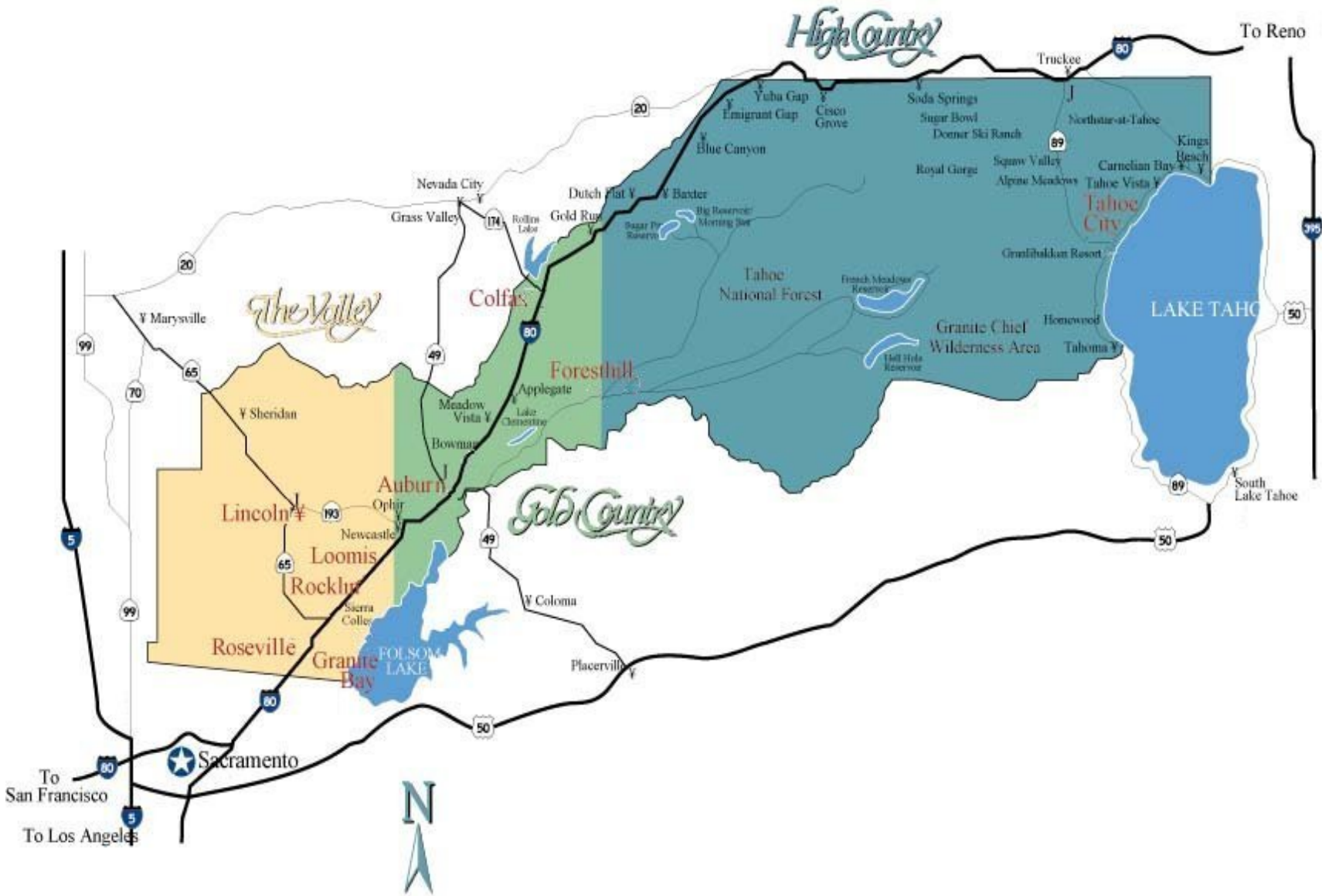


Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

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

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

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

Increase the accessibility and mobility of people and for freight

- TDA Implementation (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

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

- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)

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

Promote efficient system management and operation

- TDA Implementation (WE 11)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)

- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

Emphasize the preservation of the existing transportation system

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

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

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

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service patrol (WE 80)

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

Enhance travel and tourism

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)

- Freeway Service Patrol (WE 80)

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

CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

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

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

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

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

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

WORK PROGRAM:

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2020/21 operating budget **Ongoing**
- Provide general front desk support, including greeting visitors, answering phones, opening and directing mail, and responding to inquiries **Ongoing**
- Participate in staff meetings to coordinate administrative and technical activities **Monthly**
- Prepare quarterly financial reports for auditors and PCTPA Board **Quarterly**
- Prepare timesheets to allocate staff time to appropriate work elements **Ongoing**
- Perform personnel duties, including employee performance reviews, recognitions, and/or disciplinary actions **Annually/as needed**
- Recruit and hire new employees **As needed**
- Administer PCTPA benefit programs **Ongoing**
- Update Administrative Operating Procedures and Personnel Policies to reflect changes in State and Federal law **As Needed**
- Prepare payroll and other agency checks **Bi-weekly**
- Prepare quarterly and annual tax reports **Quarterly**
- Maintain transportation planning files, correspondence and data **Ongoing**
- Maintain ongoing bookkeeping and accounting **Ongoing**

WORK ELEMENT 05 (continued)
AGENCY ADMINISTRATION: INDIRECT LABOR

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

PRODUCTS:

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

REVENUES		EXPENDITURES	
Various – proportionately spread across all other work elements/fund types	\$371,280	PCTPA	\$371,280

WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM

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

PREVIOUS WORK:

- FY 2018/19 closeout with Caltrans staff **August 2019**
- FY 2019/20 Overall Work Program and Budget amendments **October 2019 and April 2020**
- Preliminary Draft FY 2020/21 Overall Work Program and Budget **February 2020**
- Final FY 2020/21 Overall Work Program and Budget **May 2020**

WORK PROGRAM:

- Prepare FY 2019/20 Overall Work Program and Budget close out documents **July 2020 – August 2020**
- Prepare amendments to FY 2020/21 Overall Work Program (OWP) and Budget **August 2020 - October 2020, January - April 2021, or as needed**
- Prepare FY 2021/22 Overall Work Program and Budget **January 2021 – May 2021**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

- Conduct FY 2019/20 closeout with Caltrans staff **August 2020**
- FY 2020/21 Overall Work Program and Budget amendments **October 2020, April 2021, or as needed**
- Preliminary Draft FY 2021/22 Overall Work Program and Budget **February 2021**
- Final FY 2021/22 Overall Work Program and Budget **May 2021**
- Quarterly progress reports on FY 2020/21 Overall Work Program **Quarterly**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$27,367	PCTPA	<u>\$52,367</u>
Rural Planning Assistance Funds	<u>25,000</u>		
TOTAL	\$52,367		\$52,367
Percent of budget: 1.10%			

WORK ELEMENT 11

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

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

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2020 – October 2020**
- Review and summarize all comments received regarding unmet transit needs **December 2020**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2020 – January 2021**
- Prepare a report recommending a finding on unmet transit needs **January 2021 - February 2021**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2020/21 **August 2020**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2021/22 **February 2021**
- Assist claimants with the preparation of project lists, annual claims, and local program administration **Ongoing**
- Provide for the review, approval, and processing of all LTF and other TDA claims and financial transactions **Ongoing**
- Update policies governing review, approval, and processing of all LTF and other TDA claims to ensure timely compliance with TDA law **As needed**
- Maintain a financial status report of TDA and STA claims **Ongoing**
- Provide for an annual financial and compliance audit of PCTPA and each claimant by an independent auditing firm **September 2020 – March 2021**
- Update and administer five year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Bi-Monthly**
- Facilitate and monitor activities of the Transit Operators Working Group **Quarterly**
- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**
- Coordinate with Sierra College on potential college student transit pass **Ongoing**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

PRODUCTS:

- Final Findings of Apportionment for FY 2020/21 **August 2020**
- Preliminary Annual Findings of Apportionment for FY 2021/22 **February 2021**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2021**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2021**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- Transit Operators Working Group meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$152,439</u>	PCTPA	\$110,364
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	<u>40,575</u>
TOTAL	\$152,439		\$152,439
Percent of budget:	3.21%		

WORK ELEMENT 12 INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

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

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

WORK PROGRAM:

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

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$136,752	PCTPA	\$146,752
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
TOTAL	\$156,752		\$156,752
Percent of budget: 3.31%			

WORK ELEMENT 13 INTERGOVERNMENTAL ADVOCACY

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

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

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

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual Cap-to-Cap and State legislative advocacy effort **July 2020 – September 2020, January 2021 – June 2021**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Develop annual Federal legislative and advocacy platform **November 2020 – February 2021**
- Develop annual State legislative and advocacy platform **November 2020 – February 2021**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **Ongoing/as needed**
- Membership in local chambers of commerce including Auburn, Lincoln, Loomis, Rocklin, Roseville, and Sacramento **Ongoing**

PRODUCTS:

- Attend Self-Help Counties Focus on the Future Conference **November 2020**
- 2020 Federal Legislative Platform **February 2021**
- 2020 State Legislative Platform **February 2021**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2021**
- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$104,672	PCTPA	\$50,672
Interest	<u>6,000</u>	Travel and Conference Expenses	10,000
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	2,300
		State Advocacy Consultant	5,000
		Federal Legislative Advocate	<u>36,500</u>
TOTAL	\$110,672		\$110,672
Percent of budget:	2.33%		

WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

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

PRODUCTS:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

REVENUES		EXPENDITURES	
LTF	\$224,331	PCTPA	\$102,931
CMAQ	<u>40,500</u>	Communications Consultant	50,000
		Video Production Consultant	25,000
		Funding Kiosk Experience	8,500
		Outreach Printing and Reproduction	25,000
		Advertising and Social Media	10,000
		Event Sponsorship	25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support	<u>2,000</u>
TOTAL	\$264,831		\$264,831
Percent of budget: 5.58%			

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

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

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

WORK PROGRAM:

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	\$29,168	PCTPA	\$29,168
Percent of budget:	0.61%		

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION

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

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

PCTPA actively participated with SACOG and our other regional partners in the update of the six-county Metropolitan Transportation Plan (MTP), which was adopted in November 2019. Technical reasons for this joint effort include reference to the PCTPA/SACOG Memorandum of Understanding (MOU) dated April 11, 2001, which states SACOG provides air quality conformity and other federal requirements for the RTP.

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

Staff will kick off the development of the 2045 RTP in FY 2020/21. The 2045 RTP will incorporate the most recent planning requirements identified in the RTP Guidelines for RTPAs, the latest project information, and revenue assumptions for the region. The 2045 RTP will incorporate the work of and coordination with SACOG's MTP/SCS update to ensure consistency between the planning efforts due to the complexity and dynamic planning environment in the Sacramento Region. The parallel schedules of the two efforts creates an opportunity to maximize efficiencies and effectiveness in addressing Placer's needs and goals. The technical coordination with SACOG will consist of the following activities:

- Model Development and Support – PCTPA (SACOG Project #100-002-01P)
 - This project includes SACOG staff time for Placer County-related travel demand and transportation modeling, data assembly, analysis, and monitoring work.
- Regional Progress Report – PCTPA (SACOG Project #100-02-10P)
 - The Regional Progress Report will provide data for integrated planning across demographic, economic, land use, housing and transportation indicators, and show how the region has changed since the last progress report released in June of 2017.

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- Data Development, Monitoring, and Support – PCTPA (SACOG Project #100-005-02P)
 - This project includes SACOG staff time and resources to start the land use, demographic, and transportation datasets representing conditions in 2020 (existing conditions) that are integral to the development of the next MTP/SCS.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #100-006-11P)
 - The purpose of this element is to ensure that PCTPA is meeting its obligation to integrate performance-based planning and programming into the Metropolitan Transportation Plan and Transportation Improvement Program.

PREVIOUS WORK:

PCTPA

- Prepare RTP environmental document **June 2019 – December 2019**
- Release Draft RTP Document for public comment **August 2019**
- Release Draft RTP Environmental Document for public comment **August 2019**
- Adopt Final RTP Document **December 2019**
- Adopt Final RTP Environmental Document **December 2019**

SACOG

- SACOG Project #100-002-01P
 - Model network updates and RTP data support **November 2019**
 - Review of Placer-Sacramento Gateway Plan **April 2020**
- SACOG Project #100-02-10P
 - None, new SACOG project
- SACOG Project #100-005-02P
 - Updated land use, demographic, and transportation datasets representing conditions in 2040 that are integral to the development of the RTP **June 2019 – December 2019**
- SACOG Project #100-006-11P
 - None, new SACOG project

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Work with SACOG on the update of the Placer County-related portion of the travel demand model (SACOG Project #100-002-01P) **Quarterly**
- Work with SACOG on the update of socio-economic data for the Placer County-related portion of the travel demand model (SACOG Project #100-005-02P) **Quarterly**
- Congestion Management Plan updates **As needed**
- Develop schedule for 2045 RTP **January 2021 – June 2021**
- Participate in SACOG's Next Generation Transit Study **July 2020 – FY 2021/22**
- Review of Caltrans Transportation Plan 2050 **July 2020 – December 2020**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

SACOG

- SACOG Project #100-002-01P
 - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process and SB743 implementation **July 2020 – June 2021**
- SACOG Project #100-02-10P
 - Regional Progress Report Partnership coordination and analysis **July – December 2020**
- SACOG Project #100-005-02P
 - Collecting and updating Land Use inventories used in 2020 Base Year **July 2020 – June 2021**
- SACOG Project #100-006-11P
 - Track planning and programming of projects that support statewide performance goals **July 2020 – June 2021**
 - Update project performance assessment tool for regional ATP funding **July 2020 – April 2021**
 - Develop CMAQ Performance Plan **August 2020 - October 2021**

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **Monthly**
- SACOG travel demand model transportation network (SACOG Project #100-002-01P) **February 2021**
- SACOG travel demand model employment file (SACOG Project #100-005-02P) **February 2021**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- RTP progress reports and documents **July 2020 – June 2021**

SACOG

- SACOG Project #100-002-01P
 - Land use/Demographic data summaries; VMT screening maps for SB743 implementation **Ongoing**
- SACOG Project #100-02-10P
 - Regional Progress Report **December 2020**
- SACOG Project #100-005-02P
 - 2020 MTP/SCS Open Data Page **September 2020**
 - New 2020 Housing and Employment Inventory **December 2020**
 - New Bikeways and Trails Inventory **March 2021**
 - Updated SB743 Open Data Page **July 2021**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- SACOG Project #100-006-11P
 - CMAQ Performance Plan **September 2020**
 - Pavement and Bridge Performance Targets (PM2) **November 2020**
 - System Performance Targets (PM3) **November 2020**
 - Year 2 Safety Performance Targets (PM1) **February 2021**
 - Project Performance Assessment Tool Improvements **April 2021**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$50,035	SACOG	\$388,297
Rural Planning Assistance	397,000	PCTPA	115,738
		Legal	1,000
Planning, Programming, and Monitoring (PPM)	<u>60,000</u>	Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$507,035		\$507,035
Percent of budget:	10.69%		

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

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

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

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

WORK PROGRAM:

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

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2020/21 Budget updates **As needed**
- CTSA FY 2021/22 Budget **June 2021**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Reports, audits, and other documentation required of CTSA's **July 2020 – June 2021/as needed**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	<u>\$87,772</u>	PCTPA	<u>\$87,772</u>
TOTAL	\$87,772		\$87,772
Percent of budget: 1.85%			

**WORK ELEMENT 24
SOUTH PLACER TRANSIT PROJECT**

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

BACKGROUND:

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

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, and other pertinent parties to develop the South Placer Transit Project per consultant contract **July 2020 – June 2021**
- Provide support for state grant application for transit capital funding **June – December 2020**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the South Placer Transit Project in their planning and funding efforts **Ongoing**

PRODUCTS:

- South Placer Transit Project Implementation Plan **In accordance with work program**
- Consultant contract amendments **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	<u>\$63,135</u>	PCTPA	\$42,635
		Transit Consultant	20,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$63,135		\$63,135
Percent of budget:	1.33%		

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

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

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

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

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

A key task for the ALUC is the implementation of the Airport Lane Use Compatibility Plan (ALUCP). This adds a review of local land use proposals in the areas surrounding the airports to determine whether they are consistent with the current ALUCP adopted in early 2014. The City of Auburn submitted their updated Airport Layout Plan and Narrative Report for consistency review in May 2020 and the ALUC Board directed staff in August 2020 to update the ALUCP to make sure the two documents conform.

WORK PROGRAM:

- Participate in interagency aviation meetings **As Needed**
- Review development projects for consistency with ALUCP **As Needed**
- Provide staff support for aviation agencies, local jurisdictions and ALUC **Ongoing**
- Administer funds and programs for local jurisdictions **Ongoing/as needed**
- Participate in RTPA Aviation group **Quarterly**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **In accordance with SACOG schedule/as needed**
- Review Lincoln Airport Layout Plan and Narrative Report Update for consistency with ALUCP **July 2020 – September 2020**
- Update the ALUCP to reflect the Auburn and Lincoln Airport Layout Plan and Narrative Report Updates **July 2020 – FY 2021/22**
- Review existing ALUC fee structure to determine need to update

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

PRODUCTS:

- Determinations of land use proposal consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule**
- Grant proposals, funding plans, and interagency agreements **Ongoing/as needed**
- ALUC meeting agendas **As needed**
- Update the ALUCP to reflect the Auburn and Lincoln Airport Layout Plan and Narrative Report Updates **July 2020 – FY 2021/22**
- Updated ALUC Fee Structure **July 2020 – FY 2021/22**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$159,535	PCTPA	\$79,535
ALUC Fees	6,500	Legal	1,000
City of Auburn	16,000	Airport Conformity Consultant	7,500
City of Lincoln	<u>8,000</u>	Meetings, Travel, and Notifications	2,000
		ALUCP Consultant	<u>100,000</u>
TOTAL	\$190,035		\$190,035
Percent of budget: 4.01%			

WORK ELEMENT 33 BIKEWAY PLANNING

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

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

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

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

WORK PROGRAM:

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on bicycle funding opportunities and grant programs **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2021 – May 2021**
- Using enhanced computer software capabilities, update countywide bikeway maps in-house **Ongoing**
- Print and distribute updated countywide bicycle maps **Ongoing**
- Coordinate efforts with Caltrans District 3 on their district-wide bicycle facilities mapping effort **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**
- Participate in SACOG Regional Parks and Trails Strategic Development Plan **As needed**
- Participate in development in Caltrans District 3 Active Transportation Plan **July 2020 – June 2021**

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

PRODUCTS:

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **As needed**
- Regional Bicycle Steering Committee agendas **July 2020 – February 2021**

REVENUES		EXPENDITURES	
LTF	\$16,277	PCTPA	\$17,777
CMAQ	<u>2,000</u>	Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$18,277		\$18,277
Percent of budget: 0.39%			

WORK ELEMENT 35

RAIL PROGRAM

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

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

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

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

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

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

WORK PROGRAM:

- Participate in CCJPA and other interagency rail committees and meetings **Monthly**
- Coordinate with state and federal agencies and legislators to ensure and enhance the long term viability of rail service in Placer County **Ongoing**
- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**

WORK ELEMENT 35 (continued)
RAIL PROGRAM

- Monitor and expedite improvements to rail facilities and services in Placer County, including Third Track project **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Placer stations, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Participate with Caltrans in their upcoming Statewide Rail Plan **Ongoing according to Caltrans' schedule**
- Work with CCJPA on annual marketing program for Placer County **July 2020 – June 2021**

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**
- Memorandum of Agreement with Union Pacific Railroad, CCJPA, and/or other appropriate parties on terms for provision of additional passenger rail service to Placer jurisdictions **As needed**
- CCJPA marketing materials focused on Placer County **July 2020 – June 2021**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$40,191	PCTPA	\$46,691
CMAQ	7,500	Legal	500
CCJPA	7,500	Marketing Consultant	7,500
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$55,191		\$55,191
Percent of budget: 1.16%			

**WORK ELEMENT 40
PLACER PARKWAY**

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

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

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

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

WORK PROGRAM:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	<u>\$15,982</u>	PCTPA	\$15,482
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$15,982		\$15,982
Percent of budget: 0.34%			

WORK ELEMENT 41

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

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

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

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

Phase 1 of the I-80/SR 65 interchange completed construction in September 2019, including a third lane on northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard. The work for FY 2020/21 is expected to focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, including project website updates. Augmenting construction of Phase 1 is ongoing public and stakeholder outreach and member jurisdiction coordination.

WORK PROGRAM:

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to close out construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2020 – June 2021**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**
- Maintain and update the project website, www.8065interchange.org **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**

PRODUCTS:

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

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$0	PCTPA	\$36,687
SPRTA Mitigation Fees	<u>39,187</u>	Legal	2,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$39,187		\$39,187
Percent of budget: 0.83%			

WORK ELEMENT 42

HIGHWAY 65 WIDENING *(Multi-year project)*

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

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

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

The next phase of the project is the design of Phase 1 improvements, which is being led by PCTPA. The work for FY 2020/21, is expected to include design of the Phase 1 improvements from Galleria Blvd/Stanford Ranch Rd to Blue Oaks Blvd to gain approval from Caltrans, with extensive public outreach and coordination with member jurisdictions.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to design Phase 1 improvements per consultant contract **July 2020 – FY 2021/22**
- With the consultant team, provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- In coordination with member jurisdictions and Caltrans, submit application for SB 1 Local Partnership Program (LPP) funding **Ongoing per Caltrans/CTC schedules**

PRODUCTS:

- Highway 65 Widening consultant work products **In accordance with work program**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

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

REVENUES		EXPENDITURES	
LTF	\$0	PCTPA	\$102,072
		Legal	\$2,000
SPRTA	<u>556,072</u>	Meetings, Travel, and Notifications	2,000
		Design consultant	<u>450,000</u>
TOTAL	\$556,072		\$556,072
Percent of budget: 11.72%			

WORK ELEMENT 43

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

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

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

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

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

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA began on the Project Approval and Environmental Documents (PA&ED) phase in May 2014, and both state and federal environmental approval for the project was obtained in October 2016.

The work for FY 2020/21 is expected to include continuing design and right of way acquisition for both locations to create a shelf ready project for construction.

WORK PROGRAM:

- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the I-80 Auxiliary Lanes in their planning efforts **Ongoing**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to complete final design and acquire right of way per consultant contract **July 2020 – March 2021**
- With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**

PRODUCTS:

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

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

REVENUES		EXPENDITURES	
LTF	\$12,350	PCTPA	\$119,862
HPP and Repurpose earmarks	168,317	Design and Right of Way consultant	292,350
		Meetings, Travel, and Notifications	2,000
HIP Grant Funds	<u>235,545</u>	Legal	<u>2,000</u>
TOTAL	\$416,212		\$416,212
Percent of budget: 8.78%			

WORK ELEMENT 44

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

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

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

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

During FY 2020/21, PCTPA and the consultant team will finalize the Plans Specifications & Estimates (PS&E), and begin the right-of-way engineering phases.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to design (PS&E) improvements per consultant contract **July 2020 – February 2021**
- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties on the right of way phase per consultant contract **July 2020 – FY 2021/22**
- With the consultant team, provide information and make presentations on the Highway 49 Sidewalk Gap Closures effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**

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

PRODUCTS:

- Final Design Plans **February 2021**
- Right of Way Acquisition **FY 2021/22**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

REVENUES		EXPENDITURES	
LTF	\$8,550	PCTPA	\$82,669
CMAQ	206,669	Environmental/design consultant	408,550
		Meetings, Travel, and Notifications	2,000
HIP Grant Funds	280,000	Legal	2,000
TOTAL	\$495,219		\$495,219
Percent of budget: 10.44%			

WORK ELEMENT 45
CORRIDOR MOBILITY PLAN (Multi-year project)

PURPOSE: Prepare the Placer Sacramento Gateway Plan (PSGP) in accordance with the California Transportation Commission’s (CTC) 2019 Comprehensive Multimodal Corridor Plan Guidelines and California Department of Transportation’s (Caltrans) Corridor Planning Guidebook to pursue state and federal grant funding.

BACKGROUND: The PCTPA, in collaboration with the Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), and Caltrans District 3, are co-leading an effort to create the PSGP and complete the plan by December 2020, including project implementation, transportation, and public outreach. The PSCMP will include an approximately 45-mile corridor that starts on US 50 at Interstate 5 and extends along Business 80, Interstate 80 to Highway 49, and Highway 65 to Nelson Lane.

The PSGP is required to compete for the upcoming CTC Solutions for Congested Corridors Program (SCCP) Cycle 2 funding anticipated in 2021, which requires the plan to be consistent with the CTC’s 2019 Comprehensive Multimodal Corridor Plan Guidelines. The PSGP will also be used to pursue other federal and state grant funding. In addition, the PSGP will need to be consistent with the Caltrans’ Corridor Planning Guidebook to pursue available state Interregional Transportation Improvement Plan (ITIP) funding.

WORK PROGRAM:

- Work closely with project partners to secure state grants for a set of priority projects along the corridor **July 2020 – December 2020**
- Provide information and make presentations on the PSGP effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – December 2020/as needed**

PRODUCTS:

- Solutions for Congested Corridors Program Grant Application **July 2020**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$29,009	PCTPA	\$23,509
SPRTA	<u>0</u>	Grant Application Consultant	<u>\$5,000</u>
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$29,009		\$29,009
Percent of budget: 0.61%			

WORK ELEMENT 46

MOBILITY ACTION PLAN *(Multi-year project)*

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

BACKGROUND: PCTPA was awarded a Sustainable Communities grant from Caltrans in May 2020. The Placer Sacramento Mobility Action Plan (PSMAP) will build on the completion of the Placer Sacramento Gateway Plan, which includes collaboration between PCTPA, Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), and Caltrans District 3. The PSMAP will identify a list of regional projects to pursue in a coordinated transportation funding effort, including outlining clear actions, assigning implementation roles, and establishing performance metrics. The PSMAP will include an approximately 45-mile corridor that starts on US 50 at Interstate 5 and extends along Business 80, Interstate 80 to Highway 49, and Highway 65 to Nelson Lane.

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

PREVIOUS WORK:

- Release request for proposals and award consultant contract **April 2020**

WORK PROGRAM:

- Administer Caltrans grant **July 2020 – FY 2021/22**
- Work closely with project partners to determine set of priority projects along the corridor that would compete best in state and federal grant programs **July 2020 – FY 2021/22**
- With the consultant team, provide information and make presentations on the PSMAP effort to elected officials, business groups, citizen groups, and other interested parties **As needed**
- Develop virtual reality simulation of key transportation projects **July 2020 – FY 2021/22**

PRODUCTS:

- Virtual Reality Demonstration **Ongoing**
- Draft Placer-Sacramento Action Plan (PSAP) **FY 2021/22**
- Final Placer-Sacramento Action Plan (PSAP) **FY 2021/22**
- Consultant contract amendments **As needed**

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

FY 2020/21

REVENUES		EXPENDITURES	
LTF	\$63,495	PCTPA	\$86,978
Caltrans Sustainable Communities Grant	<u>490,000</u>	Consultant	461,517
		Meetings, Travel, and Notifications	<u>5,000</u>
TOTAL	\$553,495		\$553,495
Percent of budget: 11.67%			

FY 2021/22

REVENUES		EXPENDITURES	
2021/22 LTF	\$10,979	PCTPA	\$25,000
Caltrans Sustainable Communities Grant	<u>84,775</u>	Consultant	122,387
Local Agency Funding	<u>53,633</u>	Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$149,387		\$149,387

TOTAL

REVENUES		EXPENDITURES	
LTF	\$74,474	PCTPA	\$111,978
Caltrans Sustainable Communities Grant	<u>574,775</u>	Consultant	583,904
Local Agency Funding	<u>53,633</u>	Meetings, Travel, and Notifications	<u>7,000</u>
TOTAL	\$702,882		\$702,882

WORK ELEMENT 47

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

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

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

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

Because the total project improvements are estimated to cost \$100 million, far more than the local agencies have reasonably available in the short term, the PIDE will be used to pursue local, state, and federal funding.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to complete PIDE per consultant contract **July 2020**
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening in their planning efforts **Ongoing**

PRODUCTS:

- Riego Road/Baseline Road Widening consultant work products **In accordance with work program**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

REVENUES		EXPENDITURES	
LTF	\$33,731	PCTPA	\$33,231
County of Sutter, County of Placer, City of Roseville	<u>0</u>	PIDE Consultant	0
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$33,731		\$33,731
Percent of budget:	0.71%		

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

The passage of SB 1 in the Spring of 2017 has brought significant new revenues into play, with critical administrative roles for Regional Transportation Planning Agencies (RTPAs). The package of ten different funding programs includes a few that are distributed by formula, with most distributed on a competitive basis, and PCTPA is deeply involved in the development of the guidelines and requirements of these programs. As those programs come on line, this means PCTPA must enhance our coordination with member jurisdictions as well as SACOG and other regional agencies to identify projects and develop applications. Equally critical, these programs include a much higher level of reporting to Caltrans and the California Transportation Commission (CTC) that PCTPA must comply with.

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

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

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

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, RSTBGP, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Carbon Transit Operations Program applications **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly/as needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC schedules**
- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop application for SB 1 Trade Corridors Enhancement Program (TCEP) grant program **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**
- Participate in Highway 49 Safety Audit Review and Implementation with Caltrans **July 2020 – June 2021**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Amendments and applications to Low Carbon Transit Operations Program **As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- FTA Section 5310 Priority List **January 2020, per Caltrans schedule**
- FTA Section 5311 Program of Projects and Application **January 2020**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2020**
- FHWA Strategic Partnership Grant application **March 2020**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**
- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) **Per Caltrans/CTC schedules**
- SB 1 program reports **Per Caltrans/CTC schedules**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$59,258	PCTPA	\$118,258
		TCEP Grant Application Consultant	5,000
STIP Programming (PPM)	65,000	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	\$124,258		\$124,258
Percent of budget:	2.62%		

WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM

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

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

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

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

WORK PROGRAM:

- Develop and provide informational materials and fact sheets on transportation needs and funding to interested parties, including community and business groups, and the general public. **July 2020 – June 2021**
- Continue to identify opportunities to leverage state and federal dollars to enhance local transportation funding efforts **Ongoing**
- Continue to update and refine the Regional Transportation Funding Program, including opportunities, needs, and constraints **July 2020 – June 2021**
- Investigate opportunities for innovative funding, such as bonding and public-private partnership for specialized transit services, Placer Parkway, I-80 improvements, and other potential candidate projects **Ongoing**

PRODUCTS:

- Informational materials, including fact sheets, maps, charts, website graphics, and PowerPoint presentations, on transportation needs and funding **Ongoing**
- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Updated Sales Tax Revenue Projections **November 2020**

WORK ELEMENT 61 (continued)
REGIONAL TRANSPORTATION FUNDING PROGRAM

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$163,589	PCTPA	\$96,589
		Legal	5,000
		Funding Program Bonding Consultant	50,000
		Sales Tax Consultant	10,000
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$163,589		\$163,589
Percent of budget: 3.45%			

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

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

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

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

WORK PROGRAM:

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

PRODUCTS:

- Progress reports **Quarterly**
- Freeway Service Patrol brochures **Ongoing**
- Freeway Service Patrol signage and material updates **As needed**
- Award contract for new FSP contract **August 2020**

WORK ELEMENT 80 (continued)
FREEWAY SERVICE PATROL

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$6,573	PCTPA	\$63,790
FSP State Allocation	270,090	FSP contractor	\$434,900
		Sacramento Transportation Authority Support	5,800
FSP SB 1 Allocation	132,243	Legal	1,000
FY 2020/21 CMAQ Grant	<u>100,584</u>	FSP Brochures	2,000
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$509,490		\$509,490
Percent of budget:	10.74%		

WORK ELEMENT 100
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)
ADMINISTRATION

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

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

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

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA’s traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Work with member jurisdictions to update the JPA agreement **As needed**

PRODUCTS:

- SPRTA Implementation Plan updates **As needed**
- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2020/21 Budget updates **As needed**
- SPRTA FY 2021/21 Budget **June 2021**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**

REVENUES		EXPENDITURES	
SPRTA	\$118,874	PCTPA	\$118,874
Percent of budget:	2.51%		

COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
ATP	Active Transportation Program
BUILD	Better Utilizing Investments to Leverage Development Grant
Caltrans	California Department of Transportation
CALCOG	California Association of Councils of Governments
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
INFRA	Infrastructure For Rebuilding America Grant
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Documentation
PCLTA	Placer County Local Transportation Authority
PPM	Planning, Programming and Monitoring
PS&E	Plans, Specifications, and Estimates (Design)
RFP	Request for Proposal
ROW	Right of Way
RPA	Rural Planning Assistance Funds
RSTBGP	Regional Surface Transportation Block Grant Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SB 1	Senate Bill 1 (April 2017 Road Repair and Accountability Act)
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SPRTA	South Placer Regional Transportation Authority
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TDA	Transportation Development Act
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency

Table 1

**Budget Summary
FY 2020/21**

Expenditures	FY 2020/21 May Final	FY 2020/21 Feb Draft	Difference
Salary	\$798,601	\$759,739	\$38,863
Benefits	\$438,848	\$433,945	\$4,904
Direct (Table 2)	\$2,962,389	\$3,250,406	(\$288,016)
Indirect (Table 3)	\$542,956	\$572,121	(\$29,165)
Total	\$4,742,795	\$5,016,210	(\$273,415)
Revenues	FY 2020/21 May Final	FY 2020/21 Feb Draft	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$776,594	\$970,743	(\$194,149)
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUCP Contribution - City of Auburn	\$16,000	\$20,000	(\$4,000)
ALUCP Contribution - City of Lincoln	\$8,000	\$10,000	(\$2,000)
ALUC Fees	\$6,500	\$6,500	\$0
STIP Planning Funds	\$145,000	\$145,000	\$0
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grant	\$270,090	\$270,090	\$0
SB 1 FSP Grant	\$132,243	\$132,243	\$0
CMAQ Grant - FSP	\$100,584	\$100,584	\$0
Building Administration	\$29,168	\$25,095	\$4,073
Capitol Corridor Marketing Match	\$7,500	\$7,500	\$0
Interest	\$6,000	\$4,000	\$2,000
SPRTA Administration	\$118,874	\$109,581	\$9,293
SPRTA - I-80/SR 65 IC	\$39,187	\$45,940	(\$6,753)
SPRTA - Placer Parkway	\$15,982	\$15,896	\$86
SPRTA - SR 65 Widening	\$556,072	\$622,402	(\$66,330)
Local Agency Funds - Riego/Baseline	\$0	\$37,810	(\$37,810)
SPRTA - PSGP	\$0	\$36,503	(\$36,503)
CCJPA - PSGP	\$0	\$0	\$0
HPP Section 1702 - I-80 Auxiliary Lanes	\$168,317	\$149,846	\$18,471
HIP Grant - I-80 Auxiliary Lanes	\$235,545	\$235,545	\$0
CMAQ Grant - SR 49 Sidewalks	\$206,669	\$203,662	\$3,007
HIP Grant - SR 49 Sidewalks	\$280,000	\$280,000	\$0
Caltrans Sustainable Communities Grant	\$490,000	\$490,000	\$0
Western Placer CTSA JPA Administration	\$87,772	\$102,391	(\$14,619)
CTSA - South Placer Transit Project	\$63,135	\$44,926	\$18,209
LTF Carryover	\$36,563	\$2,953	\$33,610
Total	\$4,742,796	\$5,016,210	(\$273,414)
Contingency Fund Balance	FY 2020/21 May Final	FY 2020/21 Feb Draft	Difference
PCTPA	\$680,000	\$680,000	\$0
Nevada Station	\$50,000	\$50,000	\$0
Total	\$730,000	\$730,000	\$0
Revenue to Expenditure Comparison	FY 2020/21 May Final	FY 2020/21 Feb Draft	Difference
Surplus/(Deficit)	\$0	(\$0)	

Table 2

Direct Costs	FY 2020/21		Difference	Source
	May Final	Feb Draft		
TDA Fiscal Audits (WE 11)	\$40,575	\$40,575	\$0	LTF
Funding Kiosk Experience (WE 14)	\$8,500	\$15,000	(\$6,500)	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$2,000	\$2,000	\$0	CMAQ, LTF
TNT/TMA Membership (WE 14)	\$6,400	\$6,400	\$0	LTF
SACOG Payment (WE 20)	\$388,297	\$485,372	(\$97,074)	LTF, RPA
Transit Consultant (WE 24)	\$20,000	\$20,000	\$0	CTSA
Capitol Corridor Marketing (WE 35)	\$7,500	\$12,500	(\$5,000)	CMAQ, LTF, CCJPA
I-80/SR 65 Interchange Outreach Consultant (WE 41)	\$0	\$0	\$0	SPRTA
I-80/SR 65 Interchange Permitting Consultant (WE 41)	\$0	\$0	\$0	SPRTA
SR 65 Widening Consultant Team - ROW (WE 42)	\$450,000	\$450,000	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)	\$292,350	\$280,000	\$12,350	HPP, RPS9, HIP
SR 49 Sidewalk Consultant - Design/ROW (WE 44)	\$408,550	\$400,000	\$8,550	CMAQ
Riego/Baseline Widening - PIDE (WE 47)	\$0	\$20,000	(\$20,000)	Local Agency Funds
PSCMP Consultant (WE 45)	\$5,000	\$0	\$5,000	LTF
PSMAP Consultant (WE 46)	\$461,517	\$474,000	(\$12,483)	Caltrans Grant
ALUC Consulting Services (WE 27)	\$7,500	\$7,500	\$0	ALUC fees, LTF
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50, 80)	\$34,500	\$34,500	\$0	RPA, LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$50,000	\$75,000	(\$25,000)	LTF
Video Production Consultant (WE 14)	\$25,000	\$35,000	(\$10,000)	LTF
Outreach Printing and Reproduction (WE 14)	\$25,000	\$35,000	(\$10,000)	LTF
Advertising and Social Media (WE 14)	\$10,000	\$15,000	(\$5,000)	LTF
Federal Advocacy Services (WE 13)	\$36,500	\$40,000	(\$3,500)	LTF
State Advocacy Services (WE 13)	\$5,000	\$30,000	(\$25,000)	LTF
CalCOG Membership (WE 13)	\$2,300	\$0	\$2,300	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$5,000	\$1,200	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$434,900	\$438,633	(\$3,733)	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$0	\$5,800	Caltrans, SB1, LTF
Event Sponsorship (WE 14)	\$25,000	\$35,000	(\$10,000)	LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$17,000	\$87,000	(\$70,000)	LTF, RPA, CMAQ, HPP, SPRTA
Bicycle Map Printing (WE 33)	\$0	\$0	\$0	LTF
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
State Grant Application Consultant (WE 61)	\$0	\$30,000	(\$30,000)	LTF
State Grant Application Consultant (WE 50)	\$5,000	\$0	\$5,000	LTF
Funding Program Bonding Consultant (WE 61)	\$50,000	\$50,000	\$0	LTF
Funding Program Election Costs (WE 61)	\$0	\$25,000	(\$25,000)	LTF
Sales Tax Consultant (WE 61)	\$10,000	\$10,000	\$0	LTF
ALUCP Update Consultant (WE 27)	\$100,000	\$69,926	\$30,074	LTF
TOTAL	\$2,962,389	\$3,250,406	(\$288,016)	

LTF = Local Transportation Fund

CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds

STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

Table 3**Indirect Cost Budget
FY 2020/21**

CALTRANS ICAP INDIRECT	FY 2020/21	FY 2020/21	Variance	Variance %
	May Final	Feb Draft		
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$9,500	\$9,500	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$7,500	\$7,500	\$0	0.00%
DUES/SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$10,000	\$10,000	\$0	0.00%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$2,500	\$10,000	(\$7,500)	-75.00%
MEMBERSHIP/TRAINING	\$7,000	\$9,000	(\$2,000)	-22.22%
OFFICE SUPPLIES	\$4,300	\$4,300	\$0	0.00%
POSTAGE	\$3,750	\$3,750	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$19,000	(\$16,000)	-84.21%
UTILITIES/MAINTENANCE	\$12,000	\$18,750	(\$6,750)	-36.00%
ACTUARIAL	\$5,000	\$0	\$5,000	100.00%
FISCAL AUDIT	\$17,775	\$0	\$17,775	100.00%
INDIRECT LABOR - <i>Note 1</i>	\$371,280	\$357,695	\$13,585	3.80%
Subtotal	\$480,605	\$476,495	\$4,110	0.86%
INDIRECT COST ADJUSTMENT FROM FY 17/18	(\$120,895)	(\$120,895)	\$0	0.00%
ICAP ALLOWABLE TOTAL	\$359,710	\$355,600	\$4,110	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$6,000	\$6,000	\$0	0.00%
MEMBERSHIP/CHAMBERS	\$0	\$10,500	(\$10,500)	-100.00%
ACTUARIAL	\$0	\$5,000	(\$5,000)	-100.00%
FISCAL AUDIT	\$0	\$17,775	(\$17,775)	-100.00%
OFFICE SPACE	\$165,246	\$165,246	\$0	0.00%
SUBTOTAL	\$183,246	\$216,521	(\$33,275)	-15.37%
INDIRECT COST BUDGET TOTAL	\$542,956	\$572,121	(\$29,165)	-5.10%

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

Table 4

Revenue - 2020/21 OWP

	Work Element	Current Year LTF 2020/21	Rural Plan Assist	STIP	Caltrans Sustainable Communities Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other		TOTAL
5	Agency Admin - Indirect	\$0								\$ 371,280	(1)	\$371,280
10	Agency Admin - OWP	\$27,367	\$25,000									\$52,367
11	TDA Implementation	\$152,439										\$152,439
12	Intergovernmental Coordination	\$136,752		\$20,000								\$156,752
13	Intergovernmental Advocacy	\$104,672								\$6,000	(2)	\$110,672
14	Communications/Outreach	\$224,331					\$40,500					\$264,831
15	Building Administration	\$0								\$29,168	(4)	\$29,168
20	SACOG/MPO Planning Integration	\$50,035	\$397,000	\$60,000								\$507,035
23	CTSA Administration	(\$0)							\$87,772			\$87,772
24	South Placer Transit Project	\$0							\$63,135			\$63,135
27	Airport Land Use Commission	\$159,535								\$30,500	(6) (8)	\$190,035
33	Bikeway Planning	\$16,277					\$2,000					\$18,277
35	Capitol Corridor/Rail	\$40,191					\$7,500			\$7,500	(3)	\$55,191
40	Placer Parkway	\$0				\$15,982						\$15,982
41	I-80/SR 65 Interchange	(\$0)				\$39,187						\$39,187
42	SR 65 Widening	\$0				\$556,072						\$556,072
43	I-80 Auxiliary Lanes	\$12,350								\$403,862	(9),(10)	\$416,212
44	SR 49 Sidewalks	\$8,550					\$206,669			\$280,000	(10)	\$495,219
45	Corridor Mobility Plan	\$29,009										\$29,009
46	Mobility Action Plan (FY 2020/21)	\$63,495			\$490,000							\$553,495
	Mobility Action Plan (FY 2021/22)	\$10,979			\$84,775					\$53,633	(12)	
	Mobility Action Plan (Total)	\$74,474			\$574,775					\$53,633		
47	Riego/Baseline Widening	\$33,731								\$0	(11)	\$33,731
50	Project Programming and Reporting	\$59,258		\$65,000								\$124,258
61	Transportation Funding Program	\$163,589										\$163,589
80	Freeway Service Patrol	\$6,573					\$100,584	\$402,333				\$509,490
100	SPRTA Administration	\$0				\$118,874						\$118,874
	Unallocated Revenue/Reserve	\$0										\$0
	Total	\$1,288,157	\$422,000	\$145,000	\$490,000	\$730,115	\$357,253	\$402,333	\$150,907	\$757,030		\$4,742,795

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

Table 5

Expenditures - 2020/21 OWP				Caltrans ICAP rate	Total Rate (see Table 3)	SACOG	Consulting	Outreach/ Events	Legal	Other	Total	% of Budget
	PY	Staff	Indirect	Indirect								
5	Agency Admin - Indirect	1.64	\$371,280							(1)	\$371,280	see Table 3
10	Overall Work Program	0.14	\$36,397	\$10,580	\$5,390						\$52,367	1.10%
11	TDA Implementation	0.40	\$76,707	\$22,298	\$11,359		\$40,575		\$500	\$1,000 (6)	\$152,439	3.21%
12	Intergovernmental Coordination	0.39	\$101,998	\$29,650	\$15,104					\$10,000 (6)	\$156,752	3.31%
13	Intergovernmental Advocacy	0.13	\$35,219	\$10,238	\$5,215		\$41,500			\$18,500 (3),(8),(10)	\$110,672	2.33%
14	Communications/Outreach	0.32	\$71,541	\$20,796	\$10,594		\$75,000	\$68,500		\$18,400 (2),(7),(9)	\$264,831	5.58%
15	Building Administration	0.09	\$20,273	\$5,893	\$3,002						\$29,168	0.61%
20	SACOG/MPO Planning Integration	0.36	\$80,442	\$23,384	\$11,912	\$388,297			\$1,000	\$2,000 (6)	\$507,035	10.69%
23	CTSA Administration	0.31	\$61,005	\$17,733	\$9,034						\$87,772	1.85%
24	South Placer Transit Project	0.12	\$29,633	\$8,614	\$4,388		\$20,000			\$500 (6)	\$63,135	1.33%
27	ALUC/Aviation Planning	0.23	\$55,280	\$16,069	\$8,186		\$107,500		\$1,000	\$2,000 (6)	\$190,035	4.01%
33	Bikeway Planning	0.06	\$12,356	\$3,592	\$1,830					\$500 (6)	\$18,277	0.39%
35	Capitol Corridor Rail	0.13	\$32,452	\$9,433	\$4,806		\$7,500		\$500	\$500 (6)	\$55,191	1.16%
40	Placer Parkway	0.04	\$10,761	\$3,128	\$1,593					\$500 (6)	\$15,982	0.34%
41	I-80/SR 65 Interchange	0.10	\$25,499	\$7,412	\$3,776		\$0		\$2,000	\$500 (6)	\$39,187	0.83%
42	SR 65 Widening	0.27	\$70,944	\$20,623	\$10,506		\$450,000		\$2,000	\$2,000 (6)	\$556,072	11.72%
43	I-80 Auxiliary Lanes	0.37	\$83,309	\$24,217	\$12,337		\$292,350		\$2,000	\$2,000 (6)	\$416,212	8.78%
44	SR 49 Sidewalks	0.27	\$57,458	\$16,702	\$8,509		\$408,550		\$2,000	\$2,000 (6)	\$495,219	10.44%
45	Corridor Mobility Plan	0.07	\$16,340	\$4,750	\$2,420		\$5,000			\$500 (6)	\$29,009	0.61%
46	Mobility Action Plan	0.32	\$60,453	\$17,573	\$8,952		\$461,517			\$5,000 (6)	\$553,495	11.67%
47	Riego/Baseline Widening	0.09	\$23,097	\$6,714	\$3,420		\$0			\$500 (6)	\$33,731	0.71%
50	Project Programming and Reporting	0.40	\$82,194	\$23,893	\$12,172		\$5,000			\$1,000 (6)	\$124,258	2.62%
61	Transportation Funding Program	0.23	\$67,133	\$19,515	\$9,941		\$60,000		\$5,000	\$2,000 (6)	\$163,589	3.45%
80	Freeway Service Patrol	0.19	\$44,336	\$12,888	\$6,565		\$434,900		\$1,000	\$9,800 (4),(6),(11)	\$509,490	10.74%
100	SPRTA Administration	0.35	\$82,622	\$24,017	\$12,235						\$118,874	2.51%
Total		7.00	\$1,237,450	\$359,710	\$183,246	\$388,297	\$2,409,392	\$68,500	\$17,000	\$79,200	\$4,742,795	100.00%

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

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

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

(10) CalCOG membership; (11) STA Payment

Table 6**Summary of Staff Hours and Costs
FY 2020/21**

	Staff Hours	Staff Hour %	Person Years	Staff Costs	Staff Cost %	
5	Agency Administration: Indirect	3415	23.45%	1.64	\$371,280	23.08%
10	Agency Admin - OWP	300	2.06%	0.14	\$36,397	2.26%
11	TDA Implementation	830	5.70%	0.40	\$76,707	4.77%
12	Intergovernmental Coordination	810	5.56%	0.39	\$101,998	6.34%
13	Intergovernmental Advocacy	260	1.79%	0.13	\$35,219	2.19%
14	Comm/Outreach	660	4.53%	0.32	\$71,541	4.45%
15	Building Administration	180	1.24%	0.09	\$20,273	1.26%
20	SACOG/MPO Plan Integration and Support	750	5.15%	0.36	\$80,442	5.00%
23	CTSA Administration	640	4.40%	0.31	\$61,005	3.79%
24	South Placer Transit Project	255	1.75%	0.12	\$29,633	1.84%
27	ALUC/Aviation Planning	485	3.33%	0.23	\$55,280	3.44%
33	Bikeway Planning	125	0.86%	0.06	\$12,356	0.77%
35	Capitol Corridor Rail	260	1.79%	0.13	\$32,452	2.02%
40	Placer Parkway EIR	80	0.55%	0.04	\$10,761	0.67%
41	I-80/SR 65 Interchange	200	1.37%	0.10	\$25,499	1.59%
42	SR 65 Widening	560	3.85%	0.27	\$70,944	4.41%
43	I-80 Auxiliary Lanes	760	5.22%	0.37	\$83,309	5.18%
44	SR 49 Sidewalks	560	3.85%	0.27	\$57,458	3.57%
45	Corridor Mobility Plan	140	0.96%	0.07	\$16,340	1.02%
46	Mobility Action Plan	665	4.57%	0.32	\$60,453	3.76%
47	Riego/Baseline Widening	195	1.34%	0.09	\$23,097	1.44%
50	Project Programming and Reporting	830	5.70%	0.40	\$82,194	5.11%
61	Regional Funding Program	480	3.30%	0.23	\$67,133	4.17%
80	Freeway Service Patrol	390	2.68%	0.19	\$44,336	2.76%
100	SPRTA Administration	730	5.01%	0.35	\$82,622	5.14%
	Total	14560	100.0%	7.00	\$1,608,730	100.0%

Table 7

Agency Salary and Pay Range FY 2020/21				
			FY 2020/21 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	15266	20457
Deputy Executive Director	Deputy Director	1	12163	16010
Senior Transportation Planner	Senior Planner	2	9060	11564
Associate Planner	Associate Planner	0	7143	9116
Assistant Planner	Assistant Planner	1	5475	6988
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	9138	11663
Planning Administrator/Board Secretary	Executive Assistant	1	6683	8529
			FY 2020/21 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	41.22	52.59
Planning Intern	Planning Intern	0	23.69	30.22



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** May 27, 2020

FROM: David Melko, Senior Transportation Planner

SUBJECT: 9:00 A.M. - PUBLIC HEARING: REQUEST TO APPROVE A SPECIAL CONDITION EXCEPTION FOR SHALE RIDGE COMMUNITY RECOVERY RESOURCES FACILITY IN AUBURN AIRPORT COMPATIBILITY ZONE B1 OF THE PLACER COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

ACTION REQUESTED

Staff Recommendation

1. Conduct a public hearing to consider a request from the applicant, Western Care Construction Company, to approve a Special Condition Exception for expansion of the Shale Ridge Community Recovery Resources Facility in Auburn Municipal Airport Compatibility Zone B1.
2. Deny the request from the applicant, Western Care Construction Company, determining that the proposed expansion of the Shale Ridge Community Recovery Resources Facility, is inconsistent with the Placer County Airport Land Use Compatibility Plan after considering the applicant's Special Conditions Exception request.

Alternate Recommendation

1. Approve a Special Condition Exception finding the normally incompatible nonconforming risk sensitive use, the Shale Ridge Community Recovery Resources Facility, to be acceptable subject to the conditions included in the applicant's Special Condition Exception Write-Up and the staff recommendations identified in this analysis.
2. Update ALUCP Policy 4.2.3 Special Conditions Policy and Auburn Municipal Airport Land Use Compatibility Map reflecting the Special Conditions Exception approved for 12125 Shale Ridge Road, Auburn.

BACKGROUND

Airport Land Use Commission (ALUC)

PCTPA serves as the ALUC for Placer County's public use airports. ALUC's protect public health, safety, and welfare by: (1) ensuring orderly expansion of airports; and (2) promoting compatibility between airports and surrounding land uses. ALUC's achieve this by: (1) adopting an ALUCP; and (2) reviewing plans, regulations, and other actions of local agencies and airport operators for consistency with the plan.

Placer County Airport Land Use Compatibility Plan (ALUCP)

The 2014 ALUCP contains Compatibility Plans for three public use airports in Placer County. Each ALUCP establishes land use compatibility criteria and zones based on airspace protection, noise, overflight, and safety provisions. It also establishes the types of actions subject to ALUC review, including approval of the requested Special Conditions Exception.

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Request to Approve A Special Condition Exception for
Shale Ridge Community Recovery Resources Facility
May 2020
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Proposed Action

The project applicant is the Western Care Construction Company. The Shale Ridge Community Recovery Resources (CoRR) Facility is located at 12125 Shale Ridge Road, North Auburn community (APN: 052-010-010-000) on approximately 2.3 acres. The project site is located approximately 2,400 feet directly west of the Auburn Municipal Airport runway in ALUCP Compatibility Zone B1.

The Western Care Construction Company is in the early stages of completing a development application for submittal to the Placer County Planning Division. This application proposes to expand a previously approved residential care use at the above-referenced property. Alternate locations were not looked at. The project will require approval by the County of a Minor Use Permit Modification. Expansion of the existing facility is needed to further promote and combine CoRR/Granite Wellness Centers rehabilitation programs. According to the applicant, the existing facility at 12125 Shale Ridge Road is at capacity. Additional room capacity and occupancy is needed to serve people on their waiting list. The maximum number of clients and employees proposed to be served at the facility is 85 people.

Applicant Request of the ALUC

The applicant is requesting ALUC consideration to approve a Special Condition Exception in Compatibility Zone B1:

- To allow the expansion of an existing nonconforming nonresidential in-patient medical use, the Shale Ridge Community Recovery Resources Facility;
- To allow the expansion of a risk sensitive land use having vulnerable occupants; and
- To exceed the maximum single-acre intensity requirements identified in the Placer County Airport Land Use Compatibility Plan.

Under the ALUCP, expansion of this use is considered incompatible and is not permitted unless a Special Conditions Exception is approved by the Commission. As a result, processing of the applicant's County development application is currently on hold until the ALUCP consistency issue is resolved. Refer to Attachment 1 for the project application including supporting documentation and exhibits. The ALUC application was submitted on April 24th.

Public Notice

ALUC review requires notice be provided to the public ten days prior to the hearing. A public hearing notice was published in the Auburn Journal on May 17, 2020. Notice was also posted on PCTPA's website, mailed to twelve property owners (with multiple properties including the applicant) within 300 feet of APN: 052-010-010-000 boundary, and emailed to airport, civic, and community stakeholders.

DISCUSSION

Staff Recommendation

Staff analysis and recommendations are provided in Attachment 2. The staff analysis concludes that for three factors (airspace protection, noise, and overflight compatibility), the project can be found

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Request to Approve A Special Condition Exception for
Shale Ridge Community Recovery Resources Facility
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to be conditionally compatible provided recommended conditions are implemented. These conditions would need to be implemented via Placer County's development review and building permit processes.

However, the proposed project is not consistent with ALUCP safety provisions. The type of use proposed is an existing nonconforming nonresidential in-patient medical use. Expansion of such uses are not allowed under ALUCP Policy 3.7.3. The proposal is also considered a risk sensitive land use having vulnerable occupants. Uses having vulnerable occupants are considered incompatible within Zone B1. According to ALUCP Policy 3.4.9, new facilities or expansion of existing facilities having vulnerable occupants are prohibited. Further, Primary Compatibility Criteria Table AUB-4A indicates for Zone B1 this use is considered incompatible. Lastly, the project proposes a maximum of 85 people, which exceeds the maximum single-acre intensity criteria of 80 people/acre for Zone B1. For the foregoing reasons, staff recommends that the ALUC deny the request from the applicant, Western Care Construction Company, and determine that the proposed expansion of the CoRR Facility is inconsistent with the Placer County Airport Land Use Compatibility Plan after considering the applicant's Special Conditions Exception request. The TAC concurred with the staff recommendation; however, Placer County staff abstained citing the pending review of the County development application. The City of Auburn provided a comment letter (Attachment 3) indicating the project's inconsistency with the ALUCP and opposing the applicant's Special Conditions Except request.

Alternate Recommendation


A request to approve a Special Condition Exception requires approval by the ALUC. Approval requires a majority approval of the ALUC members present and voting on the matter. If the ALUC decides to approve a Special Condition Exception, it is required to make specific findings as to why an exception is being made. These findings must:

- State the nature of the extraordinary circumstance;
- Specify the proposal will not in this case create a safety hazard to people on the ground; and
- Specify that special measures would be taken to minimize hazards to the facility and its occupants.

The ALUC could find the normally incompatible nonconforming risk sensitive use, the Shale Ridge Community Recovery Resources Facility, to be acceptable subject to the conditions included in the applicant's Special Condition Exception Write-Up and the alternate recommendations identified in this analysis. If the Board approved the alternative recommendation, staff would also recommend that ALUCP Policy 4.2.3 Special Conditions and Auburn Municipal Airport Land Use Compatibility Map be updated to reflect the Special Conditions Exception approved for 12125 Shale Ridge Road, Auburn.

LM:ML:ss

Project Referral Form

	<p>PLACER COUNTY AIRPORT LAND USE COMMISSION</p>	<p>PROJECT APPLICATION FOR LAND USE ACTION REVIEW</p>	<p>ALUC Identification No. 2019/20 -08</p>
PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)			
Date of Application <u>4/24/20</u>			
Applicant <u>Western Care Construction Co</u>		Phone Number <u>916.624.6200</u>	
Mailing Address <u>4020 Sierra College Blvd #200</u>			
<u>Rocklin, CA 95677</u>			
Agent (if any) _____		Phone Number _____	
Mailing Address _____			

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)			
<i>Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways</i>			
Street Address <u>12105 Shale Ridge Ln</u>			
<u>Auburn, CA 95602</u>			
Assessor's Parcel No. <u>052-010-010</u>		Parcel Size <u>2.3 Acres</u>	
Subdivision Name _____		Zoning Classification <u>INP-DC-AO</u>	
Lot Number _____		_____	
PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)			
<i>If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed</i>			
Existing Land Use (describe) <u>A non-profit organization focusing on substance use disorders, behavioral health issues, preventative education, and treatment programs addressing all conditions associated with substance abuse.</u>			
Proposed Land Use (describe) <u>An expansion on the current building design to further promote and continue Granite Wellness Centers' rehabilitation programs while increasing rooms and occupancy.</u>			
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		<u>2</u>
For Other Land Uses	Hours of Use	<u>24 hours</u>	
	Number of People	Maximum Number	<u>85 people</u>
	On Site...	Method of Calculation	<u>Increased rooms for new design</u>
Height Data	Height above Ground of Tallest Object (including antennas and trees)		<u>18' (Roof-line)</u> ft.
	Highest Elevation (above sea level) of Any Object or Terrain on Site		_____ ft.
Flight Hazards	Does the Project Involve Characteristics that:		
	▪ Could Create Electrical Interference, Confusing Lights, Glare, Smoke, or Other Electrical or Visual Hazards to Aircraft Flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	▪ Could Attract Birds or Other Wildlife to the Airport or Vicinity?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If Yes, Describe _____		

REFERRING AGENCY (TO BE COMPLETED BY SUBMITTING AGENCY STAFF)	
Date Received _____	Type of Project
Agency Name _____	<input type="checkbox"/> General Plan Amendment
Staff Contact _____	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number <u>916.716.7558</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No. _____	<input checked="" type="checkbox"/> Use Permit (MUP)
	<input checked="" type="checkbox"/> Public Facility
	<input type="checkbox"/> Other _____
Placer County Inter-Agency Coordination: Indicate neighboring agencies that have been notified of project.	
<input checked="" type="checkbox"/> County of Placer	<input checked="" type="checkbox"/> City of Auburn
<input type="checkbox"/> City of Lincoln	<input type="checkbox"/> Other _____
ALUC REVIEW (TO BE COMPLETED BY ALUC STAFF / ATTACH ADDITIONAL PAGES IF NECESSARY)	
Application _____	Date Received <u>4/24/20</u>
Receipt _____	By <u>David Melko, Senior Transportation Planner</u>
Is Application Complete?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, cite reasons _____	
Airport _____	<input checked="" type="checkbox"/> Auburn Municipal
	<input type="checkbox"/> Blue Canyon
	<input type="checkbox"/> Lincoln Regional
Land Use Category/Categories <u>Educational and Institutional Uses: In-Patient Medical</u>	
Noise Compatibility	Exterior Noise Exposure (CNEL) <input type="checkbox"/> ≤ 55 <input checked="" type="checkbox"/> 55 - 60 <input type="checkbox"/> 60 - 65 <input type="checkbox"/> 65 - 70 <input type="checkbox"/> ≥ 70
	Land Use Acceptability <input type="checkbox"/> Normally Compatible <input checked="" type="checkbox"/> Conditional <input type="checkbox"/> Incompatible
	Applicable Conditions Met? <input type="checkbox"/> Yes <input type="checkbox"/> No
Safety Compatibility	Safety Zone <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> None
	Land Use Acceptability <input type="checkbox"/> Normally Compatible <input type="checkbox"/> Conditional <input checked="" type="checkbox"/> Incompatible
	Sitewide Avg. Density/Intensity Criteria Met? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Single-Acre Density/Intensity Criteria Met? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Other Applicable Conditions Met? <input type="checkbox"/> Yes <input type="checkbox"/> No <u>Existing nonconforming nonresidential use</u>
Airspace Protection	Height Acceptable? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Compatibility	FAA Notified if Applicable? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Other Hazards to Flight Excluded? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other Requirements	Easement/Deed Notice Required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Executed? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Special Site/Project	Infill Parcel? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Conditions	Other (describe) <u>Applicant requesting Special Conditions Exception approval by the ALUC.</u>
ACTIONS TAKEN (TO BE COMPLETED BY ALUC STAFF)	
ALUC Staff _____	<input type="checkbox"/> Approve as Submitted
Action _____	<input checked="" type="checkbox"/> Refer to ALUC
	<input type="checkbox"/> Include Conditions? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Date _____
Conditions: _____	

ALUC _____	<input type="checkbox"/> Consistent
Action _____	<input type="checkbox"/> Consistent with Conditions (list conditions / attach additional pages if needed)
	Date _____
	<input checked="" type="checkbox"/> Inconsistent (list reasons / attach additional pages if needed)
<u>Expansion of an existing nonconforming nonresidential in-patient medical use; considered a risk sensitive land use having vulnerable occupants; and exceeding the maximum single-acre intensity requirements identified in the Placer County Airport Land Use Compatibility Plan.</u>	



49

1500

Project Site

Shale Ridge Rd

MILLER
LESLIE
ANN
TR

GRIEGO
RUDY S
TRUSTEE
ET AL

WHITEHEAD
CHRISTOPHER
J TR

LUJAN
CARLO
A &
EMMA
L TR

MBDH
ENTERPRISES
LLC

AUBURN
MANOR
HOLDING
CORPORATION

AUBURN
MANOR
HOLDING
CORPORATION
ET AL

FRANKLYN
CARL
TRUSTEE
ET AL

AUBURN
MANOR
HOLDING
CORPORATION

HARMON
MARTIN

STUFFLEBE
SANDRA
JEAN
TR

FOLEY
CATHERINE
B

VONTRESS
BRIAN

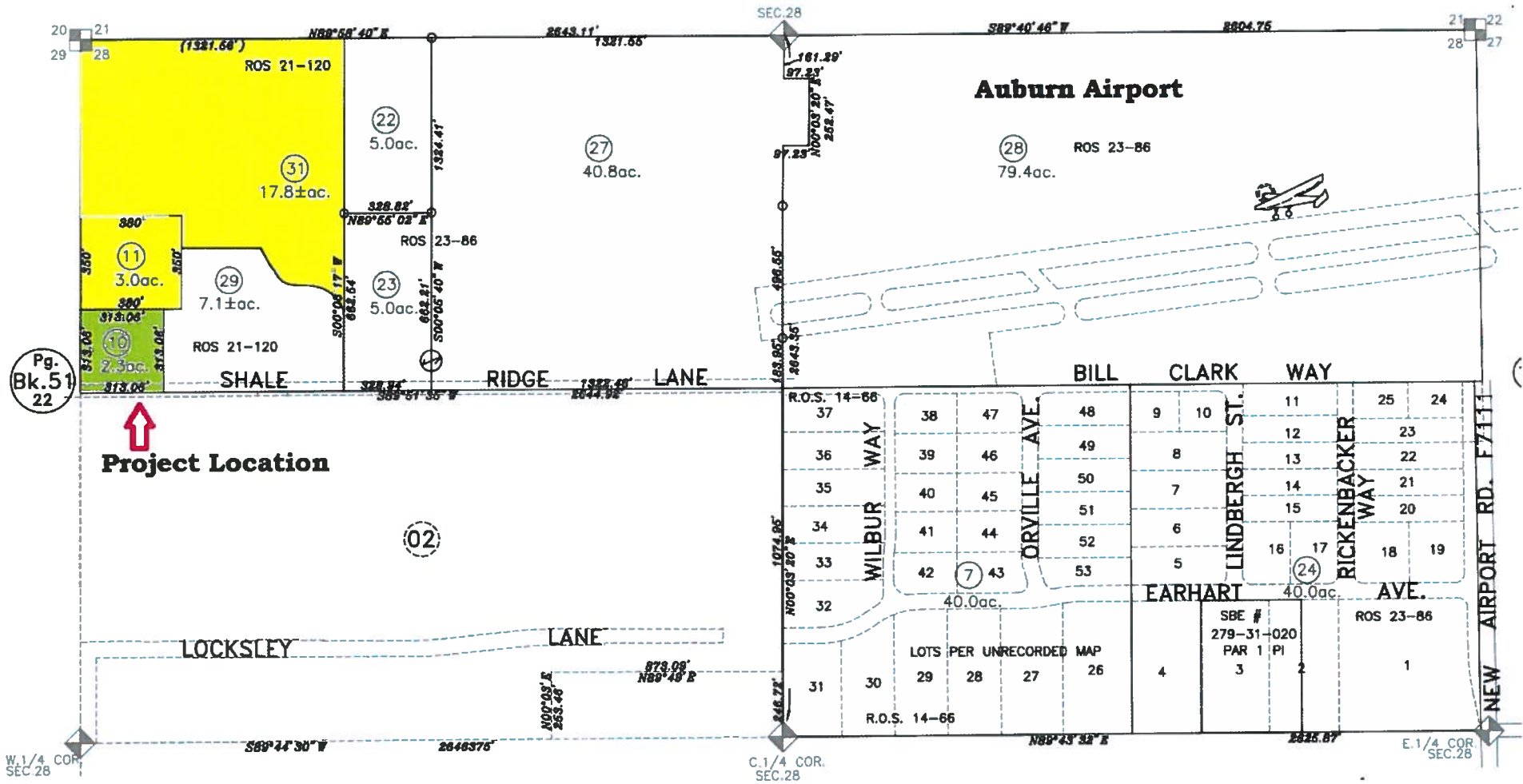
HARMON
MARTIN
A

LOCKSLEY
MINI
STORAGE
LLC ET
AL

GREENLEE
JAMES
M &
LINDA R

TANAKA
COLETTE
M TR

63



Pg. Bk. 51 22

C.o.R.R. SLATE RIDGE

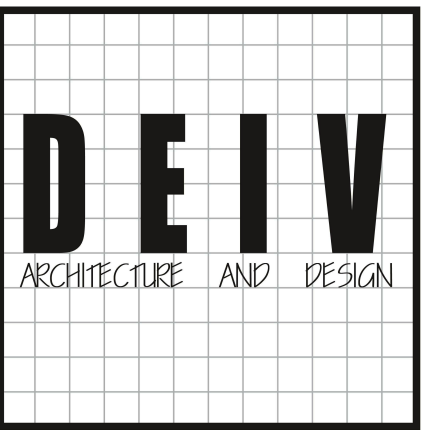
WESTERN CARE CONSTRUCTION

12125 SHALE RIDGE RD
AUBURN, CA 95602

PROJECT NUMBER: 19032

PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

SEPT 20 , 2019



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GENERAL NOTES

IT IS THE INTENT OF THESE DRAWINGS, SPECIFICATIONS, AND OTHER CONTRACT DOCUMENTS TO DESCRIBE ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO COMPLETE THE WORK CALLED FOR, INDICATED OR REASONABLY IMPLIED BY THEM, INCLUDING PARTITIONING, MECHANICAL AND ELECTRICAL WORK, AIR CONDITIONING AND ALL OTHER ITEMS DESCRIBED. FAILURE TO SHOW DETAILS OR REPEAT ON ANY DRAWINGS THAT FIGURES, NOTES OR DETAILS GIVEN ON ANOTHER DRAWING SHALL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO PERFORM THE WORK (AT NO ADDITIONAL COST) AS IF SHOWN ON EACH AND EVERY DRAWING.

ALL WORK SHALL BE IN A FIRST CLASS WORKMANSHIP MANNER, NEAT AND COMPLETE IN ACCORDANCE WITH DRAWINGS AND SPECIFICATIONS AND THE CALIFORNIA BUILDING CODE, THE STATE ENERGY EFFICIENCY CODE AND ALL AUTHORITIES HAVING JURISDICTION. CONTRACTOR SHALL ENDEAVOR TO PROTECT THE OWNER'S AND ADJACENT OWNER'S PROPERTY FROM DAMAGE DUE TO THE CONSTRUCTION PROCESS AT ALL TIMES AND REPAIR AT NO COST TO THE OWNER ANY DAMAGE THAT DOES OCCUR.

CONTRACTOR SHALL ARRANGE FOR INSPECTIONS AND TESTS SPECIFIED OR REQUIRED BY THE CITY/COUNTY BUILDING DEPARTMENT AND SHALL PAY ALL FEES AND COSTS FOR THE SAME. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SECURE AND PAY FOR ALL PERMITS AND UPON COMPLETION OF THE WORK (PRIOR TO FINAL PAYMENT) DELIVER TO THE OWNER A CERTIFIED CERTIFICATE OF OCCUPANCY FROM THE CITY/COUNTY BUILDING AND ZONING DEPARTMENT.

CONTRACTOR SHALL BE REQUIRED TO CARRY COMPREHENSIVE LIABILITY INSURANCE IN THE AMOUNT OF THE CONTRACT AND WORKMAN'S COMPENSATION INSURANCE AT HIS OWN EXPENSE. THE A.I.A. GENERAL CONDITIONS OF THE CONTRACT FORM A201 (LATEST EDITION) ARE HEREBY MADE A PART OF THIS CONTRACT AS IF WRITTEN ON THE DOCUMENTS.

ARCHITECT IS IN NO WAY RESPONSIBLE FOR JOBSITE SAFETY OR SEQUENCE OF CONSTRUCTION AS THESE ARE THE SOLE RESPONSIBILITIES OF THE CONTRACTOR.

PROJECT TEAM

ARCHITECT:
DEIV Architecture and Design, PLLC
1056 West 400 North
West Bountiful, USA 84087
OFFICE PHONE: 801.413.4268
OFFICE FAX: n/a
CONTACT: David M Clayton AIA

FACILITIES PLANNER:
WILLIAM TERBURG
P: 801.550.0633

STRUCTURAL ENGINEER:
TBD

SOILS & GEOTECHNICAL ENGINEER:
TBD

TITLE 24 ENGINEER:
TBD

MECHANICAL ENGINEER:
TBD

ELECTRICAL ENGINEER:
TBD

FIRE PROTECTION:
TBD

CIVIL ENGINEER:
TBD

LANDSCAPE ARCHITECT:
TBD

PROJECT DATA

ZONING: INP-Ca-Ao
SITE AREA: 122,205 SF
BLDG USE: RESIDENTIAL DRUG RECOVERY
OCC. GROUP: R-4
CONST. TYPE: TYPE V-B
CLIMATE ZONE: 11
BLDG. CODE: CBC 2016
FIRE SPRINKLERS: PROPOSED NFPA 13 SYSTEM

LEGAL DESC'N:

CBC 2016:
CHAPTER 5: GENERAL BUILDING HEIGHTS AND AREAS
OCCUPANCY: R-4 (Sprinkled)
HEIGHT: 40 FT ALLOWED, 19 FT PROVIDED
STORIES: 2 ALLOWED, 1 PROVIDED
AREA: 28,000 SF ALLOWED
EXISTING: 5,620 SF
ADDITION: 5,759 SF
PROVIDED: 11,379 SF

FIRE RATINGS: 1 HR PARTITION WALLS AT BEDROOMS
45 MIN DOORS AT BEDROOMS

CHAPTER 10: EGRESS

OCCUPANTS:
SLEEPING AREAS: 68 RESIDENTS
EMPLOYEE FTE: 12 EMPLOYEES
TOTAL: 80 TOTAL

CHAPTER 29: PLUMBING FIXTURES:

WATER CLOSETS: 1 PER 10 OCCUPANTS, 8 REQD, 8 PROVIDED
LAVATORIES: 1 PER 10 OCCUPANTS, 8 REQD, 8 PROVIDED
SHOWERS: 1 PER 8 OCCUPANTS, 10 REQD, 8 PROVIDED
DRINK. FOUNT.: 1 PER 100 OCCUPANTS
1 REQD, 2 PROVIDED
OTHER: 1 SERVICE SINK REQD, 2 PROVIDED

SHEET INDEX

GENERAL:

- G.01 BUILDING SPECIFICATIONS AND CONDITIONS
- G.02 BUILDING SPECIFICATIONS AND CONDITIONS
- G.03 BUILDING SPECIFICATIONS AND CONDITIONS
- G.04 BUILDING SPECIFICATIONS AND CONDITIONS
- G.05 BUILDING SPECIFICATIONS AND CONDITIONS
- G.06 BUILDING SPECIFICATIONS AND CONDITIONS
- G.07 BUILDING SPECIFICATIONS AND CONDITIONS
- G.08 GENERAL NOTES & SPECIFICATIONS
- G.09 GENERAL NOTES & SPECIFICATIONS (CONT)
- G.10 CODE ANALYSIS
- G.11 ACCESSIBILITY DETAILS
- G.12 ACCESSIBILITY DETAILS
- G.13 TYPICAL CONSTRUCTION DETAILS

CIVIL:

- C.01 SITE / ROOF PLAN / SURVEY & DETAILS

ARCHITECTURAL:

- A.01 DEMOLITION PLANS
- A.02 BASEMENT PLANS
- A.03 UPPER FLOOR PLANS
- A.04 BUILDING SECTIONS
- A.05 REFLECTED CEILING / LIGHTING PLAN
- A.06 DOOR/WINDOW SCHEDULES
- A.07 FINISH PLAN & SCHEDULES
- A.08 INTERIOR ELEVATIONS
- A.09 ARCHITECTURAL DETAILS
- A.10 MATERIALS & COLORS

VICINITY MAP



ABBREVIATIONS

#	Found OR Number	EPDM	Ethylene Propylene Diene M-Class (Roofing)	OH	Overhang or Opposite Hand
@	And	EQ	Equal	OPP	Opposite or Opposite Hand
ACT	Acoustic Ceiling Tile	EXIST	Existing	OZ	Opposite
AD	Area Drain	EXP JT	Expansion Joint	PCC	Pre-Cast Concrete
AFF	Above Finished Floor	EXT	Exterior	PLUMB	Plumbing
ALUM	Aluminum	FD	Floor Drain or Fire Department	PLVD	Plywood
ANOD	Anodized	FEC	Fire Extinguisher Cabinet	PT	Pressure Treated
BSMT	Basement	FIXT	Fixture	PNT	Paint or Painted
BYND	Beyond	FLR	Floor	PVC	Polyvinyl Chloride
BOT	Bottom	FM	Face Of	RBR	Rubber
CHNL	Channel	FO	Face Of	RCP	Reflected Ceiling Plan
CJ	Control Joint	FND	Foundation	RD	Root Drain
CLG	Ceiling	GA	Gauge	REQD	Required
CLR	Clear	GALV	Galvanized	RM	Room
CMU	Concrete Masonry Unit	GWB	Gypsum Wall Board	SIM	Similar
COL	Column	HC	Hollow Core	SPEC	Specified OR Specification
COMPR	Compressible	HI	High	SPK	Sprinkler or Speaker
CONC	Concrete	HM	Hollow Metal	SSTL	Stainless Steel
CONT	Continuous	HP	High Point	STC	Sound Transmission Coefficient
CPT	Carpet	HR	Hour	STL	Steel
CT	Ceramic Tile	HVAC	Heating, Ventilating, And Air Conditioning	STRUCT	Structure or Structural
CTYD	Courtyard	IRGWB	Impact Resistant Gypsum Wall Board	T&G	Tongue And Groove
DBL	Double	LO	In Lieu Of	TELE	Telephone
DEMO	Demolish or Demolition	INSUL	Insulated or Insulation	TMT	To Match Existing
DIA	Diameter	INT	Interior	TO	Top Of
DIM	Dimension	LO	Low	TOC	Top Of Concrete
DIMS	Dimensions	MAX	Maximum	TOS	Top Of Steel
DN	Down	MO	Masonry Opening	TPD	Toilet Paper Dispenser
DR	Door	MECH	Mechanical	TID	Telephone/Data
DWG	Drawing	MEMBR	Membrane	TYP	Typical
EA	Each	MIN	Minimum	UNO	Unless Noted Otherwise
EJ	Expansion Joint	MROWB	Moisture-Resistant Gypsum Wall Board	UFS	Underside
EL	Elevation	MTL	Metal	UFO	Verify In Field
ELEC	Electrical	NIC	Not In Contract	VP	Vision Panel
ELEV	Elevator or Elevation	NO	Number	WI	With
		NOM	Nominal	WD	Wood
		OC	On Center		

REVISIONS

DESCRIPTION

#

DATE

PROJECT #:

19032

CHKD BY:

DC

DRAWN BY:

DC

ISSUE DATE:

SEPT 20 , 2019

TITLE SHEET /

GENERAL INFO

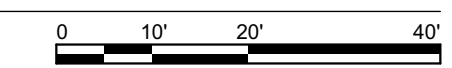
A0.1

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C
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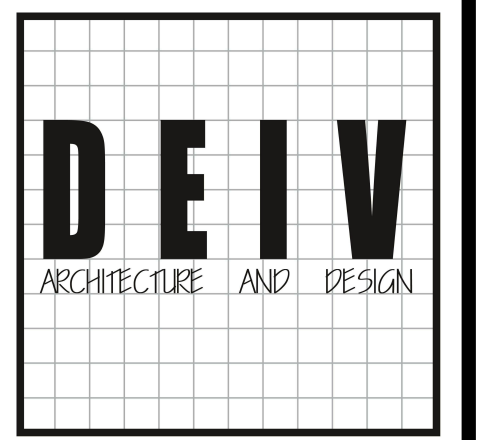


A2
A0.2 **SITE PLAN**
SCALE: 1" = 20'



GENERAL NOTES

- DO NOT SCALE DRAWINGS. DIMENSIONS TAKE PRECEDENCE. NO DRAWING OR SPECIFICATION SHALL TAKE PRECEDENCE OVER ANY OTHER PART OF THE CONTRACT DOCUMENTS. ANY INFORMATION FOUND TO BE IN CONTRADICTION WITH ANOTHER PART OF THE CONTRACT DOCUMENTS SHALL BE SUBMITTED TO THE ARCHITECT FOR CLARIFICATION. DAMAGES INCURRED BY FAILURE TO DO SO SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- THE INTENT OF THESE DRAWINGS IS TO INCLUDE ALL MATERIALS, LABOR, AND SERVICES NECESSARY FOR COMPLETION OF ALL WORK SHOWN, PRESCRIBED, OR REASONABLY IMPLIED BUT NOT LIMITED TO THAT EXPLICITLY INDICATED IN THE CONTRACT DOCUMENTS.
- ALL WORK SHALL COMPLY WITH ALL APPLICABLE CODES, ORDINANCES, RULES, AND REGULATIONS AS ADOPTED BY AUTHORITIES HAVING JURISDICTION.



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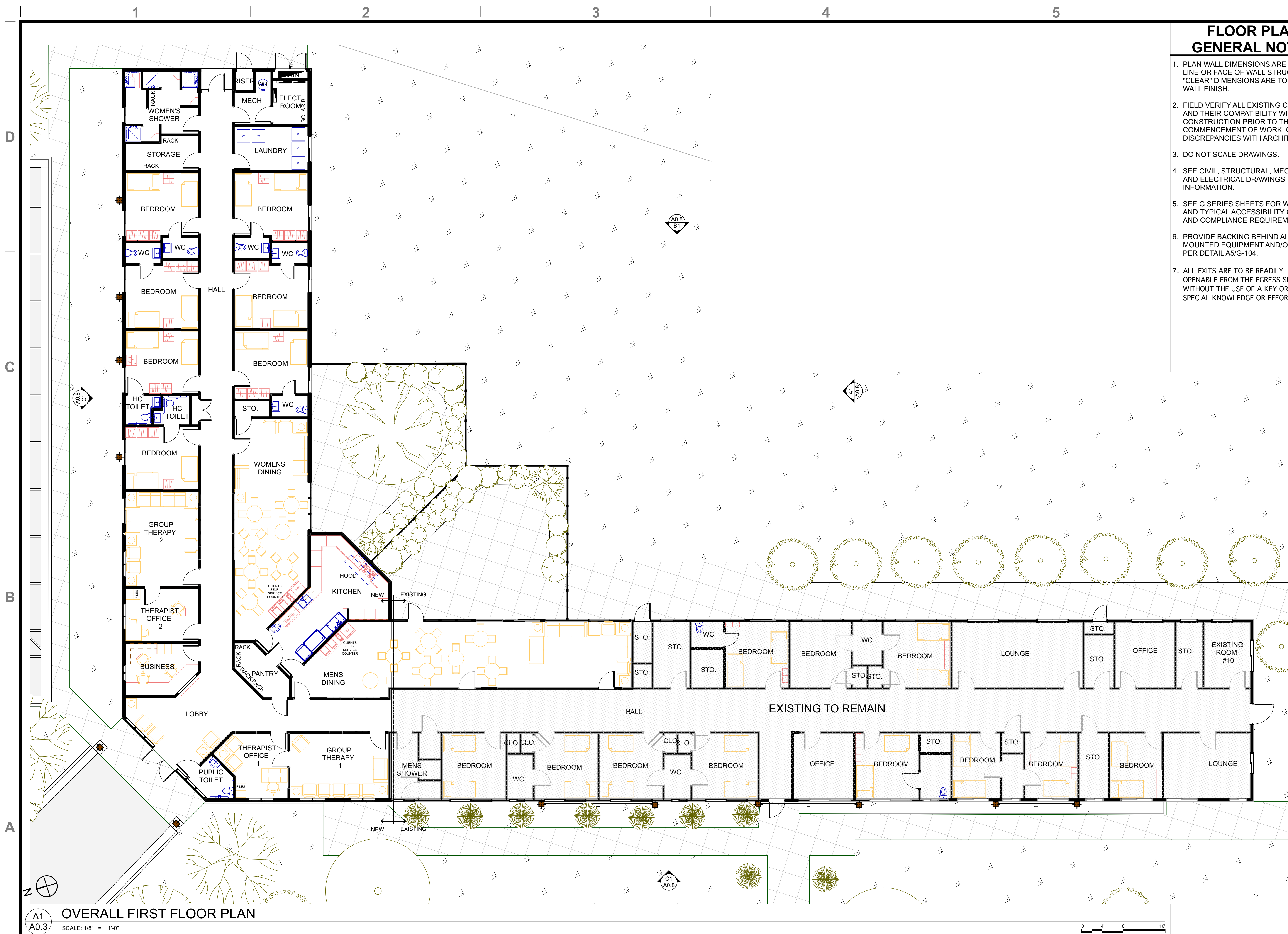
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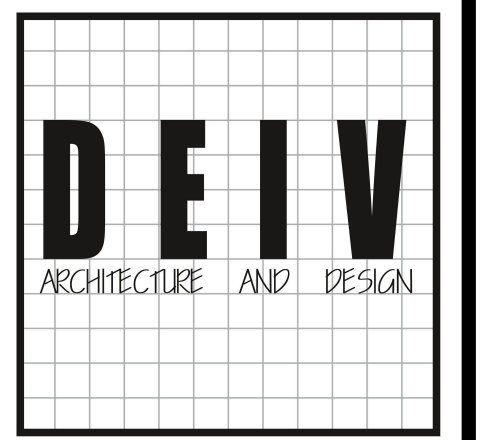
ARCHITECTURAL
SITE PLAN

A0.2



**FLOOR PLAN
GENERAL NOTES**

1. PLAN WALL DIMENSIONS ARE TO GRID LINE OR FACE OF WALL STRUCTURE. "CLEAR" DIMENSIONS ARE TO FACE OF WALL FINISH.
2. FIELD VERIFY ALL EXISTING CONDITIONS AND THEIR COMPATIBILITY WITH NEW CONSTRUCTION PRIOR TO THE COMMENCEMENT OF WORK. COORDINATE DISCREPANCIES WITH ARCHITECT.
3. DO NOT SCALE DRAWINGS.
4. SEE CIVIL, STRUCTURAL, MECHANICAL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
5. SEE G SERIES SHEETS FOR WALL TYPES AND TYPICAL ACCESSIBILITY CLEARANCE AND COMPLIANCE REQUIREMENTS.
6. PROVIDE BACKING BEHIND ALL SURFACE MOUNTED EQUIPMENT AND/OR FIXTURES PER DETAIL A5/G-104.
7. ALL EXITS ARE TO BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.



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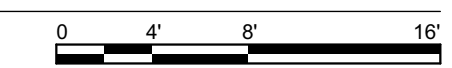
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PROJECT #: 19032
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DRAWN BY: DC
ISSUE DATE: SEPT 20, 2019

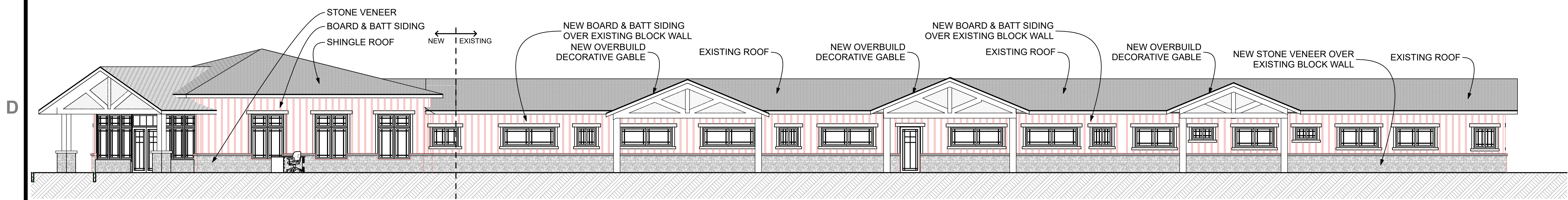
OVERALL FLOOR PLAN

A0.3

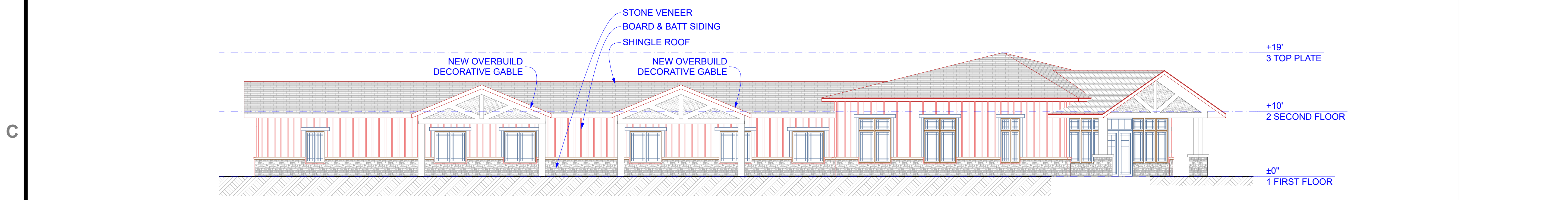
**A1
A0.3** OVERALL FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



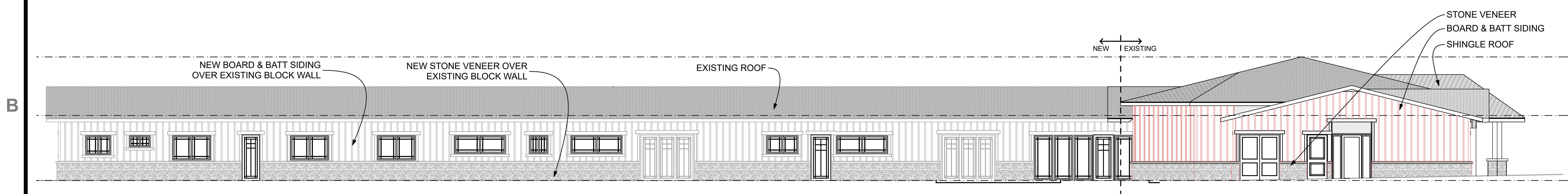
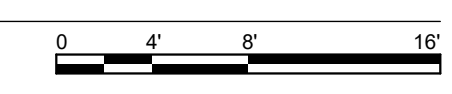
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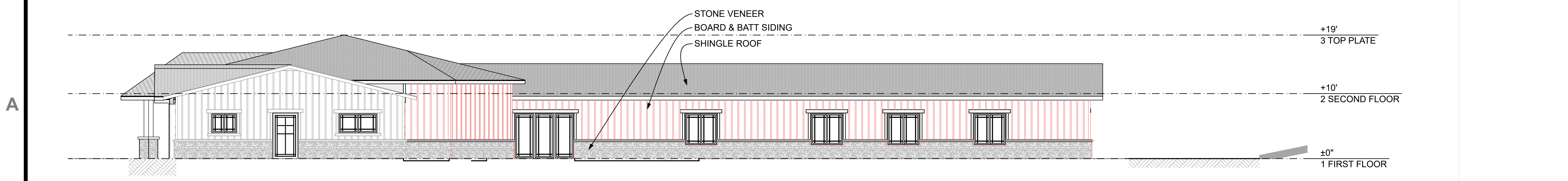
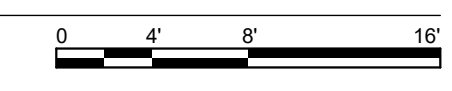
D1 WEST ELEVATION
A0.8 SCALE: 1/8" = 1'-0"



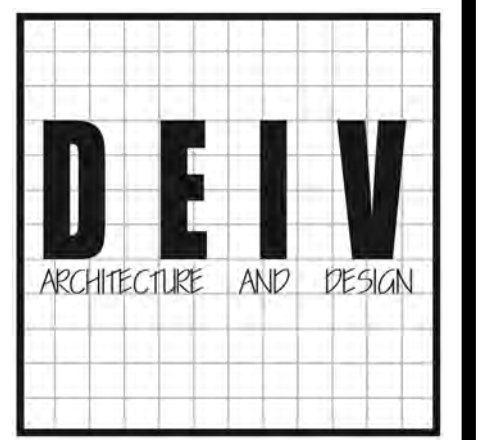
C1 NORTH ELEVATION
A0.8 SCALE: 1/8" = 1'-0"



B1 EAST ELEVATION
A0.8 SCALE: 1/8" = 1'-0"



A1 SOUTH ELEVATION
A0.8 SCALE: 1/8" = 1'-0"



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REVISIONS	DATE
#	DESCRIPTION

PROJECT #:	19032
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DRAWN BY:	DC
ISSUE DATE:	SEPT 20, 2019

BUILDING ELEVATIONS

A0.8

CURRENT LAYOUT

**Building Height =
17 Feet**

**Tree Height =
36 Feet**

**Telephone height =
42 Feet**

31 Feet tall



1

2

3

4

5

D



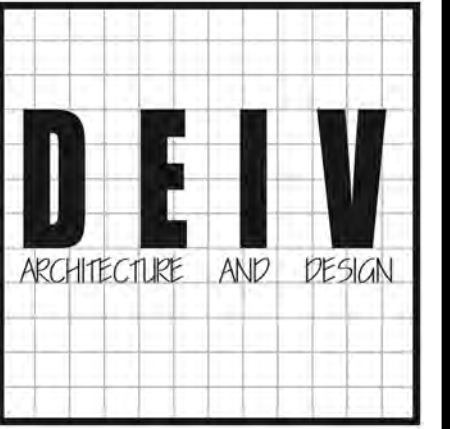
C



B



A



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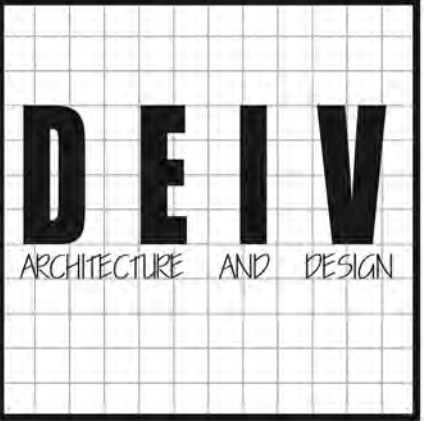
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REVISIONS	DESCRIPTION	DATE
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PROJECT #: 19032
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RENDERING

A0.9



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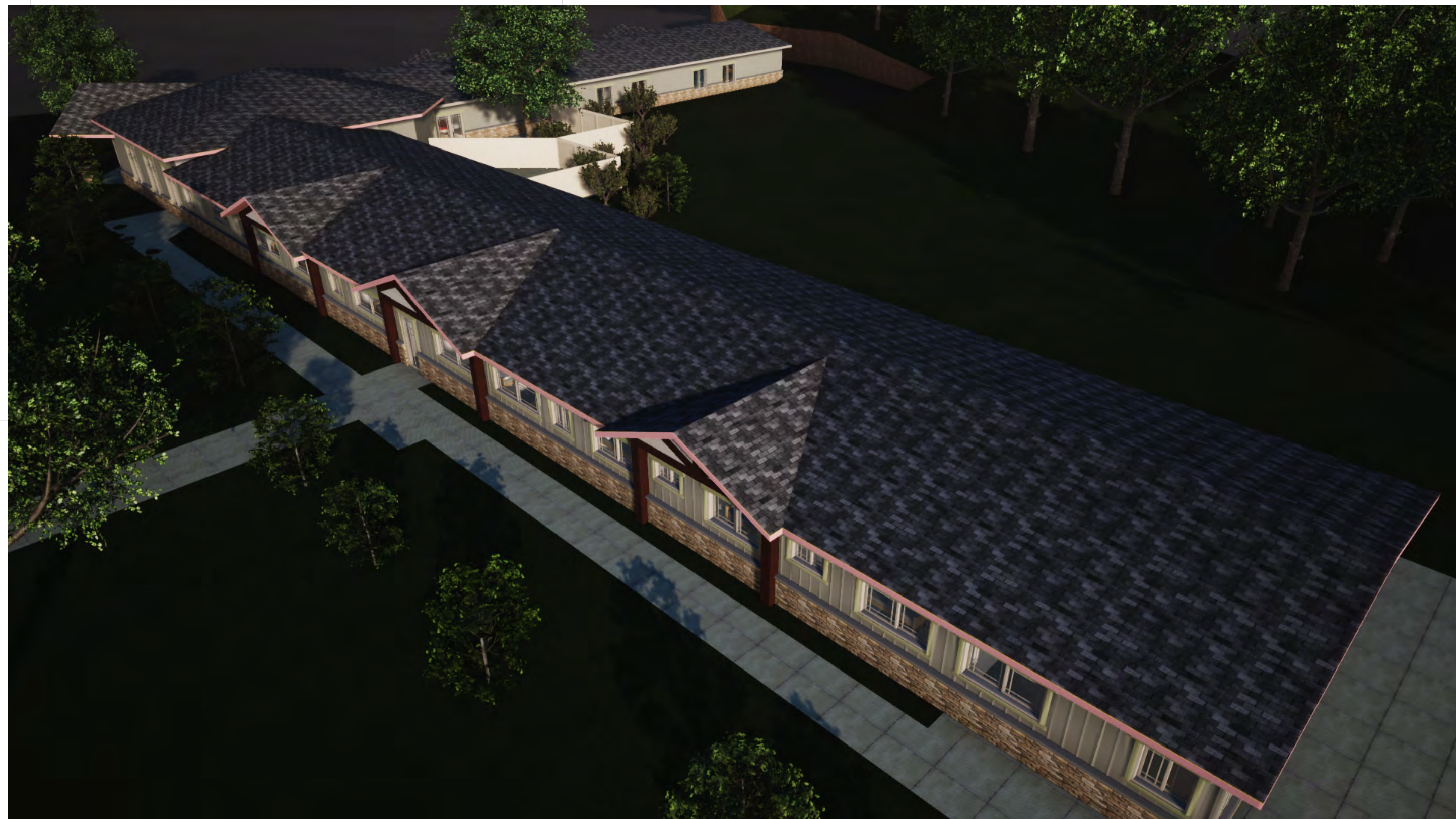
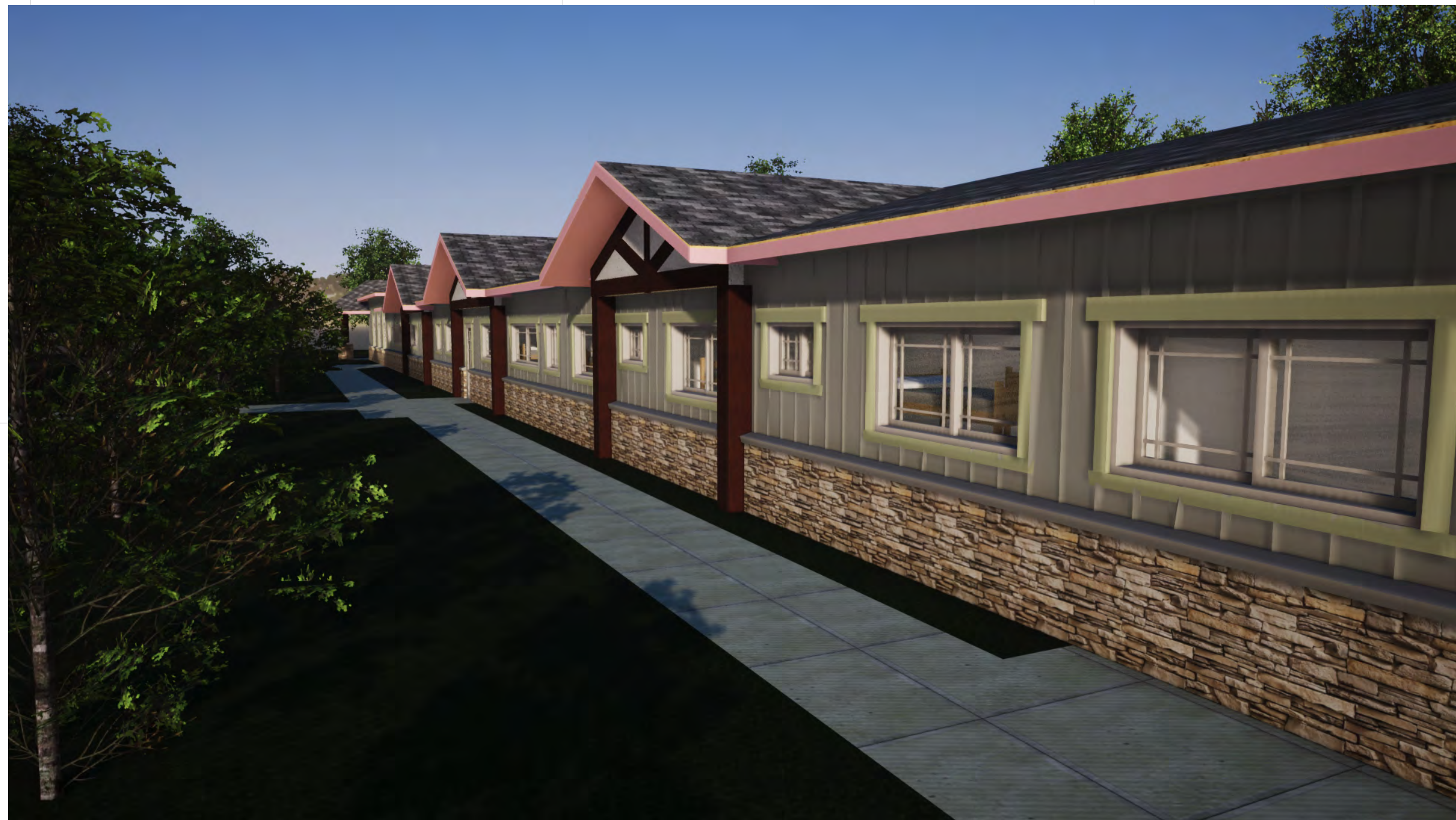
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REVISIONS	DESCRIPTION	DATE
#		

PROJECT #: 19032
 CHKD BY: DC
 DRAWN BY: DC
 ISSUE DATE: SEPT 20, 2019

RENDERING

A0.10



To: David Melko
From: David Clayton, AIA

Date: May 1, 2020
Re: **Shale Ridge Bldg. A Expansion**

Mr. Melko,

In conjunction with the plans and application we are submitting for a Special Conditions Exception, we submit this written narrative to describe our approach to minimize the concerns that our building expansion would cause.

We understand the limitations on the land use in this zone due to the risk for airplane accidents due to the airport's proximity. We ask the Airport Land Use Commission to provide an exception such that the operator of the facility, Granite Wellness Centers, can expand their operation to provide their much-needed service to the County and the people of the County.

The following contains our approach to the various concerns for development in this zone:

3.3 Noise:

Great lengths are being taken to design the structure to provide sufficient sound attenuation.

The proposed addition is proposed to be constructed of Structural Concrete Insulated Panels. These panels consist of four inches of polystyrene foam insulation that is sandwiched between reinforced concrete. The panels can be used in vertical, horizontal, and diagonal orientation and thus can be used for walls and roof structure. The eight-inch thickness of the constructed panels provide superior sound transmission class performance, estimated to be approximately STC 60 on average. The wall and roof panels would be two inches concrete, 4 inches foam insulation, and 2 inches of concrete.

For windows, we propose a basis of design Milgard Quiet Line Series of windows. With our attached documentation, it shows that these windows achieve a minimum STC 40 in lab tests.

For doors, all exterior doors shall be solid core with vinyl seals. Any glazing in the doors shall be insulated double pane glazing with a sound rating if possible.

In the interior, we will be designing the space to provide ample sound absorbing materials including carpeted bedrooms, heavy window drapes, acoustic ceiling tiles, and in some spaces, additional wall fabric installations to further absorb excess sound. As per code, we also will ensure all these sound absorbing materials meet flame spread and smoke index requirements as described in chapter 8 of the California Building Code.

3.4 Safety:

Due to the high risk of aircraft related accidents on site, we propose a strict limit on occupancy to 85 persons. The design occupancy is based on a proposed resident population of 76 people, with an average employee and visitor total of 9 persons. On average, Granite Wellness Centers employs 4 Full Time Equivalent persons on site at any given time. Very few visitors are ever permitted. We feel confident that this number is achievable.

Because of the higher density of persons on the site compared to the current 30 persons, we propose several risk mitigation strategies:

1. **Structural System:** The structural system of the building is proposed as Structural Concrete Insulated Panels. These panels contain two layers of 2-inch grid stainless steel welded-wire reinforcement (WWR) embedded in the concrete. This provides excellent performance in lateral load conditions such as seismic events, but it also provides a thoroughly robust linkage between panels, floors, and roofs. One manufacturer we are looking at employing for this project has case studies of disasters that struct their buildings they have built of this that survived in a manner that thoroughly kept the occupants safe. One case study is a beach home in Baja California that experienced a Typhoon even that washed the soil from out below half of the structure. Because of the robust linkages of the WWR and the light weight of the concrete structure, the half that was undermined was actually found floating above the air where the bearing soil used to be. Obviously, we do not have any anecdotal or case study evidence at this time of aircraft crashes into a structural concrete insulated panel (SCIP) structure, but it is my professional opinion that the WWR and concrete composite would likely perform in a much safer fashion to traditional construction methods in a crash event.
2. **Egress:** In the event of a crash, it is critical that as many, if not all, occupants of the building be able to safely exit the structure. For this reason, we have added many more door exits that is required by code. In addition to this, all new bedroom spaces in the facility will be outfitted with operable sliding windows that meet California Residential Code egress requirements, adding an additional 8 paths of escape. If a crash occurs on the building, it is our estimate that it would have a limited zone of destruction, but that the rest of the building would have ample options for egress, thereby making a safe escape for the occupants. In the proposed plan on sheet A0.3, I have indicated these exits with arrows.
3. **Fire Spread:** One of the concerns for the project, if an aircraft were to crash into it, would be the likelihood of flame spread and smoke production. The exterior of the building will be 100% non-combustible. With SCIP construction, we are able to apply additional scratch coats of cementitious material and color and stamp the concrete to simulate wood siding, brick, stone, stucco, etc. On the roof, we can stamp the concrete to look like cedar shake shingles. As a result, the flame spread and smoke index of the exterior cladding should be equal to architectural concrete, or zero risk. The existing portion of the building will be re-roofed with standing seam metal roofing. The existing exterior of the building is CMU, but would receive stone veneer and fiber cement siding, or stucco as illustrated in the elevations to beautify the existing portion of the building.

4. Fire Protection Sprinklers: The existing structure has an automatic fire sprinkler system. Through the course of our addition, we propose to install a brand new NFPA 13 compliant fire sprinkler system and retrofit the existing portion of the building. This would also be combined with a brand-new fire alarm system with occupant notification horn strobes and other code compliant components.
5. Skylights: This building will NOT contain any skylights.
6. Signage: Signage will be provided by a signage company that specializes in architectural wayfinding signage and shop drawings will be submitted as deferred submittals to the County for approval. These signs will include max. occupancy notices, “proximity to the airport” disclosure notices, and any other required signage per code.
7. Avigation Easement: All exterior materials will have low reflective values. Roofing is proposed to have a matte finish neutral earth tone. The owner accepts the obligation to maintain proper tree care including pruning for height maintenance. The overall building height, shown in the building elevation drawings, is less than 19 feet from grade. For electrical interference, it is improbable that any uses in the building will vary from typical office and residential uses, and thus RF shielding is not expected to be required but will be installed if the ALUC deems it necessary. Easement shall be recorded for overflight as required.
8. Site risk mitigation: The property in question is owned by Auburn Manor Holdings and is managed by Western Care Construction. The entities will maintain as much open space as is possible for emergencies. In addition to this, we are proposing a new fire lane to service the addition to the building and the existing building. Due to how recent we have shifted our design focus to the new layout included in this submission, we have not had time to have our Civil Engineer confirm the Architect’s site layout, but we will have the Civil Engineer insure that the site design will comply with the appropriate regulations. Another site design in the event of an accident or other emergency event, first responders will have additional space on the field to the southeast to set up mobile treatment areas. If necessary, the property to the north of this parcel is also managed by Western Care Construction and can be used for emergency helicopter services to take accident victims to the hospital. These parcels will eventually be developed but may be utilized in emergencies of utmost importance.

As you may see, we are intent on making this as safe a facility as possible. We aim for this facility to provide a community benefit, helping the residents to recover from drug addiction and gain necessary life skills. With that, we respectfully request your assistance in helping us accomplish this beneficial project for the Placer County community.

Sincerely,

David Clayton, AIA
DEIV Architecture and Design, PLLC

Hello, David

After speaking to our architect, David Clayton, he has clarified the questions you've requested:

- **The project plans (Sept 2019) indicate a maximum number of people as 80; the ALUC application you submitted indicates 85. Which is the correct maximum number we should be referring to?**

We would require 85 people as our maximum occupancy. This is the number we will be requesting for our Special Use permit.

- **The project plan shows site square footage that corresponds to about 2.81 acres; the ALUC application looks like it states 2.3 acres. Which is the correct site acreage we should be referring to?**

Our site survey has clarified that the square footage of the site is 2.3 Acres.

- **It's not clear from the plans or your Special Conditions Exception writeup whether bedroom doors will be locked, and if so, in an emergency (ex: aircraft accident), how will the patients be able to exit their bedroom?**

Bedrooms will not have locks on the doors. It is the facilities preference to not lock bedrooms.

As an additional layer of safety, we are also specifying that bedrooms shall have California residential code compliant egress windows such that in an event that the hallways are on fire or damaged, such as to prevent exiting through the hallways, residents can easily escape through the operable windows.

- **Under the Special Conditions Exception criteria in the Airport Land Use Compatibility Plan, you need to address whether an alternate site was looked at, and if not, to provide an explanation as why this location is preferred above other locations. This is a question that could be asked by some of our Board members, particularly, the City of Auburn representative.**

Alternate sites were not looked at because the objective of the project is to expand on an already existing building. The facility currently runs at full capacity with the need of additional rooms for patients and workers. With the addition, Granite Wellness Center will have the capabilities and capacity to focus on the rehabilitation of those in need from drug and alcohol abuse.

Community Recovery Resources

GET DIRECTIONS

530-885-1961

CLAIM LISTING



Community Recovery Resources is a Substance Abuse Rehab Services in Auburn, CA

Address: 12125 Shale Ridge Lane , Auburn, CA, 95602

Phone Number: 530-885-1961

Intake Line: 530-885-1917

Website: <http://www.corr.us>

Primary Focus: Substance Abuse Rehab Services

Treatment Type: Residential, Short-term residential, Long-term residential, Residential detoxification

Treatment Approaches: Cognitive/behavioral therapy, Dialectical behavioral therapy, Substance abuse

☰ **Payment/Insurance Accepted**

- Cash or self-payment, Private health insurance, Military insurance (e.g., TRICARE), Access to recovery (ATR) voucher, Federal, or any government funding for substance abuse programs

Payment Assistance

- No information available, please contact the facility directly.

Type of Care:

- Substance abuse treatment , Detoxification , Do not treat opiod addiction

Facility Operation:

- Private organization, State substance abuse agency, State department of health, The Joint Commission, Commission on Accreditation and Rehabilitation


Special Programs Provided:

Alcohol Detoxification, Benzodiazepines Detoxification, Cocaine Detoxification, Methamphetamines Detoxification, Opiods Detoxification, Individual counseling offered, Group counseling offered, Family counseling offered, Brief intervention approach, Motivat


*We have made our best effort to provide you with **all** of the information we have pertaining to Community Recovery Resources. This includes all contact information such as phone numbers and links to websites.*

Other Rehabs Near Community Recovery Resources


Big Island Substance Abuse Council Sch Based Prog/Paauilo Elem and Inter

 43-1497 Old Main Road
Paauilo, HI, 96776


Big Island Substance Abuse Council School Based Program/Kau High School

 96-3150 Pikaki Street
Pahala, HI, 96777

Big Island Substance Abuse Council Hawaii Academy of Arts and Science

 15-1397 Homestead Road
Pahoa, HI, 96778

Big Island Substance Abuse Council Kua O Ka La

 14-5322 Kaimu/Kapoho Road
Pahoa, HI, 96778

ALUC Consistency Review: CoRR Facility Expansion 12125 Shale Ridge Road, Auburn

Several documents are referenced in this ALUC Consistency Review analysis. These documents are appended to this review for ease of reference and are as follows:

- Attachment 1 ALUC Revised Application Package;
- ALUCP policies (applicable to this specific review);
- ALUCP Table AUB-4A (pages 4-6, 4-7 and 4-11);
- ALUCP Auburn Compatibility Map, and Noise and Safety Factor Map; and
- Auburn Municipal Airport Layout Plan (2019 Update).

Project Background

Land Use

Existing land uses in the vicinity of the project include the following: a nursing home, the Westview Healthcare Center, Auburn Municipal Airport, industrial and storage units to the east; residential, office and highway commercial to the west; and residential, industrial and storage units to the south; and to the north an undeveloped adjacent parcel along with industrial and the Auburn Placer Recology facility.

Zoning

Existing Placer County zoning for the property is INP-Dc-AO (Industrial Park, combining Design Scenic Corridor, combining Airport Overflight). This zoning district was modified in the early 2000's to add a combining Airport Overflight zoning district to reflect the proximity of the Auburn Municipal Airport.

Under the Placer County Zoning Ordinance, residential care uses, such as the CoRR Facility are no longer a permitted use within the INP-Dc-AO zoning district. According to Section 17.60.120(C)(1) of the Zoning Ordinance (Expansion of Use), a non-conforming use of a portion of a building may be extended through the building provided that a Minor Use Permit (MUP) is first secured in each case where the expansion exceeds 30 percent of the original size of the non-conforming use. Because the extended care facility was a previously an approved use, the use has been allowed to continue in a nonconforming status under County zoning. According to Placer County Planning staff, the proposed project will require a MUP Modification.

Existing Use

The CoRR facility serves both adult men and women ages 18 to 80 within gender-specific housing and programming. The primary purpose of CoRR's residential care program is to provide preventative education and treatment programs addressing all conditions associated with substance abuse disorders and behavioral health issues. The program encourages individuals to participate in a minimum 30-day treatment service up to an intensive 90-day program. Comprehensive individual, group or family counseling services are offered during the day and early evening hours. All clients are considered voluntary and ambulatory and have been medically cleared to participate in treatment services. CoRR's program is staffed 24 hours a day. Clients that stay overnight at the

ALUC Consistency Review: CoRR Facility Expansion 12125 Shale Ridge Road, Auburn

facility is under video surveillance and supervision. An existing out-patient facility is also offered at 12183 Locksley Lane.

Project Entitlement History

The property on which the CoRR Facility resides was originally designed and developed as an extended care facility in conjunction with the former Hilltop Manor Convalescent Hospital, now known as Westview Healthcare Center (nursing home), which occupies an adjacent parcel to the east. The existing facility consists of a 5,620 square-foot residential care facility (A-Building) and a detached single-family residence.

On June 19, 2008, the Placer County Zoning Administrator approved a Minor Use Permit (MUP) to allow for the expansion of use of the property to include meeting rooms, administration, and counseling offices. While the office use was new at this location the previously approved residential care facility continued in conjunction with the office use.

On July 25, 2013, the Placer County Planning Director approved a Planning Director's Permit that allowed a maximum of 30 people at the facility.

Project Application Status

Placer County Planning Division staff requested comments regarding the proposal in early January 2020. PCTPA and the City of Auburn were on the distribution list for this notice. A Predevelopment Meeting was scheduled in January and subsequently rescheduled at the applicant's request to early March. At this meeting, the applicant received various comments and checklists from Placer County departments listing the items/studies needed to process their County project application. PCTPA staff attended this meeting. The next step for the applicant is to formally submit their project application to the County. At that point, County staff will formally start reviewing the project. The applicant indicated their intent to submit their County application after completion of the ALUC consistency determination process.

Auburn Airport Layout Plan Update

The project site is located approximately 2,400 feet directly west of the Auburn Municipal Airport. The Airport has one runway, Runway 7/25, which is 3,700 feet long. Existing annual aircraft operations total 68,770. The City completed in 2019 an update of the 2012 Airport Layout Plan. According to the updated Airport Layout Plan, aircraft operations are projected to increase to 78,750 by 2035. Over the longer-term, the City proposes to extend Runway 7/25 to 4,300 feet; 390 feet to the west and 211 feet to the east. The Runway Protection Zone at each end of Runway 7/25 will also extend by 200 feet. The runway extension to the west will bring airport operations 590 feet closer to the project site.

ALUC Consistency Review: CoRR Facility Expansion 12125 Shale Ridge Road, Auburn

Staff Analysis and Recommendations

ALUCP Compatibility Zone B1 Description

The ALUCP for Auburn Municipal Airport shows only Compatibility Zone B1 lying over the project site (Map AUB-4A). Compatibility Zone B1 is described as follows:

Zone B1 encompasses portions of the runway approach and departure areas that are adjacent to and beyond the ends of the Runway Protection Zone (Compatibility Zone A). Noise levels and risks are both high in this Zone B1. Noise produced by individual aircraft operations is often high enough to disrupt many land use activities. Cumulative noise levels are generally at least CNEL 55 dB. Zone B1 encompasses most of the areas covered by Caltrans Airport Land Use Planning Handbook Safety Zone 2 and portions of Zones 3 and 4. Risk levels are

high because of the proximity of Zone B1 to the runway ends and because these areas are overflowed by aircraft at low altitudes – typically only 200 to 400 feet above the runway elevation. At the west end of the runway, Zone B1 bends slightly southward to reflect the 20 degree left turn which aircraft are encouraged to make when taking off from Runway 25. The length at the west end also considers that ground elevations are well below the runway elevation. In addition, restrictions on the height of objects in Zone B1 may be required for airspace protection purposes.

ALUCP Land Use Classification

The ALUCP provides compatibility guidance for specific land uses. Primary Compatibility Criteria Table AUB-4A summarizes maximum density and intensity; incompatible, conditionally compatible, and compatible uses; and other development conditions for each land use.

The proposed project falls within the Educational and Institutional land use classification and is considered an in-patient medical use facility. This designation includes, but is not limited to, hospitals, mental hospitals, and nursing homes. In-patient refers to overnight stays for medically related purposes. Because the facility is defined as a residential treatment program, it could also be classified as a Residential land use; either a short or long-term lodging or as a congregate/residential care facility. Regardless of the specific designation these types of uses are considered incompatible and prohibited in Zone B1.

ALUCP Compatibility Review

Four compatibility factors - noise, safety, airspace protection, and overflight – are reviewed when determining ALUCP consistency. The individual compatibility factors can be used to help assess how heavily each factor should be weighed when evaluating proposed projects in a compatibility zone. These same factors can also serve to suggest what types of changes might make an incompatible project compatible. Recommendations in this regard are provided in the compatibility review below.

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Airspace Protection. Compatibility Zone B1 requires an airspace review by ALUC staff for any structure greater than 35 feet high. Federal Aviation Administration notice is also required for any structure exceeding this height. According to the application, the building height standard will not exceed 19 feet.

Recommendation: The proposed project is consistent with ALUCP airspace protection provisions provided the structure is conditioned not to exceed 35 feet in height. This condition can be implemented via Placer County's development review and building permit processes.

Noise. The project site is in Auburn Municipal Airport's 55 dB CNEL noise contour. Noise levels are high in Zone B1. Noise produced by individual aircraft operations is often high enough to disrupt many indoor and outdoor land use activities. The proposed use is considered a highly Noise Sensitive Land Use. Noise Sensitive Land Uses are flagged with a symbol (→) in Table AUB-4A Basic Compatibility Criteria for Auburn Municipal Airport.

For areas within airport noise contours, ALUCP Policy 3.3.2 directs that land uses for which interior activities may be easily disrupted must maintain a 45 dB CNEL or less interior noise level. New structures within Zone B1 are to incorporate sound attenuation design features sufficient to meet the interior noise level criteria specified by the ALUCP policy. For the proposed use, the aircraft-related interior noise level cannot be no greater than 45 dB CNEL by ensuring a noise level reduction of 10 dB in Zone B1. If sound attenuation is provided the proposed use would be considered acceptable.

Recommendation: The proposed project is consistent with ALUCP noise provisions if conditioned to ensure it will not exceed a maximum aircraft-related interior noise level of 45 dB CNEL. This condition can be implemented via Placer County's development review and building permit processes.

Overflights. The ALUCP identifies the project site in Auburn Municipal Airport's general traffic pattern where approximately 80 percent of aircraft overflights are estimated to occur. Overflight compatibility concerns encompass a combination of noise and safety issues. ALUCP Policy 3.7.1 requires an avigation easement be recorded for each parcel associated with any discretionary land use action reviewed by the ALUC in Zone B1. The MUP Modification required by the County is considered a discretionary entitlement. An avigation easement must be dedicated to the Auburn Municipal Airport (City of Auburn) that:

- Provides the right of flight in the airspace above the property;
- Allows the generation of noise and other impacts associated with aircraft overflight;
- Restricts the height of structures, trees, and other objects;
- Permits access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
- Prohibits electrical interference, glare, and other potential hazards to flight from being created on the property.

The applicant has indicated it will provide the avigation easement to the City of Auburn.

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Recommendation: The proposed project is consistent with ALUCP overflight provisions if conditioned to provide an aviation easement dedicated to the City of Auburn. This condition can be implemented via Placer County's development review and building permit processes.

Safety. Under the ALUCP, the CoRR Facility is considered an existing nonconforming use because it is not consistent with the land use designations in the ALUCP. Under ALUCP Policy 3.7.3(b)(1), an existing nonconforming nonresidential use (other than children's schools) may be continued, sold, leased, or rented without restriction or airport land use compatibility review provided that no discretionary local agency approval is required. According to Placer County Planning Division staff, the proposed project will require a MUP Modification, a discretionary entitlement.

Under ALUCP Policy 3.7.3(b)(2), an existing nonconforming nonresidential use (other than children's schools) may be maintained, altered, or, if required by State law, reconstructed (see Policy 3.7.4). However, any such work must not result in expansion of either the portion of the site devoted to the nonconforming use or the floor area of the building(s). The project proposes an expansion of the existing building from 5,620 square feet to 11,379 square feet. The ALUCP further requires that any alteration must not result in an increase in the intensity (people per acre) above the levels existing at the time of adoption of this ALUCP. At the time of the ALUCP adoption in February 2014, the existing facility was subject to a 2013 County Planning Director permit that capped the maximum number of people on-site to 30 people. As part of the building expansion the applicant proposes a maximum number of people on-site at 85 people. Primary Compatibility Criteria Table AUB-4A indicates for Zone B1 the maximum single-acre intensity is 80 people/acre.

Certain types of land uses having vulnerable occupants represent special safety concerns irrespective of the number of people associated with those uses. In some cases, these uses are not allowed in portions of the airport influence area regardless of the number of occupants associated with the use. Uses having vulnerable occupants are ones in which most occupants have reduced effective mobility or may be unable to respond to emergency situations. ALUCP Policy 3.4.9 defines the primary uses in this category to include in-patient medical, mental hospitals, nursing homes, and similar medical facilities where patients remain overnight. Uses having vulnerable occupants are considered incompatible in Zone B1. According to this policy new facilities or expansion of existing facilities are to be prohibited.

Recommendation: The proposed project is not consistent with ALUCP safety provisions. The type of use proposed is an existing nonconforming nonresidential in-patient medical use. Expansion of such uses are not allowed under ALUCP Policy 3.7.3. The proposal is also considered a risk sensitive land use having vulnerable occupants. Uses having vulnerable occupants are considered incompatible within Zone B1. According to ALUCP Policy 3.4.9, new facilities or expansion of existing facilities having vulnerable occupants are prohibited. Further, Primary

Compatibility Criteria Table AUB-4A indicates for Zone B1 this use is considered incompatible. Lastly, the project proposes a maximum of 85 people, which exceeds the maximum single-acre intensity criteria of 80 people/acre for Zone B1. For the foregoing reasons, staff recommends that the ALUC deny the request from the applicant, Western Care Construction Company, and determine that the proposed expansion of the CoRR Facility is inconsistent with the Placer

ALUC Consistency Review: CoRR Facility Expansion 12125 Shale Ridge Road, Auburn

County Airport Land Use Compatibility Plan after considering the applicant's Special Conditions Exception request.

Alternate Recommendation

Special Conditions Exception Review

A request to approve a Special Condition Exception requires approval by the Commission. Approval requires a majority approval of the members present and voting on the matter. If the ALUC decides to approve a Special Condition Exception, it is required to make specific findings as to why an exception is being made. These findings must:

- State the nature of the extraordinary circumstance;
- Specify the proposal will not in this case create a safety hazard to people on the ground; and
- Specify that special measures would be taken to minimize hazards to the facility and its occupants.

Other factors such as the project being economically important to the community should not be taken into consideration by the ALUC.

- ***State the nature of the extraordinary circumstance;***
According to the applicant, the existing in-patient facility at 12125 Shale Ridge Road is at capacity. Expansion of this facility is needed to further promote and combine CoRR/Granite Wellness Centers rehabilitation programs and to serve people currently on their waiting list. An existing out-patient facility is also offered at 12183 Locksley Lane; however, this facility does not meet the need to address in-patient treatment. Alternate sites were not looked at by the applicant because the objective of the project is to expand at the existing building on properties owned by the applicant.
- ***Specify the proposal will not in this case create a safety hazard to people on the ground; and***
The applicant proposes a maximum occupancy of 85 people with the CoRR Facility expansion. Under the ALUCP, the maximum single-acre intensity is 80 people per acre in Zone B1.

Alternate Recommendation: The proposal is consistent with ALUCP safety provisions provided the intensity is limited to the maximum single-acre intensity of 80 people per acre for Zone B1. This condition can be implemented via Placer County's development review and building permit processes.

- ***Specify that special measures would be taken to minimize hazards to the facility and its occupants.***
The fundamental objective of airport land use compatibility planning is to promote compatibility between airports and surrounding land uses. For this Special Condition Exception under review, safety is the compatibility issue of concern. Although avoidance of people intensive uses near

ALUC Consistency Review: CoRR Facility Expansion 12125 Shale Ridge Road, Auburn

airports is always preferable, a concept which may also be acceptable in some situations is to improve safety by reducing risk through building design.

Appropriate risk reduction measures are included in the 2019 California Building Standards Code. The CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide the minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment.

Appropriate risk reduction measures are also specified in the ALUCP Special Conditions Exception Policy 3.2.4(b). ALUCP Special Conditions Exception Policy 3.2.4(b) identifies several risk reduction measures, including but are not limited to, the following:

- Concrete walls;
- Limited number and size of windows;
- Upgraded building roof strength;
- No skylights;
- Enhanced fire sprinkler system;
- Building height limited to single story; and
- Increased number of emergency exits.

The applicant in their Special Conditions Exception Write-Up address both noise and safety issues.

For noise, the applicant has indicated several measures to be undertaken to provide sufficient sound attenuation to address ALUCP criteria. Structural concrete insulated panels will be installed on the exterior consisting of four inches of polystyrene foam insulation sandwiched between the reinforced concrete. The panels will be used for walls and roof structure. The eight-inch thickness of the constructed panels will provide more than adequate sound attenuation. Similarly, windows and exterior doors will also be insulated meeting sound rating requirements. The interior of the building will also be designed to include sound absorbing materials.

The applicant has indicated that they will provide site risk mitigation by maintaining open space on adjacently owned properties for emergencies. The applicant has indicated they will implement several risk reduction measures through the building's design. The building will not include any skylights. The building will be constructed with 100 percent non-combustible material by adding structural concrete insulated panels to the exterior of the building. These panels contain two layers of two-inch grid stainless steel welded-wire reinforcement embedded in the concrete, which provides excellent performance in lateral load conditions and provides a strong linkage between the panels, floors, and roofs. The concrete panels will also reduce the spread of fire. The applicant has also increased the number of door exits that is required by Code. In addition, all new bedrooms in the facility will be outfitted with operable sliding windows that meet California Residential Code requirements for egress, providing an additional means of escape. A new NFPA 13 compliant fire sprinkler and alarm system will be installed in

ALUC Consistency Review: CoRR Facility Expansion 12125 Shale Ridge Road, Auburn

the building. The applicant has further indicated that signage will be installed addressing “proximity to the airport,” disclosure notices, maximum occupancy, and other required signage per Code.

In addition to the measures identified by the applicant, staff recommends that the airspace protection, noise, and overflight compatibility conditions be included in this Special Conditions Exception approval. Staff also recommends that an emergency evacuation plan be provided for the facility as a safety measure.

Alternate Recommendation: The proposal is consistent with ALUCP safety provisions provided the risk reduction measures identified by the applicant in their Special Conditions Write-Up and the staff recommended airspace, noise and overflight compatibility conditions as well as inclusion of an emergency evacuation plan be implemented in this Special Conditions Exception approval. This condition can be implemented via Placer County’s development review and building permit processes.

The ALUC could approve the Special Condition Exception finding that the normally incompatible nonconforming nonresidential in-patient medical use, the Shale Ridge Community Recovery Resources Facility, to be acceptable subject to the conditions included in the applicant’s Special Condition Exception Write-Up and the staff alternate recommendations identified in this analysis. Staff would further recommend that ALUCP Policy 4.2.3 Special Conditions Policy and Auburn Municipal Airport Land Use Compatibility Map be updated to reflect the Special Conditions Exception approved for 12125 Shale Ridge Road, Auburn.

ALUCP Chapter 3: Applicable Countywide Compatibility Policies

3.2 Criteria for Review of Land Use Actions

3.2.4 **Special Conditions Exception:** The policies and criteria set forth in this *ALUCP* are intended to be applicable to all locations within an *Airport Influence Area*. However, there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site. After due consideration of all the factors involved in such situations and consultation with *Airport* management, the *ALUC* may find a normally incompatible use to be acceptable.

- (a) In considering any such exceptions, the *ALUC* shall take into account the potential for the use of a building to change over time (see Policy 3.4.5). A building could have planned low-intensity use initially, but later be converted to a higher-intensity use. *Local Agency* permit language or other mechanisms to ensure continued compliance with the usage *Intensity* criteria must be put in place.
- (b) In considering any such exceptions, the *ALUC* shall also take into account the need for special measures to reduce the risks to building occupants in the event that the building is struck by an aircraft. Building design features include, but are not limited to, the following:
 - Using concrete walls;
 - Limiting the number and size of windows;
 - Upgrading the strength of the building roof;
 - Avoiding skylights;
 - Enhancing the fire sprinkler system;
 - Limiting buildings to a single story; and
 - Increasing the number of emergency exits.
- (c) In reaching a decision, the *ALUC* shall make specific findings as to why the exception is being made and that the land use will neither create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.
- (d) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or referring *Local Agency*, not with the *ALUC*.
- (e) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.
- (f) Approval of a special site conditions exception shall require a majority approval of the *ALUC* members present and voting on the matter.
- (g) Airport-Specific Special Conditions Policies:
 - (1) Special conditions are acknowledged by the *ALUC* in the adoption of this *ALUCP* for the following airports in Placer County:
 - Auburn Municipal Airport (see Policy 4.2.3)
 - Lincoln Regional Airport (see Policy 6.2.3)
 - (2) These special conditions result in establishment of *Compatibility Zone* boundaries and/or compatibility criteria different in character from the zones and criteria applicable to other airports in the county. These special policies are not to be generalized or considered as precedent applicable to other locations near the same *Airport* or to the environs of other Airports addressed by this *ALUCP*.

ALUCP Chapter 3: Applicable Countywide Compatibility Policies

3.3 Noise Compatibility Policies

3.3.1 **Maximum Acceptable Exterior Noise Exposure:** To minimize *Noise-Sensitive* development in noisy areas around an *Airport*, new land use development shall be restricted in accordance with the following.

(b) New nonresidential development shall be deemed incompatible in locations where the airport-related noise exposure would be highly disruptive to the specific land use.

(1) Highly *Noise-Sensitive Land Uses* are flagged with a symbol (↗) in the *Basic Compatibility Criteria* table for each airport.

(2) Caution must be exercised with regard to approval of outdoor uses—the potential for aircraft noise to disrupt the activity shall be taken into account.

(3) Uses that are primarily indoor are acceptable if sound attenuation is provided in accordance with Policy 3.3.2 and as noted in the *Basic Compatibility Criteria* table for each airport.

3.3.2 **Maximum Acceptable Interior Noise Levels:** To minimize disruption of indoor activities by aircraft noise, new structures within *Compatibility Zones B1, B2 and C1* shall incorporate sound attenuation design features sufficient to meet the interior noise level criteria specified by this policy. All future structures outside of these *Compatibility Zones* are presumed to meet the interior noise level requirement with no special added construction techniques.¹

(a) For the following land uses, the aircraft-related interior noise level shall be no greater than *CNEL* 45 dB by ensuring a noise level reduction (NLR) of 25 dB in *Compatibility Zones B1 and B2* and a NLR of 20 dB in *Compatibility Zone C1*.

(1) Any habitable room of single or multi-family residences (including family day care homes with 14 or fewer children);

(2) Hotels, motels, and other long-term and short-term lodging;

(3) Hospitals, nursing homes and other congregate care facilities;

(4) Places of worship, meeting halls, theaters, and mortuaries; and

(5) Schools, libraries, and museums.

3.4 Safety Compatibility Policies

3.4.9 **Risk-Sensitive Land Uses:** Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern and the nature of the concern are listed below along with the criteria applicable to these uses. In some cases, these uses are not allowed in portions of the airport environs regardless of the number of occupants associated with the use. In other instances, these uses should be avoided—that is, allowed only if an alternative site outside the zone would not serve the intended function. When the use is allowed, special measures should be taken to minimize hazards to the facility and occupants if the facility were to be struck by an aircraft.

(a) **Uses Having Vulnerable Occupants:** These uses are ones in which the majority of occupants are children, elderly, and/or disabled people who have reduced effective mobility or may be unable to respond to emergency situations.

¹ A typical mobile home has an exterior-to-interior noise level reduction (NLR) of at least 15 dB with windows closed. Wood frame buildings constructed to meet current standards for energy efficiency typically have an NLR of at least 20 dB with windows closed.

ALUCP Chapter 3: Applicable Countywide Compatibility Policies

- (1) The primary uses in this category include, but are not limited to the following:
 - Children’s schools (grades K–12).
 - Day care centers (facilities with more than 14 children, as defined in the California Health and Safety Code).
 - In-patient hospitals, mental hospitals, nursing homes, and similar medical facilities where patients remain overnight.
 - Congregate care facilities including retirement homes, assisted living, and intermediate care facilities.
 - Penal institutions.
- (2) Criteria for new or expanded facilities of these types are as follows:
 - Uses having vulnerable occupants are incompatible within *Compatibility Zones A, B1, B2, C1* and *C2*. New sites or facilities or expansion of existing sites or facilities shall be prohibited.
 - All of the above uses shall be allowed within *Compatibility Zone D*.

3.7 Criteria for Special Circumstances

3.7.1 ***Avigation Easement Dedication:*** As a condition for approval of projects that are subject to the review provisions of this *ALUCP* and that meet the conditions in Paragraphs (a) and (b) of this policy, the property owner shall be required to dedicate an *Avigation Easement* to the jurisdiction owning the *Airport*.

(a) *Avigation Easement* dedication is required for all off-airport projects situated on a site that lies completely or partially within any of the following portions of the *Airport Influence Area*:

(1) Within *Compatibility Zones A, B1, or B2*.

(b) *Avigation Easement* dedication shall be required for any proposed development, including *Infill* development, for which discretionary local approval is required.

(c) The *Avigation Easement* shall:

(1) Provide the right of flight in the airspace above the property;

(2) Allow the generation of noise and other impacts associated with aircraft overflight;

(3) Restrict the height of structures, trees and other objects in accordance with the policies in Section 3.5 and the *Airspace Protection Surfaces Map* provided in Chapters 4 through 6 for Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport, respectively;

(4) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(5) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.

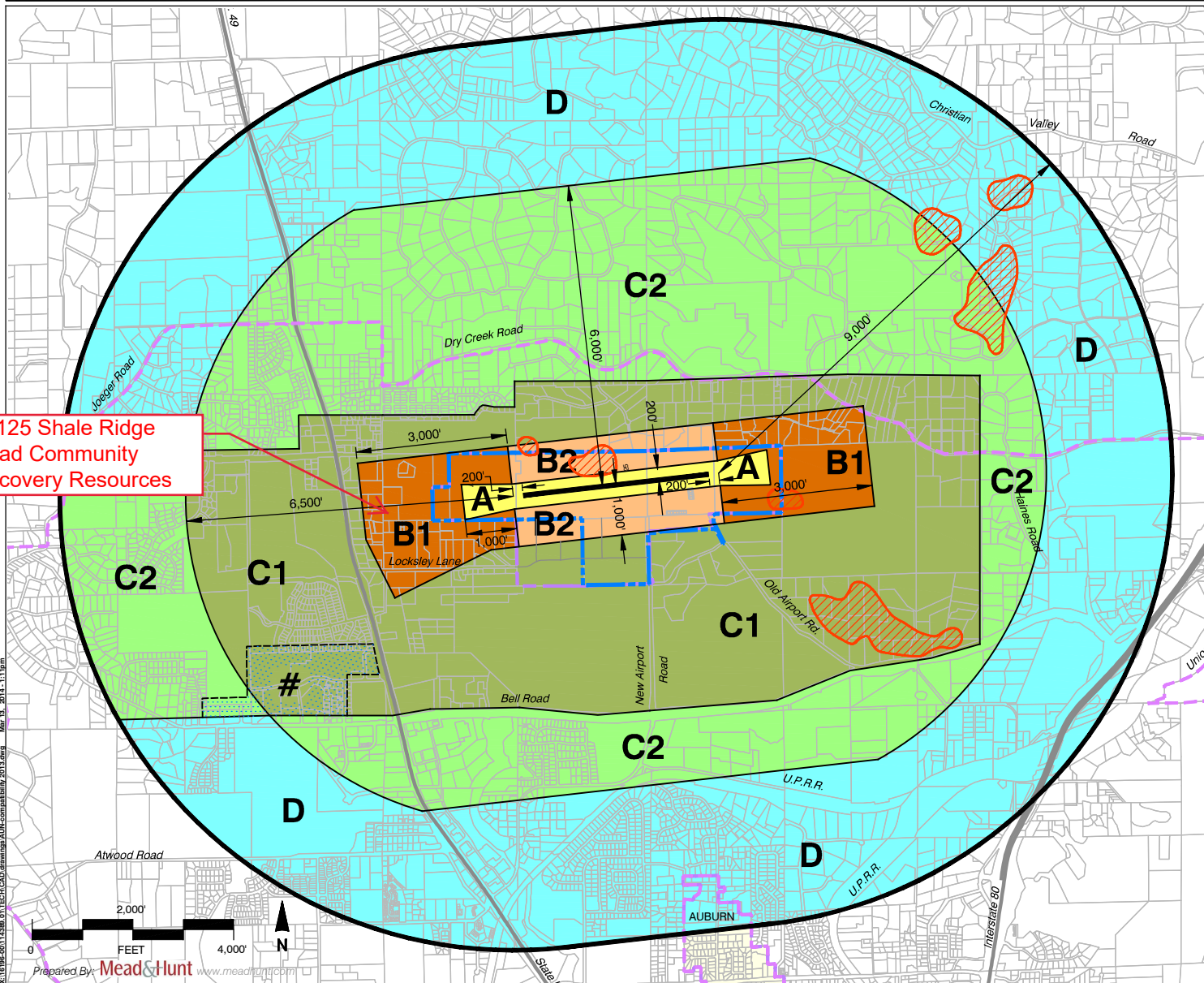
3.7.3 ***Existing Nonconforming Uses:*** Proposed changes to *Existing Nonconforming Uses* (including a parcel or building) that are not in conformance with the criteria in this *ALUCP* shall be limited as follows:

(b) Nonresidential uses (other than children’s schools):

(1) A *Nonconforming* nonresidential use may be continued, sold, leased, or rented without restriction or airport land use compatibility review provided that no discretionary local agency approval (such as a conditional use permit) is required.

ALUCP Chapter 3: Applicable Countywide Compatibility Policies

- (2) *Nonconforming* nonresidential facilities may be maintained, altered, or, if required by state law, reconstructed (see Policy 3.7.4). However, any such work:
- Must not result in expansion of either the portion of the site devoted to the *Nonconforming Use* or the floor area of the buildings; and
 - Must not result in an increase in the usage *Intensity* (people per acre) above the levels existing at the time of adoption of this *ALUCP*.
 - Must not increase the storage or use of hazardous materials.
- (3) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.



12125 Shale Ridge Road Community Recovery Resources

Legend

Boundary Lines

- Placer County Limits (outside map view)
- Auburn City Limits
- Auburn Sphere of Influence
- Airport Property Line
- Existing Runway 7-25 (3,700 ft.)

Compatibility Zones (Adopted 2014)¹

Airport Influence Area

- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone²
- # See Special Conditions Policy 4.2.3.

- Notes:**
1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
 2. 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.
 3. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Auburn Municipal Airport
Land Use Compatibility Plan**
(Adopted February 26, 2014)

Map AUB-4A

Compatibility Policy Map
Auburn Municipal Airport

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Prepared By: **Mead & Hunt** www.meadandhunt.com

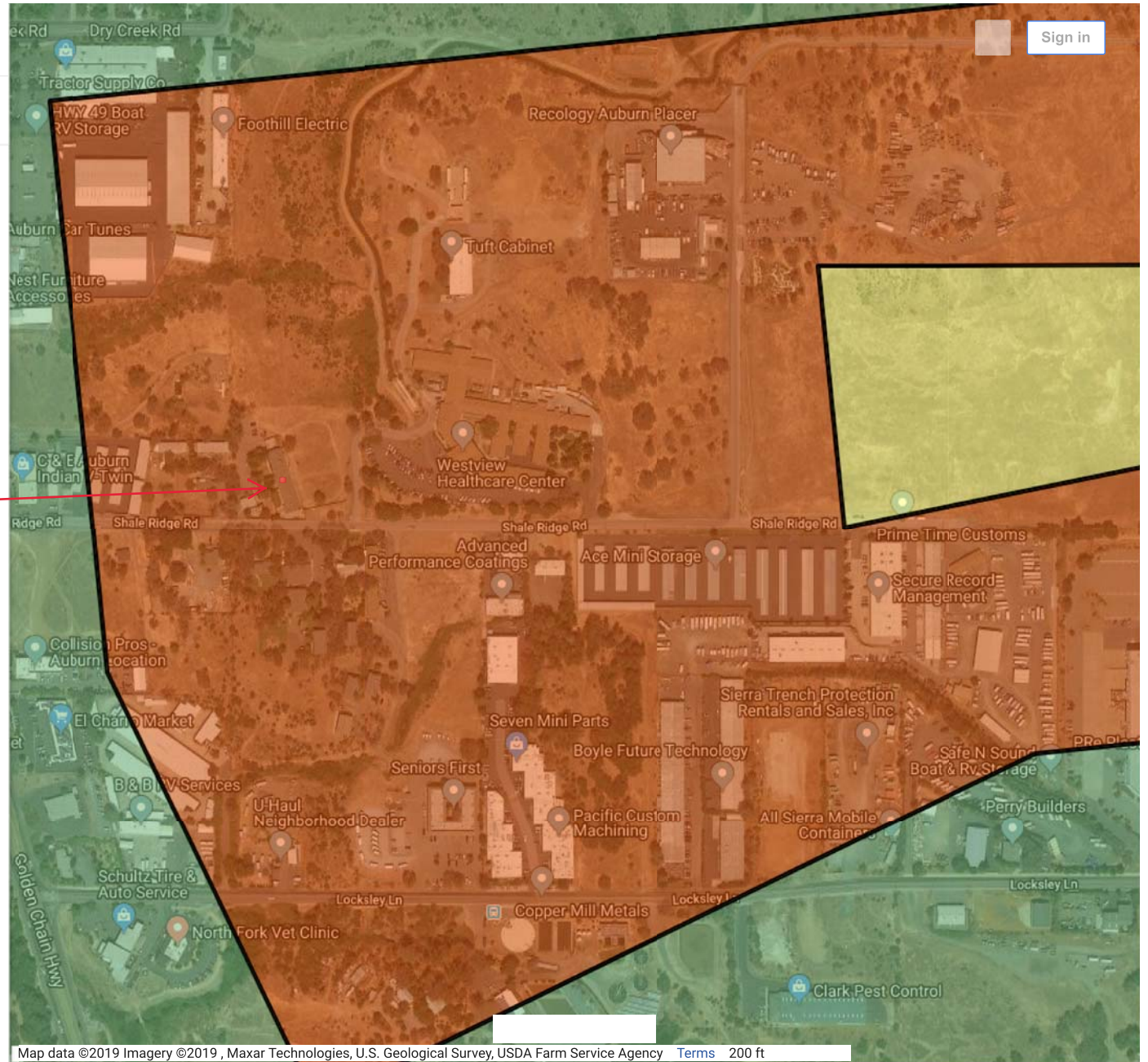
12125 Shale Ridge Road, Auburn, CA

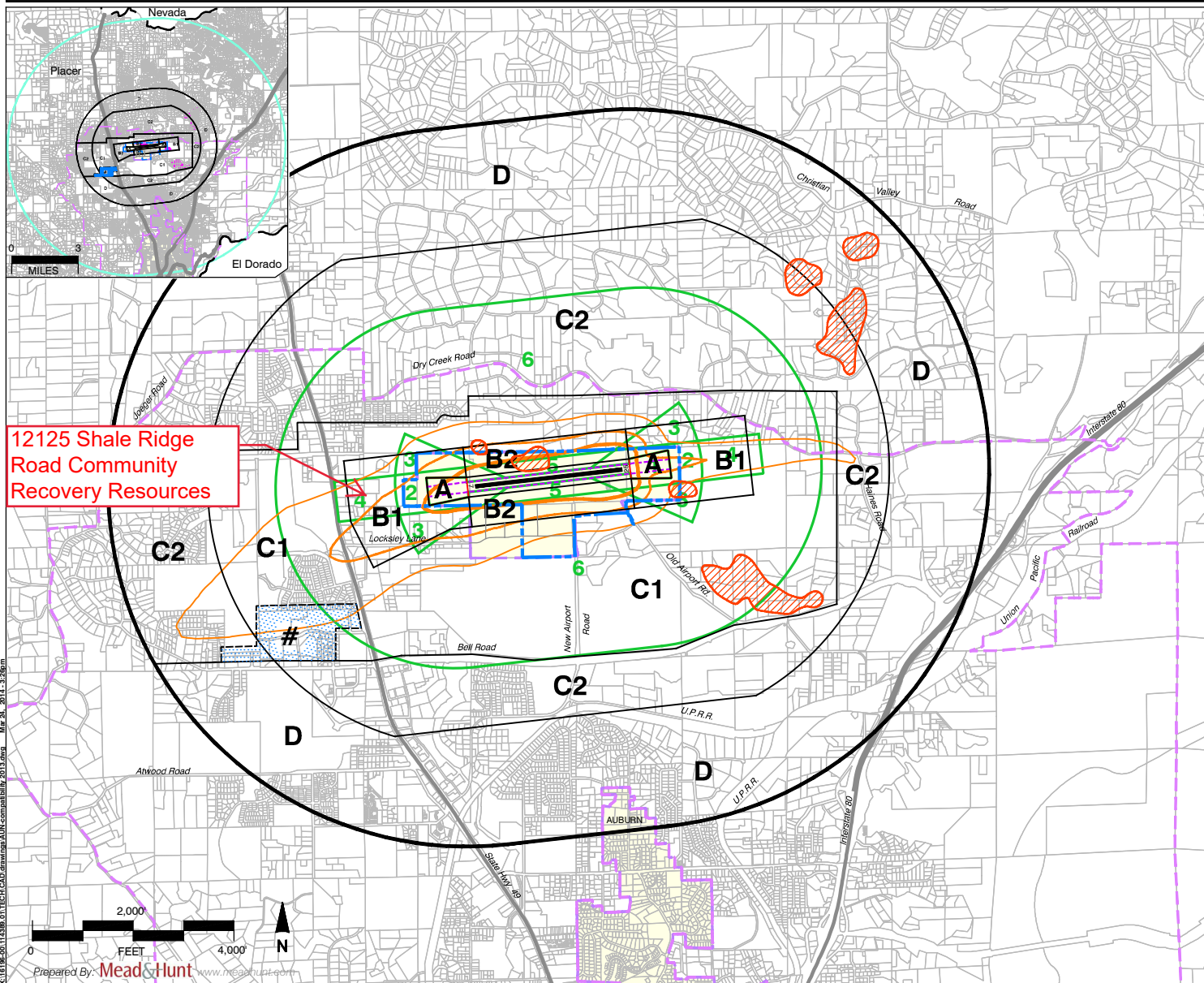
Move map to
12125 Shale Ridge Rd, Auburn, CA 95602, USA

From Google [show all on map](#)

12125 Shale Ridge Rd

Shale Ridge CORR Expansion
Auburn Municipal ALUCP Zone B1





- Legend**
- Boundary Lines**
- Placer County Limits (outside map view)
 - Auburn City Limits
 - Auburn Sphere of Influence
 - Airport Property Line
 - Existing Runway 7-25 (3,700 ft.)
 - Airport Influence Area (Adopted 2014)
 - Compatibility Policy Zones (Adopted 2014)

- Height Review Overlay Zone
- See Special Conditions Policy 4.2.3.

- Runway Factors**¹
- Runway Protection Zone (RPZ)
 - Runway Object Free Area (ROFA)

- Noise Factors**
- 65 dB CNEL
 - 60 dB CNEL
 - 55 dB CNEL
- } 104,000 Annual Operations¹

- Safety Factors**
- Generic Safety Zones (Short General Aviation Runway)²
 - Zone 1, Runway Protection Zone
 - Zone 2, Inner Approach/Departure Zone
 - Zone 3, Inner Turning Zone
 - Zone 4, Outer Approach/Departure Zone
 - Zone 5, Sideline Zone
 - Zone 6, Traffic Pattern Zone

- Notes:**
1. Source: Auburn Municipal Airport Master Plan, adopted July 2007.
 2. Source: California Airport Land Use Planning Handbook published October 2011. Zone 1 modified to reflect RPZs.
 3. Source: Federal Aviation Regulation (FAR) Part 77, Safe, Efficient Use and Preservation of Navigable Airspace (January 2011).

**Auburn Municipal Airport
Land Use Compatibility Plan
(Adopted February 26, 2014)**

**Exhibit 7D
Compatibility Factors Map:
Noise and Safety
Auburn Municipal Airport**

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Prepared By: Mead Hunt www.meadhunt.com

Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all remain'g	30%	no req.	20%	10%	no req.	› See Policy 3.4.10 for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses ³	Normally Compatible	Conditional	Incompatible				› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, race tracks, water parks, zoos →							D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters →							C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas →							C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges →*							B1, B2, C1: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local Parks: neighborhood parks, playgrounds →							B1, B2: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/motor home parks →							C1: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
Cemeteries (except chapels)							B1, B2, C1: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
Residential and Lodging Uses							
Single-Family Residential: individual dwellings, townhouses, mobile homes, bed and breakfast inns →							B1, B2: 1 du/10 acres (average density); 4 du/single acre ⁸ ; CNEL 45 dB max. interior noise level C1: 1 du/2 acres (average density); 4 du/single acre ⁸ B1: B2, C1: Locate dwelling max. distance from extended runway centerline where feasible
Multi-Family Residential: townhouses, apartments condominiums →							
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories →							
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.46	0.92		C1, C2: Ensure intensity criteria met

Table AUB-4A, continued

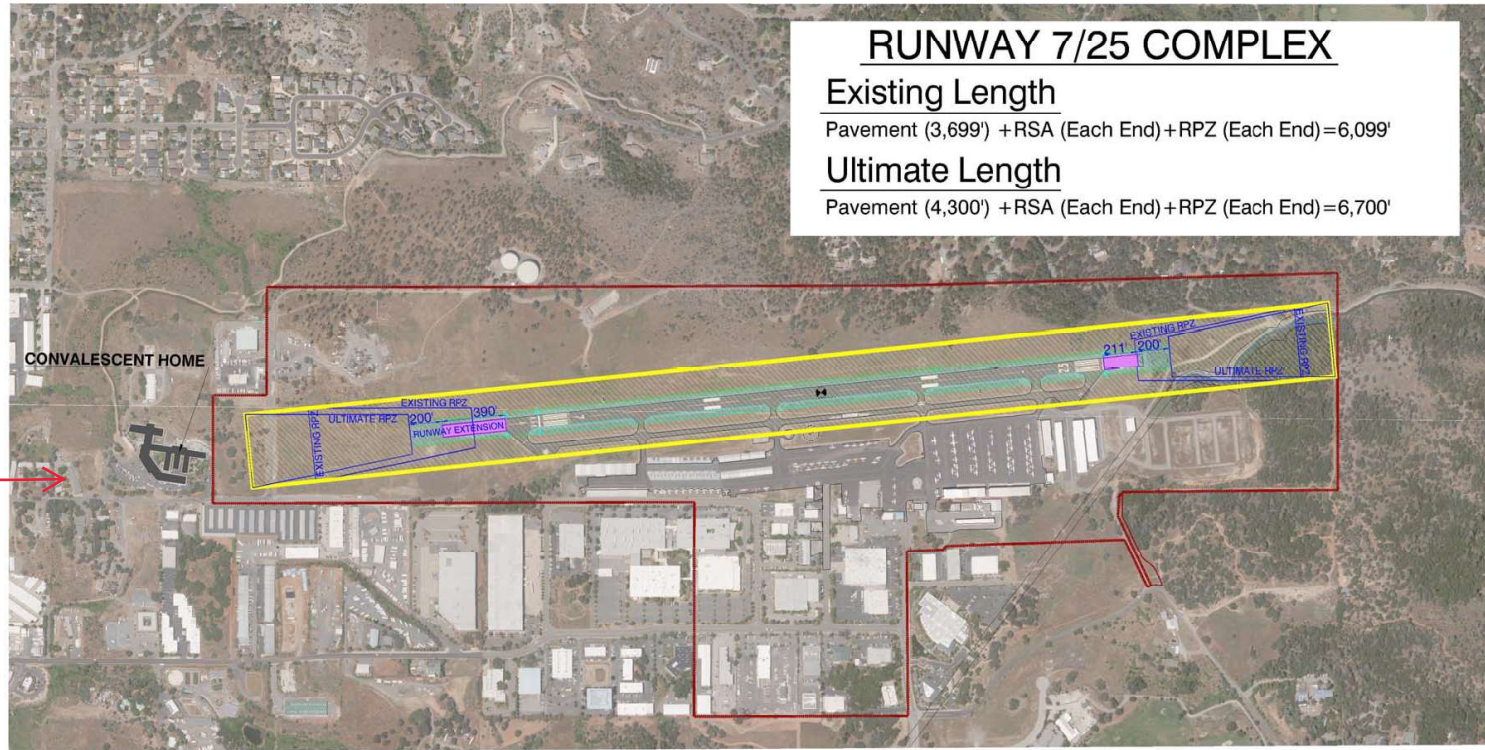
Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all remain'g	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses ³	Normally Compatible		Conditional	Incompatible			› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities →							
<i>Educational and Institutional Uses</i>							
Family day care homes (≤14 children) ⁹ →							B1, B2: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries →							
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.06	0.09	0.18		B2, C1, C2: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas							D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]				0.03	0.07		C1, C2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers, emergency/homeless shelters → [approx. 100 s.f./person]			0.16	0.23	0.46		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]			0.10	0.14	0.28		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →							C1, C2: See Policy 4.2.1 for special criteria related to Sutter Auburn Faith Hospital
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]			0.39	0.55	1.10		B2, C1, C2: Ensure intensity criteria met B2: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories							
Public Safety Facilities: police, fire stations							B2: Allowed only if airport serving C1, C2: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met

Table AUB-4A, continued

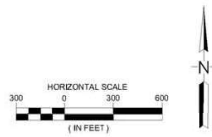
Land Use Acceptability		Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible with noise, safety, and airspace protection criteria. Atypical examples may require review to ensure compliance with usage intensity, lot coverage, and height limit criteria.
	<i>Conditional</i>	Use is compatible if indicated usage intensity, lot coverage, and other listed conditions are met. For the purposes of these criteria, “avoid” is intended as cautionary guidance, not a prohibition of the use.
	<i>Generally Incompatible</i>	Use should not be permitted under any circumstances.
Notes		
<p>➔ Indicates land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.</p> <p>● Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See <i>Policy 3.5.3(a)</i> for criteria.</p> <p>¹ Intensity criteria apply to all nonresidential uses including ones shown as “Normally Compatible” (green) and “Conditional” (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors (see <i>Policy 3.4.2(e)</i>). Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see <i>Policy 3.2.5</i>). The usage intensities shall be calculated in accordance with the methodologies cited in <i>Policy 3.4.3</i> and <i>3.4.4</i>.</p> <p>² Open land requirements are intended to be applied with respect to an entire zone (see <i>Policy 3.4.10</i>). This is typically accomplished as part of a local general plan or specific plan, but may also apply to large (10 acres or more) development projects.</p> <p>³ Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent “typical busy-period” usage (or “peak” usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See <i>Policy 3.4.3(a)(2)</i>.</p> <p>⁴ The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.</p> <p>⁵ No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33B, <i>Hazardous Wildlife Attractants On or Near Airports</i> and Advisory Circular 150/5200-34A, <i>Construction or Establishment of Landfills near Public Airports</i>. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See <i>Policy 3.5.3(a)(6)</i>.</p> <p>⁶ Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots’ vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See <i>Policy 3.5.3(a)</i>.</p> <p>⁷ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See <i>Airport</i> maps in Chapters 7 through 9.</p> <p>⁸ Clustering of residential development is permitted. However, no single acre of a project site shall exceed the indicated number of dwelling units per acre. See <i>Policy 3.4.10(d)</i>.</p> <p>⁹ Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider’s own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1596.78).</p>		

Table AUB-4A, continued

Figure 6-11 Alternative 4a - Runway 7/25 Complex 600' Extension (Balanced)



12125 Shale Ridge Road Community Resource Recovery Facility



- LEGEND**
- ULTIMATE AIRPORT PAVEMENT
 - ULTIMATE RUNWAY SAFETY AREA (RSA)
 - RUNWAY PROTECTION ZONE - LAND ACQUISITION/EASEMENT REQUIRED
 - RUNWAY COMPLEX

AUBURN MUNICIPAL AIRPORT
AUBURN, CALIFORNIA
RUNWAY ALTERNATIVES
JACOBS
707 17TH STREET, SUITE 2400 • DENVER, COLORADO 80202
PHONE: (303) 820-5240 • SHEET OF



CITY OF AUBURN

Planning and Public Works Department

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

May 12, 2020

Mike Luken
Executive Director
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603

Subject: Proposed Shale Ridge CORR (Community Resources Recovery)

Dear Mr. Luken:

City staff appreciates the opportunity to review and provide comments to the above-referenced project. The following comments have been prepared as it relates to the adopted Airport Land Use Compatibility Plan (ALUCP). Staff first evaluated the proposal as it relates to land use categories and intensity criteria set forth in Chapter 4 of the ALUCP. Evaluation of new development, as it relates to land use consistency and compatibility to the Plan, is paramount prior to considering project details like potential noise, overflight, safety and airspace protection factors. The latter is a required consideration that must be found consistent with policies found in Chapter 3 of the ALUCP, but generally speaking, these details are examined more closely once the land use is found compatible within the zone it is located. In this instance, the proposal is not compatible with the desired location.

ALUCP Compatibility and Zone B1 Consistency

Zone B1 encompasses the portions of the runway approach and departure areas adjacent to and beyond the ends of the Runway Protection Zone or the area defined as Zone A. The importance of Zone B1, in staff's opinion, is that it directly abuts Zone A. It is this Zone A area that contains the airport's main infrastructure and the overall viability of airport functions and potential expansion possibilities that could occur in the future.

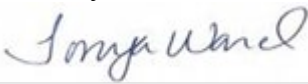
The City raises issue regarding the proposed expansion of a non-conforming and incompatible land use within the B1 compatibility zone of the Airport Land Use Compatibility Plan (ALUCP) map. The proposal is inconsistent with the basic compatibility criteria of general land use categories for the zone in which it is located. In this particular case, the development is deemed "incompatible" and a use that "should not be permitted under any circumstances." To approve an inconsistent use within the adopted ALUCP contradicts the fundamental purpose of promoting airport land use

compatibility and those established policies that preserve airport operations, protect health, safety and welfare of communities.

Staff reserves comment on whether the site has exceptional circumstances that distinguishes itself from other parcels located in the B1 compatibility zone; however, staff does find pause in approving an inconsistent land use that will create precedence and potentially unintended consequences.

Please contact me if you have any questions or would like to discuss the project comments further. I may be contacted at (530) 823-4211 ext. 140 and by email at tward@auburn.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Tonya Ward". The signature is written in black ink on a white rectangular background.

Tonya Ward, AICP
Senior Planner

cc: Robert Richardson, City of Auburn, City Manager
Chris Ciardella, P.E., City of Auburn, City Engineer

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

Technical Advisory Committee Meeting Minutes

May 12, 2020 – 3:00 p.m.

ATTENDANCE

Technical Advisory Committee (TAC)

Tonya Ward, City of Auburn
Chris Ciardella, City of Auburn
Fallon Cox, Caltrans
Chris Clardy, City of Colfax
Araceli Cazarez, City of Lincoln
Brit Snipes, Town of Loomis
Jake Hanson, City of Rocklin
Justin Nartker, City of Rocklin
Mike Dour, City of Roseville
Jason Shykowski, City of Roseville
Amber Conboy, Placer County
Rich Moorehead, Placer County
Will Garner, Placer County
Katie Jackson, Placer County
Rich Moorehead, Placer County
Christopher Schmidt, Placer County

Staff

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

This meeting was conducted via video conference call.

Transportation Sales Tax Ordinance – First Reading of Ordinance

Mike Luken reported that at the April PCTPA Board meeting, the Board voted to delay the first reading of the Transportation Sales Tax Ordinance until the May 27th meeting and consider adoption at the June meeting. This would allow the City of Auburn and the City of Lincoln Councils, who had not yet considered adoption of the Expenditure Plan to do so. Since then, the City of Auburn approved the Expenditure Plan and the City of Lincoln will consider adoption at tonight's Council meeting. Mike added that we will also be asking the Board to move forward with polling to determine the feasibility of passing a transportation sales tax in 2020 or guide us in future funding strategy efforts in the Board moves the sales tax measure to 2022.

FY 2020/21 Final Overall Work Program (OWP) and Budget

Mike Luken explained that given the current conditions relating to COVID-19 and looking at other RTPAs and MPOs, we are taking a conservative fiscal approach in FY 2020/21.

An updated final FY 2020/21 OWP and Budget with tracked changes from the February 2020 version was provided in advance to the TAC. Luke McNeel-Caird said the most significant change was the 20%

cut in Local Transportation Funding (LTF) which primarily effects the Communications and Outreach and the Regional Transportation Funding Program work elements.

Luke added that San Diego, a self-help county, did an in-depth analysis on how transportation funding will be affected given the economic hits taken as a result of the COVID-19 pandemic. The financial analysts assumed a 10% reduction in FY 19/20, 20% in 20/21, and 20% in 20/22. SACOG assumed a 13% reduction for FY 20/21. Based on our conservative approach of a 20% decrease for 20/21, our proposed budget is \$4.7 million and the budget balances. Luke added that while we will not have to dip into contingency this next fiscal year, it may be necessary in the future with additional declines in LTF, anticipated CalPERS cost increases and overhead cost increases. The TAC concurred with bringing the FY 2020/21 OWP and Budget to the Board this month.

Senate Bill 1 Program Update

Aaron Hoyt thanked everyone for participating in the 2020 Local Streets and Roads Needs Assessment Survey. We had a 100% completion rate for the surveys.

Aaron also discussed that the CTC delayed the submittal date for the SB 1 Local Streets and Roads program (also known as RMRA) project lists and resolutions. The submittal date has been extended to July 15th and the reporting, typically due in October, has been extended until December

Luke McNeel-Caird provided an update on 2020 Senate Bill 1 Competitive Grant Programs.

- Solutions for Congested Corridor Grant deadline has been extended to July 17. We will be applying for a grant for the Gateway Plan which includes eight projects in the Placer-Sacramento region. Fehr & Peers is consulting.
- Trade Corridor Enhancement Program (TCEP) Cycle 2 deadline has been extended to August 3. We will be applying for a grant for the westbound part of the I-80 Auxiliary Lanes project from Douglas to Riverside. Michael Baker is consulting.
- Local Partnership Program (LPP) Formula Cycle 3: Luke said this was discussed with the SPRTA TAC earlier. We will be submitting a combined project for Highway 65 Phase 1 and the Lincoln to Sacramento Commuter busses. Aaron Hoyt is the lead project manager. Kimley Horne is consulting.

Luke added these grants are contingent on our Board moving forward with sales tax measure.

Program award dates for the above programs will occur in December. In addition, Luke said we will be applying for an Active Transportation Program (ATP) Cycle 3 grant, for the Riego Road/Baseline Road project. Dewberry is the consulting engineering firm for this project. Roseville is planning on applying for an ATP grant for Dry Creek Greenway, Phase 2, the TCEP program for Washington/Andorra and the LPP program for Roseville Parkway.

Airport Land Use Commission (ALUC)

Amendment to the California Building Standards Code, City of Lincoln: David Melko explained that the City of Lincoln is proposing a local amendment regarding fire sprinkler systems to the California Building Code, which necessitates an ALUC review per the Airport Land Use Compatibility Plan (ALUCP). Because this amendment is consistent with ALUCP safety policies, under a consent item, staff will be asking the Commission to determine the City of Lincoln's amendment consistent with the ALUCP for the Lincoln Regional Airport. The TAC concurred.

Shale Ridge Community Resource Recovery Addition, County of Placer Review: David Melko explained the facility is in Auburn at 12125 Shale Ridge Road and located in Zone B1 under Auburn Airport's Land Use Compatibility Plan (ALUCP). The existing facility currently houses 30 clients and the project applicant, Community Recovery Resources, wants to expand the facility to house 85 people.

The project expansion will require a Placer County Minor Use Permit Modification. Under the ALUCP, the existing facility is considered a nonconforming risk sensitive land use. The proposed expansion would not be allowed under the current ALUCP. The applicant has applied for a Special Conditions Exception, equivalent to a variance, for expansion of their facility. David said there will be a Public Hearing this month where the ALUC Commission will consider the applicant's request. Staff is recommending the Commission determine the project inconsistent with the ALUCP and to deny the Special Conditions Exception request. In the event the Commission chooses to approve the Special Conditions Exception, staff has prepared an alternate recommendation based on the applicant's proposed noise and safety measures included as part of their application. If approved, the Auburn Airport Compatibility Plan will need to be updated to reflect this exception.

Tonya Ward, City of Auburn, agreed with the staff recommendation to deny the request as it is an incompatible use. She added they have submitted a letter with the ALUC sharing their concerns. This letter will be included as part the agenda packet.

Christopher Schmidt, Placer County Community Development-Planning, explained this type of facility would be difficult to locate elsewhere in the Auburn area. He said the project is in the very early stages of predevelopment with the County. Because of this, Rich Moorehead noted that County staff are not able to weigh in on staff's recommendation. Excluding Placer County, the TAC members agreed with staff's recommendation to find the proposed project inconsistent with the ALUCP and to deny the Special Conditions Exception request

PCTPA Board Meeting: Wednesday, May 27, 2020
Next TAC Meeting: Tuesday, June 9, 2020 - 3:00 pm

The TAC meeting concluded at approximately 3:46 pm.

SS:LM:ML

TO: PCTPA Board of Directors

DATE: May 27, 2020

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

SUBJECT: STATUS REPORT

1. I-80 Auxiliary Lanes Project Design and Right of Way Status

The I-80 Auxiliary Lanes project will add a 5th westbound through lane on I-80 from east of Douglas Boulevard to west of Riverside Avenue in Roseville where four through lanes currently exist, and improvements to on and off ramps within the project area. In addition, the project will construct an eastbound auxiliary lane on I-80 from 0.8 miles east of Highway 65 to Rocklin Road, including widening the off-ramp to two lanes.

The project is currently in the Plans, Specifications and Estimate (PS&E)/Design phase. The 90 percent design plans were submitted to Caltrans in December 2019. Various functional units at Caltrans District 3 have reviewed the submittal and provided comments. The design submittal included over 400 plans sheets covering such items as layout, grading, pavement delineation, drainage, electrical, structures (walls and Linda Creek/Cirby Creek bridge widening) and construction staging. Several engineering reports were also submitted and reviewed (geotechnical, drainage, storm water pollution prevention plan, traffic management plan, and landscape concepts) as well a structure calculations. As part of the Caltrans review process, seven focus meetings were held on constructability, safety, drainage, traffic management, landscaping, pavement roadway sections, and right of way and utility coordination.

Dokken Engineering has assembled the comments from these reviews and is currently preparing responses and working toward submitting 95 percent design plans to Caltrans in June 2020. Coordination is also occurring regarding the steps involved with handing the PS&E over to Caltrans to Advertise, Award and Administer (AAA) the future project construction work. Construction would begin in 2021 if a funding source is identified.

The project will also require the following right of way (ROW):

- Acquisition from one private parcel along the westbound slip on-ramp from Douglas Boulevard in Roseville;
- Temporary construction easements from two City of Roseville owned parcels west of Jo Anne Lane near Linda Creek; and
- Acquisition of City of Rocklin owned parcels along the off-ramp to Rocklin Road.

Dokken Engineering will soon be sending Notices of Decision to Appraise letters to effected property owners. Project Development Team (PDT) members for both cities have already been briefed on these right of way acquisitions. Once the appraisals are completed,

the process will move to seek authorization from the South Placer Regional Transportation Authority (SPRTA) Board to make offers. SPRTA will be the acquisition agency and will hold the right of way until the end of construction when it will be transferred to Caltrans. Coordination with Caltrans is occurring to ensure ROW steps meet their requirements.

The project is estimated to cost approximately \$31.9 million. PS&E and right of way phases are currently fully funded at \$2.4 million. To date the Board has approved about \$3.4 million in locally-controlled federal funding for the construction phase to serve as local competitive match. The unfunded need is about \$26.1 million, with a potential local future sales tax, state funding, federal infrastructure funding or some combination thereof applied to address the project's funding gap. Like many other expansion projects, this project will require a substantial local match to be competitive for state and federal funding.

2. Quarterly Status Report on Regionally Significant Transportation Projects

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

LM:ML:ss

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
May 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2023			2019
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, and El Dorado counties on Various Routes at Various Locations: Upgrade pedestrian facilities. [CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in FY 17/18]. Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20521	I-80 Culvert Rehabilitation	In and near Colfax on I-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959]. Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$2,115,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616]. Toll Credits for ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$40,255,000	2021	2018	2018	2019
Caltrans D3	CAL20695	Yol/Pla/Sac Ramp Meters at Various Locations	In Yolo, Placer and Sacramento Counties, on I-80, SR 65 and SR 99, at various locations (I-80-2.4/R11.3 used in CTIPS) - Install ramp meters [CTIPS ID 107-0000-1008]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$9,035,000	2019	2018	2018	2018
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM M0.1/18.0); also in Placer County in the City of Roseville, I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optic communication lines [CTIPS ID 107-0000-1044]. Toll Credits for ENG	SHOPP Mobility AC	\$16,750,000	2021	2018	2018	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2020	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	In Placer County on I-80 at various locations (PM 46.3/R63.5): Replace bridges at four locations (#19-0112, #19-0113, #19-0114, #19-0118). [CTIPS ID 107-0000-1033]	SHOPP Bridge AC	\$53,235,000	2025	2019	2019	2020
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation [CTIPS ID 107-0000-1032]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,540,000	2020	2018	2018	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.9) - Drainage system rehabilitation [CTIPS ID 107-0000-1034]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]. Toll Credits for ENG	SHOPP Mobility AC	\$2,565,000	2021	2017	2017	2020
Caltrans D3	CAL20728	SR 49 Realignment	In Auburn on SR 49, from 0.2 miles south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout. [CTIPS ID 107-0000-1063]	SHOPP Collision AC	\$8,919,000	2021	2018	2019	2020

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
May 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20729	SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter	On SR 65 in Roseville at Galleria Blvd/Stanford Ranch Road (PM R5.9): Install ramp meter. The 80/65 Interchange Phase 1 project (0H26U) combines SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter (0F352/CAL20729), 80/65 Aux Lane (0H260), and SR 65 NB Ramps at Galleria/Stanford Ranch (0H560) for construction.. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,903,000	2020	2017	2017	2017
Caltrans D3	CAL20730	US 50/I-80/SR 99 High Friction Surface Treatment	In Sacramento and Placer Counties, on Routes 50, 80 and 99 at various locations - Improve pavement friction and wet weather conditions [CTIPS 107-0000-1066]. Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$1,710,000	2019	2018	2018	2018
Caltrans D3	CAL20756	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,317,000	2020			2019
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80) - Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]	SHOPP Mobility AC	\$1,629,000	2020	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]	SHOPP Mobility AC	\$2,344,000	2020	2018	2018	2019
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations: Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species.	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2020	2018	2019	2019
Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113]	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (Pla-80-38.3/41.5) - Rehabilitate drainage systems [CTIPS ID 107-0000-1119]	SHOPP Roadway Pres AC	\$5,386,000	2023	2018	2020	2021
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards [CTIPS Identifier Sac-Var; CTIPS ID 107-0000-1149]	SHOPP Collision AC	\$4,115,000	2020	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In Sacramento, Butte, Placer, Sutter, Nevada, and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89, SR 99, SR 160 at various locations: Upgrade crash cushions and sand barrel arrays to make more durable.	SHOPP Collision AC	\$2,750,000	2022	2019	2020	2021

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
May 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20783	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards [CTIPS ID 107-0000-1126]	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021
Caltrans D3	CAL20798	Colfax Roundabout - Maidu Village FCO	In Colfax, at the I-80 westbound onramps and offramps to SR 174 (PM 33.0/33.1) - Install roundabout; Financial Contribution Only (FCO to City of Colfax) (201.310 SHOPP Operational Improvements 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,250,000	2020			2019
Caltrans D3	CAL20799	Roseville Ramp Meter Repair	In Roseville, on eastbound I-80 at Auburn Boulevard (PM 0.4), Atlantic Street (PM 3.0) and Taylor Road (PM 3.2) onramps; also in the City of Rocklin, on westbound I-80 at Sierra College Boulevard onramps (PM 7.2/7.5) - Reconstruct five (5) existing non-operational ramp meters (201.315 SHOPP Transportation Management Systems 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$810,000	2020			2019
Caltrans D3	CAL20806	Kingvale to Soda Springs Shoulder Repair	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line (PM R62.9/69.7); also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0): Install concrete gutter to repair shoulder damage at various locations. (Permanent Restoration 201.131 project)	SHOPP - Emergency Response (SHOPP AC)	\$10,890,000	2021	2019	2019	2020
Caltrans D3	CAL20844	Blue Canyon Truck Climbing Lane	On I-80 in Placer County at 3 locations from Applegate to EB off-ramp to Nyack (PM R26.5/R28.8): Roadway rehabilitation. (MTP ID CAL20844)	SHOPP Roadway Pres AC	\$113,500,000	2026	2023	2023	2023
Caltrans D3	CAL20845	Monte Vista Truck Climbing Lane	On I-80 in Placer County from Saw Mill OC to 0.3 mile east of Drum Forebay OC (PM 42.7/49.3R): Pavement preservation. (See MTP ID CAL20845)	SHOPP Roadway Pres AC	\$76,860,000	2025	2023	2023	2023
Caltrans D3	CAL21227	SR 49 Safety Improvements	In Placer County near Auburn from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts. [CTIPS ID 107-0000-1222]	SHOPP Collision AC	\$26,340,000	2024	2020	2021	2022
Caltrans D3	CAL21277	SR 65/I-5/SR 51/SR 174 High Friction Surface Treatment	In Placer, Sacramento, and Nevada Counties on SR 65, I-5, SR 51, and SR 174 at various locations: Apply High Friction Surface Treatment (HFST) and Open Grade Asphalt Concrete (OGAC) at various ramp locations. [CTIPS ID 107-0000-1211]	SHOPP Collision AC	\$3,145,000	2021	2019	2020	2020
Caltrans D3	CAL21278	SR 65 South Ingram Slough Slide Repair	In Lincoln on SR 65 at South Ingram Slough Bridge (PM R13.0/R13.1): Permanent restoration to repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. [CTIPS ID 107-0000-1209]	SHOPP - Emergency Response (SHOPP AC)	\$1,725,000	2020	2019	2020	2020
Caltrans D3	CAL21342	Colfax Acceleration Lane	In Placer County on I-80 in the City of Colfax at the westbound on-ramp from SR 174 [PM 32.7/33.0]: Construct acceleration lane. (FY 19/20 Minor A)	CT Minor SHOPP AC	\$2,210,000	2020			2020
Caltrans D3	CAL21344	SR 28 Repair Drainage Infrastructure	In Placer County on the north side of SR 28 from Chipmunk Street to Beaver Street [PM 10.2]: Install storm drain. (FY 19-20 Minor A)		\$0	2020			

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL21354	I-80 Rock Retention Fencing	In Placer County on I-80 near Emigrant Gap, from 0.8 mile east to 2.1 miles east of Carpenter Flat UC, at two locations (PM R56.9L/R58.2L): Restore the structural integrity of storm damaged rockfall retention systems by replacing posts and base plates, and installing new ground anchors.	SHOPP - Emergency Response (SHOPP AC)	\$3,150,000	2022	2020	2021	2022
Caltrans D3	PLA25647	I-80 Atlantic/Eureka W/B On-ramp Widening	On I-80 in Roseville at the Atlantic Street/Eureka Road westbound on-ramp (PM 2.8): Install ramp meters and widen ramp for storage capacity. [CTIPS ID 107-0000-1031]	Local, SHOPP Mobility AC	\$11,150,000	2022	2016	2018	2020
Caltrans HQ	CAL20754	FTA 5310 - City of Roseville Mobility Management Program	Transit Ambassador and Mobility Training programs. Assist new transit and paratransit/demand response transportation riders that are seniors and persons with disabilities in Placer County, as well as the South Placer County "One Stop" Call Center that distributes transit and paratransit/demand response transportation information and handles reservations/transfers for paratransit/demand response transportation users in Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$135,000	2021			2017
Caltrans HQ	CAL21357	FTA 5310 Pride Industries vehicle replacement	Replace two medium, 12 ambulatory passenger, two wheelchair position buses and 13 large 16 ambulatory passenger two wheelchair position buses. All buses will be gasoline powered buses. These vehicles will be used to transport Pride clients who are seniors and those with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	FTA 5310	\$1,209,000	2022			2020
Caltrans HQ	PLA25830	FTA 5310 City of Roseville Mobility Management Program	Mobility Training program to assist new transit and Paratransit/demand response transportation riders that are seniors and persons with disabilities in south Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	FTA 5310	\$96,000	2022			2020
Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail	\$83,535,000	2021	2011	2017	2017

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Capitol Corridor JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Local	\$224,000,000	2025	2023		2025
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2020	2011	2020	2020
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	In Auburn, along Nevada St from Placer St to Fulweiler Ave: Class 2 bike lane and adjacent sidewalks to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.03, NOx 0.02)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA, RSTP/STBG	\$6,013,000	2019	2013		2016
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$715,134	2022			2019
City of Colfax	PLA25674	Rising Sun Road Pavement Resurfacing Project	In Colfax: Rising Sun Road from Ben Taylor Road to W. Grass Valley Street; Resurface up to 1,400-feet including engineering design, base repairs, mill and fill of road (up to 35,000-sf); and construction management and inspection.	Local, RSTP/STBG, RSTP/STBG Exch	\$224,998	2019	2018		2018
City of Colfax	PLA25676	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	CMAQ, CT Minor SHOPP AC, HIP, Local	\$3,696,000	2019	2018		2019
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	HBP, Local	\$13,521,200	2024	2013	2022	2025
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$3,019,534	2023	2016		2023
City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between O Street and K Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$2,331,954	2020			2019
City of Lincoln	PLA25652	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 3-lane bridge, including the McBean Park Bridge at Auburn Ravine.		\$0	2024			
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019			2017

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to Nicolaus Road on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	Local, RSTP/STBG	\$2,411,654	2022	2018		2022
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2023	2022		2022
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2024	2023		2023
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$9,290,000	2020	2018		2018
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2024	2023		2023
City of Rocklin	PLA25551	2018 Pavement Rehabilitation-Variou Streets	In the City of Rocklin; Lonetree Blvd., from City Limit with Roseville to Sunset Blvd; Blue Oaks Blvd. from City Limit with Roseville to Sunset Blvd; Sunset Blvd. from Fairway Drive to SR-65; West Oaks Blvd. from Lonetree Blvd. to Stanford Ranch Rd.; Stanford Ranch Rd. from City Limit with Roseville to Sunset Blvd; Park Drive from City Limit with Roseville to Sunset Blvd: Rehabilitate roads. (NEPA covers both this and PLA25678.). Toll Credits for CON	RSTP/STBG	\$2,375,463	2019			2019
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$572,058	2019	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout.. Toll Credits for ENG, ROW, CON	CMAQ, Local	\$5,682,637	2020	2016	2021	2021
City of Rocklin	PLA25678	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. NEPA covered by PLA25551 (STPL-5095-025).. Toll Credits for ENG	Local, RSTP/STBG	\$1,900,463	2023	2020		2023
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymnt Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2020	2018	2019	2020

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Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2022	2019	2020	2021
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$4,200,000	2025	2021	2022	2023
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2024	2021	2021	2022
City of Roseville	PLA19910	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive.	ATP (Fed), CMAQ, Local	\$16,497,457	2023	2011	2020	2021
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2019	2018	2019	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Blue Oaks Boulevard.	Local	\$6,500,000	2022	2019	2019	2020
City of Roseville	PLA25386	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)	Local	\$870,909	2019	2018	2011	2018
City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class 1 trail improvements. (Emission benefits in kg/day: ROG 0.18, NOx 0.11, PM2.5 0.04)	CMAQ, Local	\$4,873,000	2020	2011		2018
City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.05, NOx 0.04, PM2.5 0.01) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$7,480,077	2020	2011		2016
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2025			2022
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$5,578,000	2021	2011	2017	2020
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2024			2020
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2020	2019	2019	2020

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Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2020			2018
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westside Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2021	2020	2020	2021
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2019
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$1,977,500	2019	2014		2020
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$4,232,576	2022			2019
City of Roseville	PLA25672	Roseville 2018 Arterial Resurfacing Project	In Roseville, resurfacing or rehab on the following streets: Blue Oaks (Fiddymnt to Crocker Ranch), Pleasant Grove (Fiddymnt to Michner) Woodcreek Oaks (Junction to Canevari), Foothills (Cirby to Denio Lp), Vernon St (Cirby to Douglas), Riverside (City Limit to Darling), Orlando (Riverside to Cirby), Cirby (Sunrise to Rocky Ridge), Folsom (Vernon to Douglas), Lincoln (Folsom to Oak), Estates Dr (All), Harding (Lead Hill to S. end), Stanford Ranch (Hwy 65 to City Limits), Roseville Pkwy (Secret Ravine to Alexandria), Eureka (Douglas to Sierra College), Douglas (Sierra Gardens to Sierra College), & Sierra College (Olympus to Secret Ravine & City Limit to Eureka Rd).. Toll Credits for CON	HIP, RSTP/STBG	\$9,173,717	2020			2020
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$4,438,000	2021	2019		2021
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2022	2019	2020	2021
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2023	2020	2021	2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022
City of Roseville	PLA25683	Westbrook Blvd. Extension	In Roseville, extend 4-lane Westbrook Blvd. south from existing Westbrook Blvd. to approx. 3,700' south of Pleasant Grove Blvd. (Scope included as part of PLA25483 in MTP.)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25684	Westbrook Blvd. South	In Roseville, construct 4-lane Westbrook Blvd. from Baseline Rd. to approx. 1,500 north. (Scope included as part of MTP project, PLA25483)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25685	Vista Grande Boulevard East	In Roseville, construct 4-lane Vista Grande Blvd. approx. 2,600' west from Fiddymnt Rd. to just west of Upland Drive.	Local	\$2,800,000	2018			2018

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Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25686	Fiddymt Road Widening	In Roseville, widen Fiddymt Road (add one S/B lane & frontage impvmnts.) from 5 to 6 lanes from Pleasant Grove to Baseline Road.	Local	\$1,400,000	2018			2018
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$5,982,000	2023			2020
City of Roseville	PLA25703	Replace 3 dial-a-ride buses	Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan.	FTA 5307 - E.S., Local	\$600,000	2020			2019
City of Roseville	PLA25829	Fixed Route Fleet Replacement & Minor Fleet Expansion	Replace six (6) local fixed route diesel buses with six (6) 35' low floor diesel local fixed route buses; and purchase two (2) 40' low floor diesel commuter expansion buses to provide fleet resiliency. [Distributions by Fiscal Year: FY18 \$575,887; FY19 \$937,455; FY20 \$900,000 (estimated); FY21 \$900,000 (estimated)]	FTA 5307 - E.S., Local	\$4,183,374	2022			2020
City of Roseville	PLA25833	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek, construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	Local	\$5,000,000	2025	2023	2023	2024
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2018	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,125,000	2023			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	DEMO HPP, Local, NCI, Prop 1B Trade Corridor, SHOPP Collision AC, SHOPP Mobility AC	\$53,283,200	2019	2010	2017	2017
PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	CMAQ, Local	\$1,406,813	2022			2011

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$20,750,000	2021	2013	2020	2020
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	CMAQ, State Cash	\$2,987,207	2022			2014
PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.. Toll Credits for ENG, ROW, CON	2016 EARREPU, DEMO HPP, HIP, Local, NCI, RSTP/STBG	\$31,881,605	2023	2014	2020	2021
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$250,000,000	2030	2019	2026	2026
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools. (Non-Infrastructure component will authorize work in 2019 for \$733,000.). Toll Credits for ENG, ROW, CON	ATP (Fed), CMAQ, HIP, Local	\$16,403,000	2022	2018	2020	2019
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2024	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$888,000	2024			2019
PCTPA	PLA25834	Operating Assistance South Placer County Transit Project	Operating assistance for new express bus service between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	CMAQ, LCTOP, Local	\$5,400,000	2025	2022		2022
PCTPA	PLA25835	Operating assistance for Lincoln to Sacramento Commuter Service	Operating assistance for new express bus service between the City of Lincoln in Placer County to Downtown Sacramento in Sacramento County.	Local	\$600,000	2026			2023
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2020	2012	2019	2019
Placer County	PLA15270	North Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	Local	\$1,704,300	2030	2021	2023	2023

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Placer County	PLA15390	Sierra College Boulevard Widening A	Sierra College Boulevard, from SR 193 to Loomis town limits: Widen from 2 lanes to 4 lanes.	Local	\$15,400,000	2025	2022	2024	2025
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2020	1998	1999	2014
Placer County	PLA18390	Dyer Lane Extension (Placer Creek Drive)	Dyer Lane from Baseline Road (near Brewer) to Baseline Road east of Watt Avenue: Construct 2-lane road. (Segment east of Watt has been renamed to Placer Creek Drive.)	Local	\$10,025,700	2025	2021		2023
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2017
Placer County	PLA20700	Watt Avenue Widening	Widen Watt Avenue: from Baseline Road to the Sacramento County line: Widen from 2 lanes to 4 lanes.	Local	\$14,582,700	2025	2021		2023
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$37,500,000	2025	2021	2021	2022
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymont Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2025	2021	2021	2022
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2022	2013	2016	2023
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,675,948	2019	2010		2018
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes.. Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$4,792,977	2020	2010		2018
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ROW, CON	HBP, Local	\$10,900,000	2020	2008	2017	2020
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2020	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge.. Toll Credits for CON	HBP, Local	\$6,093,000	2019	2008	2011	2018
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2020	2011	2019	2025

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Placer County	PLA25479	16th Street / Placer Vineyards Road	16th Street / Placer Vineyards Road, from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road (renamed to Placer Vineyards Road).	Local	\$7,118,300	2025	2021		2023
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$44,651,000	2023	2011	2022	2025
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local	\$41,054,078	2022	2011	2016	2018
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,876,390	2020	2012	2015	2017
Placer County	PLA25518	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP	\$5,272,000	2020	2012	2015	2017
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$22,318,647	2025	2013	2022	2022
Placer County	PLA25536	Crosby Herold Rd. Bridge	Crosby Herold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP	\$5,000,000	2020	2013	2020	2025
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP, Local	\$6,058,248	2020	2013	2016	2018
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,514,886	2020	2012	2018	2020
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for ROW, CON]. Toll Credits for ROW, CON	CMAQ, Local, RSTP/STBG	\$2,943,451	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2019			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2019			2018
Placer County	PLA25598	SR 49 Widening A	SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes.	Local	\$8,350,650	2025	2022	2024	2025
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009 (Toll Credits for CON). Toll Credits for CON	HSIP, Local, RSTP/STBG	3358057	2020			2016

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Placer County	PLA25661	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON		0	2022			
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	HSIP, Local, RSTP/STBG	1049700	2019			2017
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON	CMAQ, RSTP/STBG	7424177	2026	2019	2021	2024
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	2410000	2023	2023	2023	2023
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	3449500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	2393500	2023	2023	2023	2023
Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	3317500	2023	2023	2023	2023
Placer County	PLA25695	Cascade Rd Over McKinney Creek - Bridge Replacement	Cascade Rd over McKinney Creek, 0.2 miles northwest of McKinney Rubicon SP. Replace an existing 2 lane timber bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON		0	2023			
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	4109500	2023	2023	2023	2023
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	2245000	2023	2021	2025	2025
Placer County	PLA25698	Gladding Rd Over Doty Creek - Rehabilitate Bridge	Gladding Rd over Doty Creek, 0.9 miles north of Wise Rd. Rehab existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON		0	2023			
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	1849001	2023	2022	2025	2025
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON	RSTP/STBG	1500000	2020	2018		2019
Placer County	PLA25725	Education Street	Education Street, from east of SR 49 to Quartz Drive: Construct 2-lane roadway and signal modifications.	Local	3835900	2024	2020		2022

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
May 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	6243200	2025	2022		2024
Placer County	PLA25778	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013)	HSIP	2430900	2024			2022
Placer County Transit	PCT10509	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2019: \$405,065; FY 2020: \$446,009.	FTA 5311, Local	2314300	2020			2019
Placer County Transit	PCT10510	Preventive Maintenance and Operating Assistance, 2018	Operating assistance and preventive maintenance for urban transit services within Placer County.FFY 2018 - Operating Assistance \$1,293,446FFY 2018 - Preventive Maintenance \$447,238	FTA 5307 - E.S., Local	1740684	2019			2018
Placer County Transit	PCT10511	Preventive Maintenance and Operation Assistance, 2019	Operating assistance and preventive maintenance for urban transit services within Placer CountyFFY 2019 - Operating Assistance \$1,287,480FFY 2019 - Preventive Maintenance \$433,093	FTA 5307 - E.S., Local	1720573	2020			2019
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	821886	2020			2020
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 4	In Loomis: Taylor Road from Horseshoe Bar Road to King Road: construct new bike lanes and sidewalks and streetscape improvements.	CMAQ, Local	1079124	2021			2020

May 6, 2020

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

FROM: Cherri Spriggs, Principal, FSB Public Affairs

RE: April Summary of Activities for Funding Strategy Outreach Effort

It should be noted that as "Shelter-In-Place" Directives were issued much of the outreach work turned virtual rather than in-person

Areas of focus this month were as follows:

Legislation – Complete

Research – In Progress

- Securing June survey
- Participated in numerous briefing calls

Stakeholder Outreach – In Progress

- Updated stakeholder universe
- Continued to meet individually with key stakeholders

Partner Collaboration – In Progress

- Connected with key partners
- Secured support at various board meetings

Earned Media/Collateral Development/Paid Advertising – In Progress

- Placed new digital content on Facebook and Instagram and added Hulu/Roku advertisements
- Continued social media response
- Coordinated with AIM on digital content and social media messaging

Account Management – In Progress

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Continued Implementing Draft FY 2019-2020 Plan
- Updated Draft FY 2019-2020 Plan
- Prepared monthly report

FY-2019/20 OUTREACH PLAN	ELEMENTS
July 2019	<ul style="list-style-type: none"> ● Op-Ed SB 1 Funding, John Allard ● Social Media with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Non-Profit Stakeholder Meeting ● Stakeholder Meeting ● Rocklin Chamber July Mixer at Quarry Park ● Roseville Galleria Table ● Expenditure Plan Booklet Production
August 2019	<ul style="list-style-type: none"> ● Op-Ed, Evacuation/Emergency Responders, Devon Bell ● Social Media Coordination with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Electronic Billboards ● Roseville Galleria Table ● Lincoln Chamber Executive Director's Breakfast ● Expenditure Plan Booklet Production
September 2019	<ul style="list-style-type: none"> ● Op-Ed, AB1413, Jim Holmes ● Social Media Coordination with AIM ● Legislative Support ● Advertising ● Electronic Billboards ● Tier III & Tier IV Presentations ● Rocklin Chamber Hot Chili Cool Cars ● Roseville Splash ● Roseville Chamber ● Lincoln Showcase ● Stakeholder Meeting ● Roseville Galleria Table ● Focus Group Prep ● Expenditure Plan Booklet Production
October 2019	<ul style="list-style-type: none"> ● Op-Ed, Safe Routes to School, Gayle Garbolino ● Social Media Coordination with AIM ● Legislative Support ● Focus Groups ● Tier III & Tier IV Presentations ● Stakeholder Meeting ● Loomis Eggplant Festival ● Roseville Galleria Table ● Earned Media Story Re: Transportation Needs & Funding ● Movie Theater Advertising ● Small Business Summit

FY-2019/20 OUTREACH PLAN	ELEMENTS
November 2019	<ul style="list-style-type: none"> ● Due to Op Ed Back Up Skipping November ● Activity Coordination with AIM ● Roseville Galleria Table – November 9 Nancy/Mike Canceled ● January Survey Development ● Tier III & Tier IV Presentations ● Movie Theater Advertising ● Roseville Holiday Parade ● Expenditure Plan Piece Production ● Direct Mail Piece Production ● Video Production – Emergency Study Fireman/Policeman/Ambulance
December 2019	<ul style="list-style-type: none"> ● Op Ed, Local Match & Visitor Funding, Jeff Richardson ● Activity Coordination with AIM ● Survey Finalized to Take to December 5 Board Meeting ● Stakeholder Meeting ● Tier III & Tier IV Presentations ● Movie Theater Advertising ● Roseville Galleria Table/Kiosk – December 7 Cherri/Kathleen ● Direct Mail Production ● Expenditure Plan Piece Production ● Video Production – Emergency Study Fireman/Policeman/Ambulance ● *Digital Advertising
January 2020	<ul style="list-style-type: none"> ● Survey in the Field ● Funding Strategy Town Hall Meeting @ William Jessup – January 16 ● Activity Coordination with AIM ● Tier III & Tier IV Presentations ● Direct Mail – Transportation Needs & Funding ● Movie Theater Advertising ● Digital Advertising
February 2020	<ul style="list-style-type: none"> ● Op Ed, TBD Author & Topic ● Tier III & Tier IV Presentations ● Activity Coordination with AIM ● March Survey Development ● Stakeholder Meeting ● Direct Mail Production ● Video Production – How Transportation is Funded ● *Electronic Billboards ● *Movie Theater Advertising ● *Digital Advertising
March 2020	<ul style="list-style-type: none"> ● Op-Ed, Economic Development, Sherry Conway – Bumped due to COVID 19 ● Activity Coordination with AIM ● Tier III & Tier IV Presentations - Bumped due to COVID 19

FY-2019/20 OUTREACH PLAN	ELEMENTS
	<ul style="list-style-type: none"> ● Roseville Galleria Table - <i>Bumped due to COVID 19</i> ● Stakeholder Meeting ● Survey in the Field ● Survey Results Going to PCTPA Board ● Direct Mail Piece Hits Early March After Primary ● Video Production/Finalize - How Transportation is Funded ● *Movie Theater Advertising ● *Digital Advertising ● Electronic Billboard Advertising ● Static Billboard Advertising
<p>April 2020</p>	<ul style="list-style-type: none"> ● Op-ed, Transportation Needs & Funding - <i>Bumped due to COVID 19</i> ● Tier III & Tier IV Presentations- <i>Bumped due to COVID 19</i> ● Activity Coordination with AIM ● Roseville Galleria Table- <i>Bumped due to COVID 19</i> ● Stakeholder Meeting- <i>Rescheduled due to board meetings and previous meeting held on 3/26</i> ● Digital Advertising ● Cities Vote to Place on the Ballot
<p>May 2020</p>	<ul style="list-style-type: none"> ● Op-Ed, Board Decision to Proceed, County Supervisor and PCTPA Board Chair ● Cities Vote to Place on the Ballot ● PCTPA Board Decision to Proceed ● Earned Media Story Re: Decision ● Stakeholder Meeting ● Roseville 2020 ● Rocklin State of the City ● Roseville Galleria Table ● Activity Coordination with AIM ● *Direct Mail Production
<p>June 2020</p>	<ul style="list-style-type: none"> ● PCTPA Board Decision to Proceed (Alternate Date) ● *Direct Mail Production ● Activity Coordination with AIM

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: May 6, 2020
RE: April Monthly Report

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

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

Below are activity summaries of AIM's work:

Funding Strategy

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

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, Placer County's response to the COVID-19 crisis and other transportation and service update news.

Key social media posts included:

- Myth vs. Fact: *PCTPA's Record*
- Roseville Transit Service Update
- Myth vs. Fact: *Property Taxes*
- Caltrans District 3 Colfax I 80 Acceleration Lane Project
- Myth vs. Fact: *Self-Help Counties*
- Funding Strategy: Chief Bill Hack Update
- Tips to Using Trails during COVID-19

- Myth vs. Fact: *80/65 Interchange*
- COVID-19 Face Coverings posting
- Tips to Using Transit during COVID-19
- Myth vs. Fact: *Alternative Modes*
- Myth vs. Fact: *The Gas Tax*
- Capitol Corridor Service Update
- Roseville Transit “We are Roseville” Video
- Keep Rocklin Running Essential Workers Post
- Myth vs. Fact: *Development Fees*
- Bike Month Reminder Post
- Myth vs. Fact: *PCTPA’s Record*

Current social media page statistics include:

- Facebook – 1,800 Followers
 - *Previously 3/31: 1,780*
- Twitter – 1,411 Followers
 - *Previously 3/31: 1,387*
- Instagram – 1,025 Followers
 - *Previously 3/31: 964*

Key website analytics include:

- Total page views for the PCTPA website during April: 2,883
 - 23.16% of views were on the Placer County bike map page
 - 22.3% of views were on the Main Page
 - 4.8% of views were on the Agendas 2020
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during April: 256

Newsletter #44

AIM began development of Newsletter #44 for launch in May.

Media Relations

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

Project Assistance

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project. AIM provided Caltrans with weekly email sign-up updates to include their weekly construction email distribution list.

AIM coordinated logistics for, developed and launched a project update for the Interstate 80 / Highway 65 Interchange Project.



1701 Pennsylvania Avenue
Suite 300
Washington, D.C. 20006
(202) 722-0167

April 30, 2020

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

Note: Covid-19 has greatly impacted the congressional legislative process. As of this writing, Congress has not resumed its “normal” legislative schedule, all Hill buildings remain closed except for Members and staff and credentialed press. Members’ offices and committees are functioning via email and phones. The situation is challenging for everyone. With these constraints, we have learned the following.

Infrastructure

The President has said at various coronavirus task force press conference his support for infrastructure, and his desire to move ahead on legislation to address it. The President’s proposal is \$2T over 10 years. In addition, Treasury Secretary Mnuchin has stated publicly that he is engaged in on-going discussions with House Ways and Means Committee Chairman Neal on ways to finance increased infrastructure spending. Earlier this month, Speaker Pelosi, along with Minority Whip Clyburn, T&I Chairman DeFazio and Energy and Commerce Chairman Pallone, held a press conference call wherein the Speaker said they were going to include infrastructure in Phase 4 of the coronavirus economic stimulus initiatives. She said that the core of the infrastructure component would be what was announced in the Jan. 28 press conference noted below. The Speaker also said that the House would take action on Phase 4 when it returned at the end of April. Notwithstanding this, the Speaker’s proposal to include infrastructure as part of Phase 4 was met with resistance by House Minority Leader McCarthy, Senate Majority Leader McConnell and Senate Minority Leader Schumer. While none said that they were opposed to an infrastructure initiative, all said it was premature at this time and that the focus of Phase 4 should be on the health care crisis. There is already talk about a Phase 5, possibly in June, and that or additional phases might provide an opportunity to include infrastructure. Regarding infrastructure, the Republicans say they support putting the government and the private sector together to improve transportation and other core infrastructure needs while the Democrats are talking about direct government spending on roads, transit, rail, clean energy, water education, hospitals, broadband, and housing, among other priorities. Senator Barrasso, Chair of the Environment and Public Works Committee, has already said that he wants the Committee’s bipartisan FAST Act reauthorization bill included in any infrastructure package.

To review, on January 28, the House Democratic leadership along with the chairs of the key congressional committees of jurisdiction (T&I, Energy and Commerce, and Ways and Means) rolled out a mega infrastructure framework – with more details and legislative language to follow – that focuses on surface transportation issues, broadband, 911 updates, brownfields, safe drinking water, with mention of housing, education and natural resources. See the following: <https://transportation.house.gov/imo/media/doc/Moving%20Forward%20Framework.pdf>.

President’s Infrastructure Proposal

To review, the President’s FY21 Budget has two major infrastructure components. The first is a \$810 billion, 10-year reauthorization of surface transportation programs. The second is a \$190 billion in investments across a range of infrastructure, as follows:

- **\$60 Billion for a new Building Infrastructure Great grants program:** This “mega-projects” program will focus on delivery of such projects across a range of sectors: surface transportation road, bridge, rail, transit, pipeline, landside port, and intermodal connection capital investments; lock, dam, and canal investments; drinking water and waste treatment capital investments; and energy and broadband capital investments.
- **\$50 billion for a new Moving America’s Freight Safely and Efficiently program.** This program will support projects with significant economic, mobility, and safety benefits on our strategic highway, rail, port, and waterway freight networks.
- **\$35 billion for a new Bridge Rebuilding program.** This program will make targeted investments in critical bridge infrastructure to restore them to good condition. \$12 billion will be provided for “off- system” bridges allocated via formula, and \$23 billion will be provided for larger bridges via a competitive process.
- **\$25 billion for a new Revitalizing Rural America program.** This program focuses on the needs and contributions to our economy made by rural communities and helps them deliver broadband, transportation, water and other infrastructure projects.
- **\$20 billion for a Transit State of Good Repair Sprint program.** The program will focus exclusively on rehabilitating existing transit assets (no new capacity projects).
- **\$6.5 billion for a Public Lands Infrastructure Fund.** This program would address the deferred maintenance backlog in our national parks, forests, wildlife refuges and other public lands, along with Bureau of Indian Education school.

Senate Highway Bill

FAST Act reauthorization required by Sept. 30 when current program expires. Senate EPW has reported its version of the bill (see below). Other Senate committees that need to act include Banking (mass transit), Commerce (trucking, rail and safety), and Finance (how to pay for the bill). Senate Banking Committee held an authorization hearing on Feb. 25. House T&I working on a draft. Other House committees that need to act include

Energy and Commerce (safety) and Ways and Means (how to pay for the bill).

To review, the EPW bipartisan bill would authorize \$287 billion in highway spending, 90- percent of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize \$10.8 billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

Earmarks

Status: No new developments. Continue to monitor in conjunction with the Office of House Majority Leader.

To review, recent reports indicate discussion, and in some cases real interest, in bringing back earmarks. Many House Democrats have voiced support for overturning the current ban on earmarks. Most noticeably is Majority Leader Hoyer who is shopping an earmark return plan that would require for every earmark the recipient be a public, not a private entity, the Member requesting the earmark be identified, the earmark project be located in the Member's district/state, and the Member acknowledge under penalty that he or she has no vested interest in the earmark project. Transparency and accountability, Hoyer says, are the cornerstones of his proposal. To date, House Republicans are either opposed or silent on the return as are Senate republicans. Senate Democrats support overturning the ban with accompanying stringent rules.

Bill Tracking

H.R.4780 — 116th Congress (2019-2020)

National Infrastructure Investment Corporation Act of 2019

Sponsor: Rep. Carbajal, Salud O. [D-CA-24] (Introduced 10/22/2019) **Cosponsors:** (0)

Committees: House - Transportation and Infrastructure

H.R.4687 — 116th Congress (2019-2020)

SMART Infrastructure Act

Sponsor: Rep. Rouda, Harley [D-CA-48] (Introduced 10/16/2019) **Cosponsors:** (3, now 5)

Committees: Transportation and Infrastructure; Science, Space, and Technology; Agriculture; Energy and Commerce

S.352 — 116th Congress (2019-2020)

BUILD Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) **Cosponsors:** (1)

Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the

amount of tax-exempt highway or surface freight transfer facility bonds.

H.R.180 — 116th Congress (2019-2020)

Build America Act of 2019

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) Cosponsors: (7, now 12)
Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

S.146 — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)
Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

H.R.658 — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60, now 61)
Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

RAPID Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)
Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2)

require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

S.403 — 116th Congress (2019-2020)

IMAGINE Act

Sponsor: Sen. Whitehouse, Sheldon [D-RI] (Introduced 02/07/2019) Cosponsors: (5, now 7)
Committees: Environment and Public Works. Encourages the use of innovative construction materials and techniques to accelerate the deployment, extend the service life, improve the performance, and reduce the cost of domestic transportation and water infrastructure projects.

H.R.228 — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

Sponsor: Rep. Velazquez, Nydia M. [D-NY-7] (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.^[1]_[SEP]

H.R.880 — 116th Congress (2019-2020)

Surface Transportation Investment Act of 2019

Sponsor: Rep. Brownley, Julia [D-CA-26] (Introduced 01/30/2019) Cosponsors: (1)
Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses.
The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

S.1518 — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4)
Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

H.R.3134 — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: Rep. Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2)
Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.

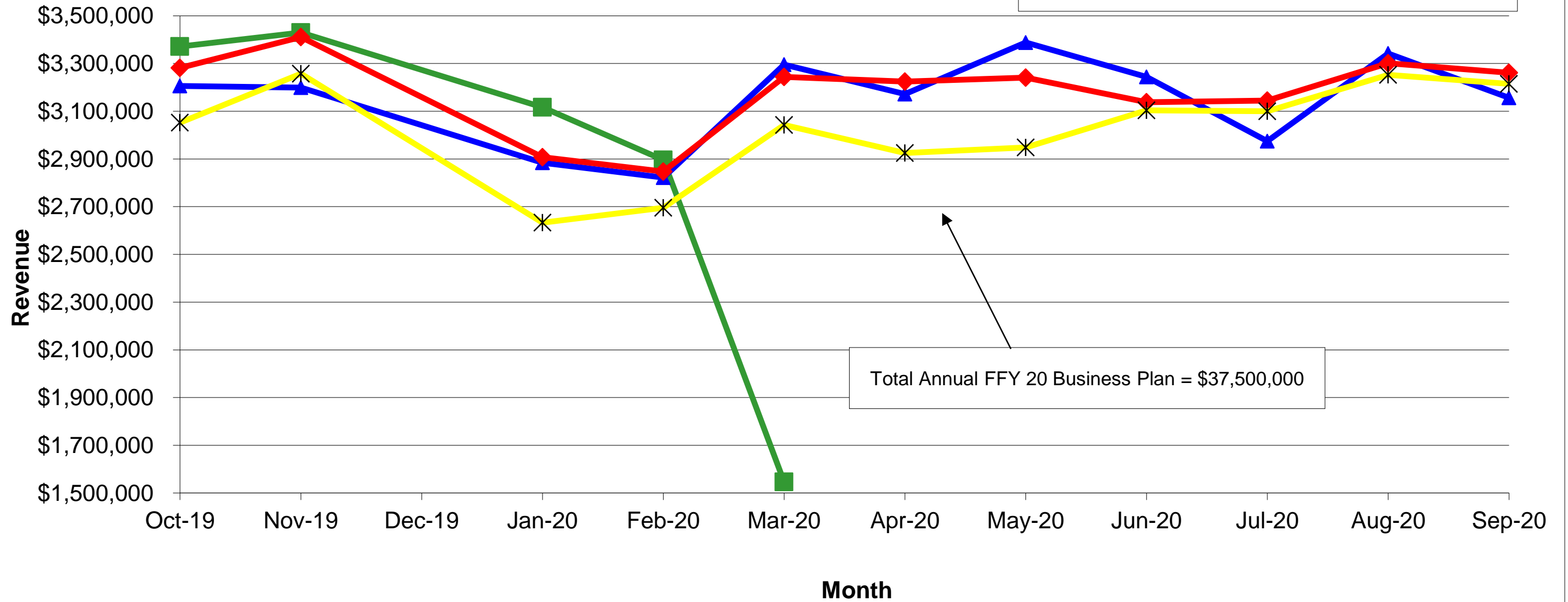
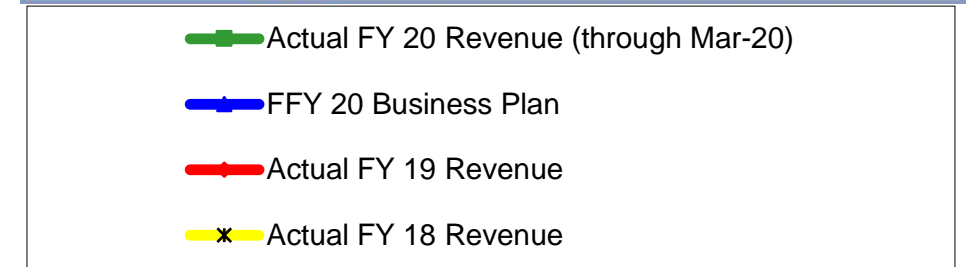
**How's Business?:
Revenue**

-2.6% vs. FFY 20 Business Plan YTD

-5.5% vs. Prior FFY 19 YTD

.% vs. Prior FFY 18 YTD

**Capitol Corridor Performance
FFY 2019-20
Monthly Revenues
Actual vs Business Plan**



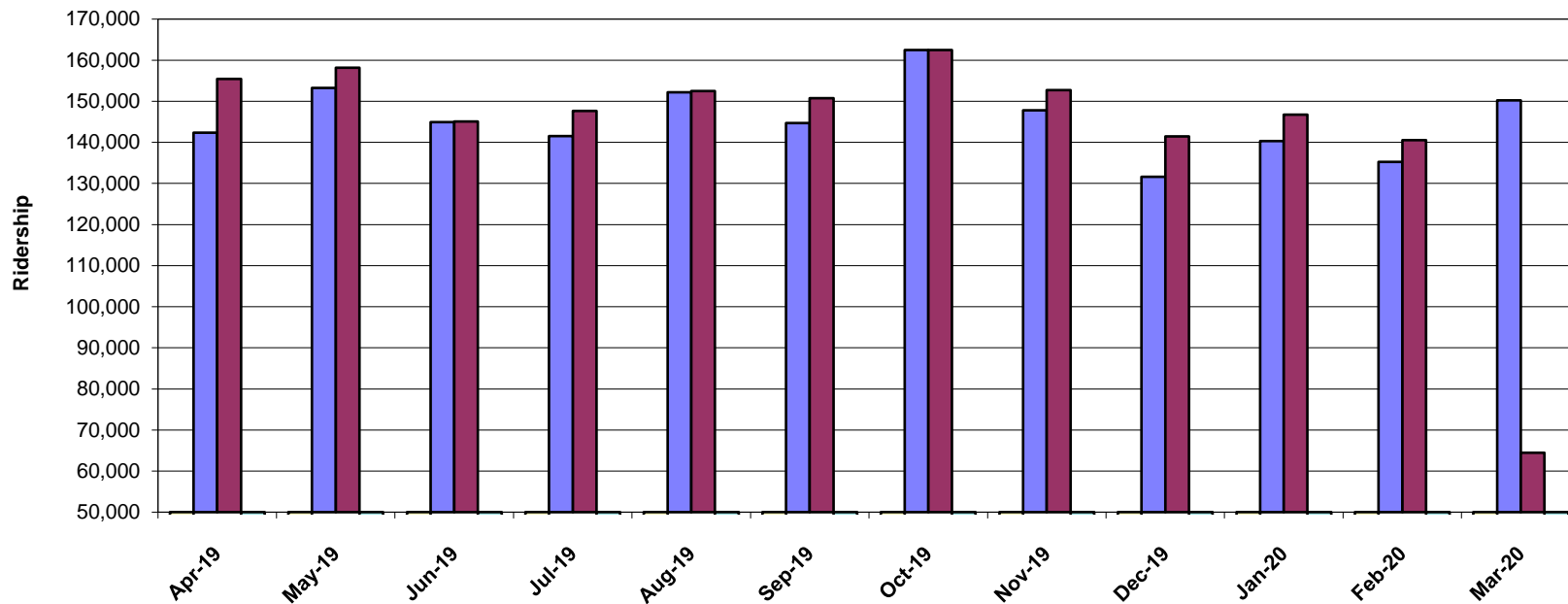
How's Business?

Ridership



■ Prior 12 Months
 ■ Current 12 Months

-1.64% Overall 12-Month Growth
 Ridership Last 12 Months=1,717,957
 Ridership Prior 12 Months=1,746,619



Capitol Corridor FY20 Performance Measures
Oct 2019-Mar 2020

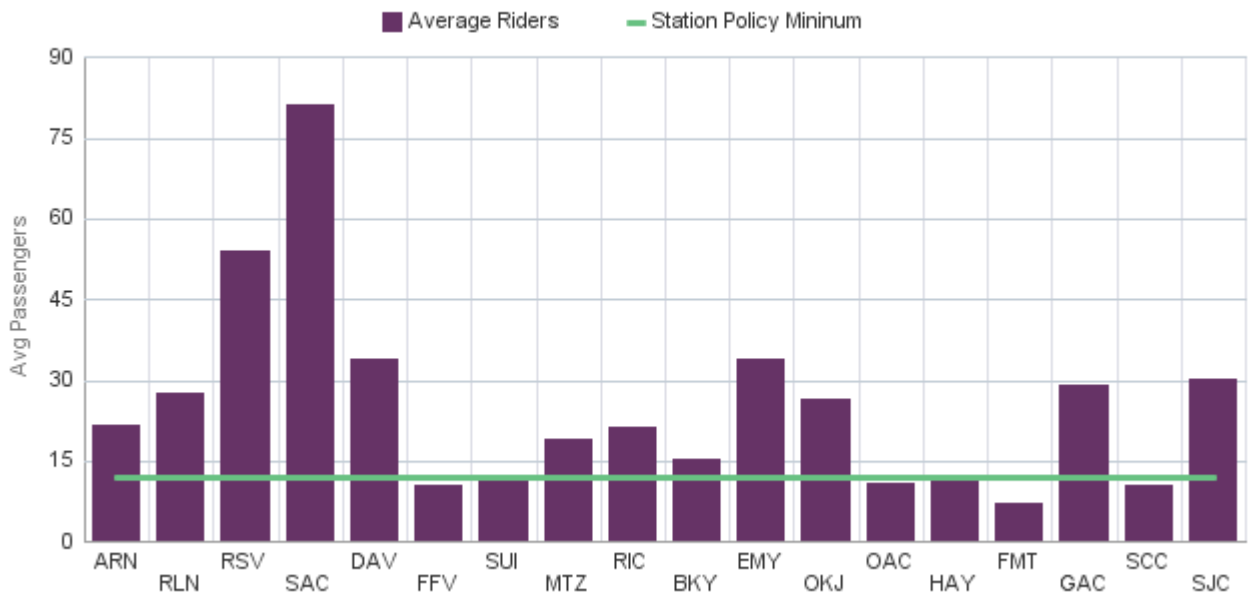
	<u>Ridership</u>	<u>Revenue</u>	<u>On Time Performance</u> <u>End-point</u>	<u>On Time Performance</u> <u>Passenger</u>	<u>System Operating</u> <u>Ratio</u>	<u>Customer</u> <u>Satisfaction</u>
Actual	808,441	\$ 17,756,153	86%	85%	57%	90.7
Business Plan	854,761	\$ 18,222,582	90%	90%	52%	92.5
Actual vs Businss Plan % Diff	-5%	-3%	-5%	-6%	11%	-2%
Previous YTD % Diff	-7%	-6%	-3%	-3%	-5%	0%

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 20/October 1, 2019 -April 30, 2020

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	3,959	3,413	22	Y
BKY	39,361	38,911	15	Y
DAV	88,017	83,872	34	Y
EMY	84,771	87,392	34	Y
FFV	26,150	26,809	10	N
FMT	10,255	9,937	7	N
GAC	46,365	38,374	29	Y
HAY	15,092	17,380	11	N
MTZ	46,054	50,746	19	Y
OAC	17,096	20,257	11	N
OKJ	69,108	65,642	26	Y
RIC	51,273	56,134	21	Y
RLN	5,050	4,321	27	Y
RSV	9,791	8,588	54	Y
SAC	210,375	202,193	81	Y
SCC	16,647	13,357	10	N
SJC	45,835	41,716	30	Y
SUI	28,905	30,994	12	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