



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, August 24, 2022
9:00 a.m.**

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

PUBLIC PARTICIPATION PROCEDURES

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

Si necesita servicios de traducción para otro lenguaje, aparte de Ingles, Por favor llamar al 530.823.4030 para asistencia.

Kung nangangailangan po ng tulong o interpretasyon sa ibang wika liban sa inglés, tumawag lang po sa 530.823.4030.

Webinar access: <https://placer-ca-gov.zoom.us/j/95340837717>

You can also dial in using your phone: US: +1 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free), Webinar ID: 953 4083 7717

A. Flag Salute

B. Roll Call

C. AB 361 Remote Teleconferencing

Mike Luken

- Pursuant to AB 361, the Board will consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further findings related to Board meetings pursuant to the provisions of AB 361.

**Action
Pg. 1**

D. Approval of Action Minutes: June 22, 2022

**Action
Pg. 5**

E. Agenda Review

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
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F. Public Comment

- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. **Pg. 9**
1. Letter of Task Agreement for the Highway 65 Widening Phase 1 Project Alternate Modes Feasibility Study: CH2M HILL Inc. \$196,685 **Pg. 13**
 2. Triennial Performance Audits for Auburn Transit, Placer County Transit, Roseville Transit, Placer County Transportation Planning Agency, and the Western Placer Consolidated Transportation Services Agency: FYs 2018/19 to 2020/21 **Pg. 17**
 3. FY 2022/23 Final State Transit Assistance (STA) Fund Allocation Revised Estimate - \$4,443,182 **Pg. 22**
 4. FY 2022/23 Final State of Good Repair (SGR) Fund Allocation Estimate – \$560,793 **Pg. 23**
 5. FY 2022/23 Final Finding of Apportionment for the Local Transportation Fund (LTF) - \$36,095,370 **Pg. 27**
 6. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2022/23: Richardson & Company LLP - \$60,995 **Pg. 29**
- H. Consent Calendar: Placer County Airport Land Use Commission** **Action**
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. **Pg. 41**
1. Placer County General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency Extension Request **Pg. 42**
- I. 9:00 AM: PUBLIC HEARING: Placer County Beekeeping Code Amendments** **Action**
Consistency Determination **Pg. 43**
David Melko
- Find that the proposed Beekeeping Code Amendments are consistent with the Placer County Airport Land Use Compatibility Plan
- J. Western Placer Consolidated Transportation Services Agency – Sierra College Memorandum of Understanding for the Implementation of a Fareless Student Transit Pass and Transportation Network Company (TNC) Ride Subsidy Pilot Program** **Action**
Pg. 53
Mike Costa

**Board of Directors Meeting Agenda
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K. Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program Guidelines, Funding Estimate, and Call for Projects for Fiscal Years 2026 and 2027 **Action**
Pg. 63

Rick Carter

- Adopt revised CMAQ and STBG Funding Program Guidelines for fiscal years 2026 and 2027
- Adopt the Funding Estimates for the CMAQ and STBG programs for fiscal years 2026 and 2027
- Direct staff to issue a Call for Projects based on the adopted Guidelines and funding estimates

L. Executive Director’s Report **Info**

M. Board Direction to Staff

- N. Informational Items** **Info**
1. PCTPA TAC Minutes – August 9, 2022 **Pg. 86**
 2. Status Reports
 - a. PCTPA Status Report – July 2022 **Pg. 90**
 - b. AIM Consulting – June & July 2022 **Pg. 93**
 - c. Key Advocates – June & July 2022 **Pg. 97**
 - d. Capitol Corridor Monthly Service Update – June 2022 **Pg. 104**

Next Meeting – September 28, 2022

Following is a list of the 2022 Placer County Transportation Planning Agency (PCTPA) meetings.

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

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

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

TO: PCTPA Board of Directors

DATE: August 24, 2022

FROM: Mike Luken, Executive Director

SUBJECT: AB 361 REMOTE TELECONFERENCING

ACTION REQUESTED

Adopt Resolution No. 22-30, adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

BACKGROUND

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

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

DISCUSSION

At the April Board meeting, the Board directed staff to phase out the use of this resolution if appropriate. Since that meeting, Placer County has moved into the substantial level of transmission for COVID. At the June 22, 2022 Board meeting, the Board adopted Resolution 22-28 declaring its intent to continue utilizing the relaxed teleconference meeting rules. AB 361 requires an ongoing finding every 30 days that the Board reconsider the circumstances of the state of emergency and that the state emergency continues to impact the ability to “meet safely in person,” or that state or local officials continue to recommend measures to promote social distancing. Gov. Code § 54953(e)(3).

The Governor’s state of emergency remains, and the Cal OSHA Regulations related to social distancing remain in place and were extended until December 31, 2022.

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

COVID-19 continues to pose health risks and is highly contagious and state guidelines remain related to physical distancing recommendations and requirements.

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

SS:ML

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 22-30

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 24, 2022, by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

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

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

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

WHEREAS, the Board of Directors previously adopted Resolution No. 21-40 on October 27, 2021, finding that the requisite conditions exist for the legislative bodies of Placer County Transportation

Planning Agency to conduct remote teleconference meetings without compliance with paragraph (3) of Subdivision (b) of Government Code section 54953; and

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

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

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

1. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.
2. The meetings of the Board, including this meeting, may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e)(2), due to the current Governor's state of emergency proclamation and Cal/OSHA recommendations for social distancing satisfying subdivision (e)(1)(A), of section 54953 of the Government Code.
3. The Board of Directors hereby considers the conditions of the state of emergency and the state recommendations and regulations related to social distancing and reauthorizes remote teleconference meetings.
4. Staff is hereby directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Board and all PCTPA legislative bodies in accordance with subdivision (e) of Government Code section 54953 for remote teleconference meetings.
5. Staff is further directed to continue to monitor the health and safety conditions related to COVID-19, the status of the Governor's state of emergency proclamation, the state regulations related to social distancing, and the local orders related to health and safety, and present to the Board at its next regularly scheduled meeting the related information and recommendations for continued remote meetings pursuant to the provisions of paragraph Government Code section 54953, subdivision (e)(3), and to consider extending the time during which the Board may continue to meet by teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

Signed and approved by me after its passage

Chair Baker
Placer County Transportation Planning Agency

Mike Luken
Executive Director



ACTION MINUTES

REGULAR MEETING OF THE

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

**June 22, 2022 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California**

ROLL CALL

Brian Baker, Chair
Ken Broadway
Alice Dowdin Calvillo
Trinity Burruss
Bonnie Gore
Bruce Houdesheldt
Paul Joiner,
Suzanne Jones, Vice Chair
Dan Wilkins

STAFF

Rick Carter
Mike Costa
Jodi LaCosse
Mike Luken
David Melko
Solvi Sabol

Chair Baker explained the meeting procedures to the Board and public as it pertains to participating by means of a teleconference under Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Staff reports and a video of this meeting are available at: <https://pctpa.net/agendas-2022/>.

AB 361 REMOTE TELECONFERENCING

Staff report presented by Mike Luken, Executive Director

Upon motion by Joiner and second by Gore, the Board adopted Resolution No. 22-22, adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing by the following roll call vote:

AYES: Baker, Broadway, Burruss, Dowdin Calvillo, Gore, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

APPROVAL OF ACTION MINUTES – May 25, 2022

Upon motion by Gore and second by Broadway, the action minutes of May 25, 2022, were approved by the following roll call vote:

AYES: Baker, Broadway, Burruss, Dowdin Calvillo, Gore, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

AGENDA REVIEW

No changes to published agenda.

PUBLIC COMMENT:

There was no public comment.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. FY 21/22 Town of Loomis Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$139,400
2. FY 2021/22 City of Auburn Claim for Local Transportation Funds (LTF) - \$1,168,672
3. FY 2021/22 City of Auburn Claim for State Transit Assistance (STA) – \$115,774
4. FY 2021/22 City of Auburn Claim for State of Good Repair (SGR) – \$17,042
5. FY 2022/23 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000
6. SR 49 Sidewalk Gap Closure Project Contract Amendment - \$166,087.89 and HIP Funding Reprogramming - \$295,489 for Increased Design Costs
7. Update Personnel Policies and Practices Handbook Section 4: Employee Benefit Program, Cost of Living Adjustments
8. Letter of Task Agreement for General Communications & Outreach Services for FY 2022/23: AIM Consulting - \$23,750
9. Letter of Task Agreement for CCJPA Related Communication & Outreach Services for FY 2022/23: AIM Consulting - \$7,500
10. Letter of Task Agreement between the Placer County Transportation Planning Agency and the Capitol Corridor Joint Powers Authority (CCJPA) for the Capitol Corridor Marketing Program in Placer County for FY 2022/23: \$7,500:
11. Letter of Task Agreement for Federal Advocacy Services for FYs 2021/22 and 2022/23: Key Advocates - \$27,000
12. Letter of Task Agreement for State Advocacy Services for FY 2022/23: Smith, Watts, and Hartman - \$15,000
13. Letter of Task Agreement for Legal Services for FY 2022/23: – Renee Sloan Holtzman Sakai, LLP - \$38,000

Upon motion by Dowdin Calvillo and second by Jones, the preceding Consent Calendar items were approved by the following roll call vote:

AYES: Baker, Broadway, Burruss, Dowdin Calvillo, Gore, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

CONSENT CALENDAR: AIRPORT LAND USE COMMISSION (ALUC)

1. Airport Land Use Commission Fee – No Annual Fee Adjustment for FY 2022/23

Upon motion by Jones and second by Joiner, the preceding Consent Calendar item was approved by the following roll call vote:

AYES: Baker, Broadway, Burruss, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

PUBLIC HEARING: ADOPTION OF THE PCTPA TITLE VI PROGRAM, PUBLIC PARTICIPATION PLAN, AND LIMITED ENGLISH PROFICIENCY LANGUAGE ASSISTANCE PLAN

Staff report presented by Mike Costa, Senior Transportation Planner

Upon motion by Houdesheldt and second by Dowdin Calvillo, the Board adopted 22-29 accepting as complete and adopting the Title VI Program, Public Participation Plan, and Limited English Proficiency

Language Assistance Plan for Placer County Transportation Planning Agency (PCTPA) by the following roll call vote:

AYES: Baker, Broadway, Burruss, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA) FY 2022/23 BUDGET ADOPTION

Staff report presented by Mike Costa, Senior Transportation Planner. Consultant presentation provided by Stephanie Vierstra, Executive Director, Seniors First, and Jean Foletta, Tranova. Additional presentation provided by Mike Dour, Alternative Transportation Manager, City of Roseville.

An in-depth presentation was provided of the WPCTSA primary expenditures and programs.

Upon motion by Houdesheldt and second by Dowdin Calvillo, the Board approved the Fiscal Year 2022/23 Western Consolidated Transportation Services Agency (WPCTSA) as provided by the following roll call vote:

AYES: Baker, Broadway, Burruss, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

EXECUTIVE DIRECTOR'S REPORT

Mike Luken reported on the following items:

- 1) As is typical for the July PCTPA meetings, we do not have any agenda items that warrant having a July meeting and it's expected we will cancel next month's PCTPA and SPRTA Board meetings with the support of the Board.
- 2) The California Transportation Commission (CTC) has their meeting in Sacramento on June 29th and 30th. This month we have eight items that the CTC will be taking action on. These are primarily related to items involving the I-80 Auxiliary Lanes, the Highway 49 Gap Closure Project, and in support of our member agency, City of Roseville's South Placer Transit Project and Dry Creek Greenway Way Project. We are working closely with CTC Commissioner Davis from the Rocklin area to provide him background on these items. There is an upcoming WTS reception for them on June 29th. Board Members are welcome and encouraged to attend. We are happy to provide details for this event.
- 3) Mike recapped efforts on the Sacramento County Sales Tax initiative that many Board Members were involved in. Mike explained that we achieved the best outcome under the circumstances to get language read into the records which protects the interest of Placer County. He added that this is a citizen's initiative as opposed to an agency-initiated transportation sales tax measure which presents a unique unprecedented challenge. It is unclear whether the Sacramento County Tax initiative projects are in the MTP SCS or not. Our transportation sales tax expenditure projects have always required being in the MTP SCS as we leverage half of our expenditure plan with state and federal dollars.
- 4) SACOG has initiated the NexGen Transit Study which will look at 1) a regional bus network which aims to connect the dots between the transit services in the region and 2) a rideshare program which will place a car in rural communities for others to use and coordinate rides in their area.

ADJOURN TO CLOSED SESSION

1. Closed session pursuant to Government Code 54957: Public Employee Employment – Executive Director

2. Closed session pursuant to Government Code 54957.6: Conference with Labor Negotiator

Mike Luken reported he plans to retire as PCTPA Executive Director. We will be hiring a recruitment firm and the process will start in earnest after the July 4th holiday.

An Ad Hoc Committee was formed which will guide the initial recruitment process. Members include Chair Baker, Board Member Broadway, Vice Chair Jones, and Board Member Joiner.

ADJOURN: The meeting adjourned at approximately 10:30 a.m. A video of this meeting is available online at <https://pctpa.net/agendas-2022/>.

Mike Luken, Executive Director

Brian Baker, Chair

Solvi Sabol, Clerk of the Board

ML:ss

TO: PCTPA Board of Directors

DATE: August 24, 2022

FROM: Mike Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the August 24, 2022, agenda for your review and action.

1. Letter of Task Agreement for the Highway 65 Widening Phase 1 Project Alternate Modes Feasibility Study: CH2M HILL Inc. \$196,685

Authorize the Executive Director to execute a Letter of Task Agreement (attached) for a Feasibility Study to analyze alternate mode options for the Highway 65 Widening Phase 1 Project. The State of California has recently adopted several climate goal policies that are now a consideration in transportation grant funding. The Study will analyze options to encourage non-single occupant vehicle travel alternates into the existing project to improve its grant competitiveness. The Study cost is not to exceed \$196,685, for a total contract cost not to exceed \$1,808,746. The contract term is also extended from March 1, 2023 to December 31, 2023. Expenditures are included in the 22/23 Overall Work Program and Budget, and Staff recommends approval. The TAC concurred with staff's recommendations at its August 9, 2022 meeting.

2. Triennial Performance Audits for Auburn Transit, Placer County Transit, Roseville Transit, Placer County Transportation Planning Agency, and the Western Placer Consolidated Transportation Services Agency: FYs 2018/19 to 2020/21

A triennial performance audit (TPA) is required to be conducted every three years for any Regional Transportation Planning Agency (RTPA) and transit operator funded through the Transportation Development Act (TDA). The TPA process assesses the efficiency and effectiveness of transit services, monitors and evaluates efforts to address prior noncompliance issues, and identifies trends for forecasting future system performance. The last TPA, which was accepted by the Board in August 2019, covered Fiscal Years (FYs) 2015/16 – 2017/18 and was prepared by LSC Transportation Consultants, Inc. (LSC) for PCTPA, the Western Placer Consolidated Transportation Services Agency (WPCTSA), Placer County Transit (PCT), Roseville Transit, and Auburn Transit. Similar to the last TPA, LSC has prepared TPA reports covering FYs 2018/19 – 2020/21 for PCTPA, the WPCTSA and the western Placer County region's three public transit operators. A performance audit of the Tahoe Area Regional Transit (TART) is conducted separately by the Tahoe Regional Planning Agency (TRPA).

The TPA reports for FYs 2018/19 – 2020/21 predominantly highlight the negative impacts of the COVID-19 pandemic on the three transit operators' ridership and overall performance. Similarly, the WPCTSA's Health Express service, which was discontinued on June 30, 2021, and replaced with the current Placer Rides program, also suffered from the pandemic's lock-down occurrences and other harmful effects to its uniquely vulnerable ridership group. The following summarizes the general findings and recommendations provided in the TPA reports:

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- All three transit operators have either implemented or are in the process of addressing the prior TPA’s recommendations and findings, except for one transit operator that has not yet begun calculating their employee full-time equivalent (FTE) according to State reporting requirements. PCTPA staff will continue to monitor this matter and provide assistance, as needed.
- Each of the three transit operators were not able to meet their respective farebox recovery ratio requirement during one or more of the TPA period’s fiscal years. However, per Assembly Bill (AB) 149, farebox recovery ratio requirements were suspended starting in FY 2019/20 through FY 2022/23, in consideration of the significant negative impacts of the COVID-19 pandemic to ridership and transit fare recovery.
- Given the impacts to service demand and overall service performance, the TPA reports recommend that performance metrics, such as farebox recovery ratio and/or other efficiency performance indicators be re-evaluated by the transit operators and PCTPA moving forward.
- Apart from the service performance productivity impacts from the COVID-19 pandemic, all transit operators, the WPCTSA and PCTPA were found to effectively operate and properly administer their respective services and programs according to applicable state and federal regulations.
- PCTPA staff anticipates collaboratively engaging with the transit operators and WPCTSA to start development of a comprehensive short-range transit plan/operational analysis for the region’s transit services during this fiscal year. Additionally, staff will continue to track all the TPA report’s findings and recommendations through the annual TDA claims submittal process.

The final, complete TPA reports for FYs 2018/19 – 2020/21 can be downloaded for review at: <http://pctpa.net/transit/triennial-performance-audits/>. The collated TPA report findings and recommendations for each of the transit operators, WPCTSA, and PCTPA are also provided as an attachment to this consent calendar.

The TDA requires that the PCTPA Board certify to Caltrans that the TPAs have been completed. Staff recommends that the Board accept as complete the triennial performance audit reports for Auburn Transit, Placer County Transit, Roseville Transit, the WPCTSA, and PCTPA. This item was presented to the PCTPA TAC, which concurred with staff’s recommendation at their August 9, 2022 meeting.

3. FY 2022/23 Final State Transit Assistance (STA) Fund Allocation Revised Estimate - \$4,443,182

State Transit Assistance (STA) is one of two fund sources made available through the Transportation Development Act and is derived from the statewide sales of diesel fuel. STA funds are dedicated to public transit operations and capital uses. The funds are initially divided up between the western slopes and Tahoe basin portions of Placer and El Dorado Counties because the Tahoe Regional Planning Agency (TRPA) spans both counties. The funds are divided based on a historical formula. The funds within the PCTPA boundary are then

distributed to each jurisdiction based on population (section 99313) and on a fare revenue basis (section 99314) to those jurisdictions operating a public transit service.

The State Controller's Office (SCO) released the final revised estimate for FY 2022/23 on August 1, 2022. The final SCO estimate is \$4,443,182, which is a 31.2 percent increase from the preliminary estimate adopted in February 2022. Staff recommends that the Board approve the attached FY 2022/23 Final STA Fund Allocation. The PCTPA TAC concurred with this recommendation at its August 9, 2022 meeting.

4. FY 2022/23 Final State of Good Repair (SGR) Fund Allocation Estimate - \$560,793

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB 1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. For FY 2022/23, a statewide total of \$121 million is available to eligible recipients according to PUC sections 99313 and 99314.

The State Controller's Office (SCO) released the final estimate for FY 2022/23 on August 1, 2022. The final SCO estimate is \$560,793, which is a 0.5 percent increase from the preliminary estimate adopted in February 2022. The fund allocation and a list of projects proposed for SGR funding is provided. Since the inception of the program, the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for repair and rehabilitation of the existing fleet and fueling station repairs and modernization that is associated with the contracted services.

Staff recommends that the Board approve the FY 2022/23 SGR Fund Allocation, associated project list, and adopt resolution 22-31 authorizing the list of projects and designating the Executive Director as the Authorized Agent to execute grant related documents and to comply with the required Certifications and Assurances of the Senate Bill 1 State of Good Repair Program. The PCTPA TAC concurred with this recommendation at its August 9, 2022 meeting.

5. FY 2022/23 Final Finding of Apportionment for the Local Transportation Fund (LTF) - \$36,095,370

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

The final finding of apportionment for the FY 2022/23 includes a carryover balance (net of revenues owed to jurisdictions) from FY 2021/22 and includes HDL Consultant's recommendation of a 0.1 percent growth in revenue for the new fiscal year. For the preliminary LTF apportionment, HDL had forecast a 1.2% growth rate for FY 2022/23. At that time,

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revenues were coming in significantly higher for FY2021/22 than previously projected. HDL however does not believe retail sales will continue to grow at the rate previously forecast. Staff recommends that the Board approve the attached final finding of LTF apportionment for FY 2022/23 totaling \$36,095,370. The PCTPA TAC concurred with this recommendation at its August 9, 2022 meeting.

6. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2022/23:
Richardson & Company LLP - \$60,995

Staff recommends approval of the attached Letter of Task Agreement with Richardson & Company for FY22/23. This agreement includes fiscal audit and financial statement preparation services of \$18,575 and Transportation Development Act compliance audit services of \$42,420, for a total not to exceed \$60,995. Expenditures are included in the FY 2022/23 Overall Work Program and Budget, and Staff recommends approval.

RRC:MC:DM:ss:ML



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

August 24, 2022

Lauren Reinking
Project Manager
CH2M HILL, Inc.
2485 Natomas Park Drive, Suite 600
Sacramento, CA 95833

SUBJECT: LETTER OF TASK AGREEMENT #17-08 BETWEEN CH2M HILL, INC. AND THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

This letter, when countersigned, authorizes work under the “Master Agreement between Placer County Transportation Planning Agency (PCTPA) and CH2M HILL, INC. (“Contractor”),” dated February 28, 2018 (“Master Agreement”).

1. Incorporated Master Agreement: The terms of the Master Agreement are incorporated herein by this reference, as if fully set forth herein. This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Contractor and its subconsultants for the Highway 65 Widening Phase 1 Final Design Engineering Services.
2. Scope of Services: Contractor is authorized to perform the tasks outlined in the attached Scope of Work, attached as Exhibit A.
3. Compensation: The level of funding authorized by this LOTA is \$196,685 as specified in the attached fee, attached as Exhibit B. The total contract budget is increased by this LOTA from \$1,612,061 to \$1,808,746.
4. Master Agreement Term: The Master Agreement identified under Section 4 (Term) has an initial period of five years, commencing on February 28, 2018 and ending on March 1, 2021. LOTA #17-07 extended the term to March 1, 2023. This LOTA extends the Master Agreement term to December 31, 2023. During the term of this contract, Contractor will not engage in other work that would be deemed a conflict of interest with PCTPA interests.

If this Letter of Task Agreement meets with your approval, please sign and return an electronic copy. Questions concerning this agreement and the project in general should be directed to Rick Carter at (530) 823-4033.

Sincerely,

Accepted by:

Michael W. Luken
Executive Director
Placer County Transportation Planning Agency

Date

Leslie Bonneau
Vice President
CH2M HILL, Inc

Date

RC:ss

Additional Scope of Services

Amendment No. 5

General

The additional scope of services provided under this amendment shall conform to the assumptions, guidelines, procedures and methodologies, and work products defined under Tasks 1 through 16 of the original contract unless otherwise noted in this amendment. Deliverable documents as outlined in the original scope of work remain unchanged, unless specified in this scope of work. The additional project scope primarily consists of the following:

- Prepare feasibility study for alternative modes along Southbound Highway 65 between Blue Oaks Boulevard and Galleria Boulevard.

Amendment 5 – Scope of Services

Task 17 Feasibility Study

Task 17.1 Concept Development

The design team will develop innovative ideas to implement alternative modes along the Highway 65 corridor and make the project more competitive for various funding sources. Particular consideration will be given to Climate Action Plan for Transportation Infrastructure (CAPTI) criteria. Concepts could include toll lanes, transit only lanes, a pedestrian overcrossing, vehicle charging, and others identified by subject matter experts. The team will coordinate with PCTPA to vet and refine concepts. The CH2M Hill Inc. (Jacobs) team will incorporate feedback and present up to three (3) concepts to PCTPA and Caltrans staff.

Deliverables

- Up to two (2) workshops with PCTPA staff to develop and vet concepts
- One (1) presentation to PCTPA staff
- One (1) presentation to Caltrans staff
- Meeting agendas, materials, and summaries

Task 17.2 Concept Scoping

The Jacobs team will prepare scope, cost, and schedules for up to three (3) concepts, following PCTPA and Caltrans feedback. A table will be developed to compare the three concepts to the currently proposed project considering environmental approval, potential funding sources, constructability, and other factors. The results will be summarized in a memorandum for review by PCTPA staff.

Assumptions

- Cost estimates will be preliminary, based on major construction elements of each concept. Contingencies will be added to each estimate to account for the design level of the concepts, cost volatility, and escalation, consistent with the Caltrans Ready to List Manual

Deliverables

- One memorandum summarizing anticipated scope, cost and schedule for up to three (3) concepts.
 - Up to three (3) 11-page preliminary cost estimates

- Table comparing environmental approval, potential funding sources, constructability, and other factors
- Layout exhibits of 3 concepts.

Task 17.3 Concept Presentations

The Jacobs team will coordinate with PCTPA staff to prepare a PowerPoint presentation and present the findings to the PCTPA Board and Caltrans Management to select a preferred concept.

Assumptions

- PCTPA Board and Caltrans will provide direction of the preferred concept to develop further and pursue funding

Deliverables

- One (1) PowerPoint presentation
- One (1) presentation at PCTPA Board
- One (1) presentation to Caltrans Management
- Updates to the memorandum outlined in task 17.2, summarizing decisions and next steps

Schedule

It is assumed the period of performance for Task 17 will go through June 30, 2023.

Placer County Transportation Planning Agency
 Highway 65 - Phase 1
 Amendment Fee Estimate

Exhibit B

JACOBS LABOR														
		Principal / Professional / Project Manager	Principal / Professional / Senior Project Manager	Principal / Professional / Traffic	Professional / Environmental Lead	Professional / ITS	Staff / Professional / Civil / Roadway	Professional / Estimating	Professional / Urban Planning	Staff / Professional / Graphic Designer	Jacobs Labor Hours	Jacobs Total Labor	Expenses	TOTAL LABOR & EXPENSES
		Reinking, Lauren	McNeel-Caird, Luke	Burkhard, Brian	Franck, Matt	Walia, Natasha	Nguyen, Jacqueline	Hults, Rick	Hester, Tom	Daus, Tyson				
Billing Rate	2022 Rates	\$ 185.32	\$ 223.73	\$ 289.20	\$ 234.95	\$ 170.81	\$ 86.84	\$ 193.22	\$ 252.25	\$ 78.63				
	2023 Rates	\$ 190.88	\$ 230.44	\$ 297.88	\$ 241.99	\$ 175.93	\$ 89.45	\$ 199.02	\$ 259.82	\$ 80.99				
Task 17.1	Concept Development	80	80	60	8	120	120		40	60	568	\$ 97,682	\$ 5,000	\$ 102,682
Task 17.2	Concept Scoping	40	40	16	4			120	16		236	\$ 50,626	\$ -	\$ 50,626
Task 17.3	Concept Presentation	40	40	40		24	24			40	208	\$ 38,377	\$ 5,000	\$ 43,377
TOTAL		160	160	116	12	144	144	120	56	100	1012	\$ 186,685	\$ 10,000	\$ 196,685

Triennial Performance Audit FY 2018/19 to FY 2020/21

Summary of Findings and Recommendations

Auburn Transit

FINDINGS

- Auburn Transit submitted the annual reports to the State Controller a few days after the required deadline in FY 2018-19.
- Auburn Transit submitted the Fiscal and Compliance Audits two months after the deadline in FY 2019-20.
- Auburn Transit has implemented one of the previous TPA recommendations, one is in progress and the third (required calculation of FTE employees per State reporting guidance) has not yet begun.
- An already decreasing ridership pattern was accelerated during the COVID pandemic. FY 2020-21 ridership levels of 14,248 one-way passenger trips represents a 72 percent decrease from FY 2015-16 levels of 52,101 one-way passenger trips.
- Productivity levels (passenger-trips per vehicle service hour) were in line with other rural fixed route services around eight passenger-trips per vehicle service hour in FY 2018-19 but significantly decreased during the pandemic to just below three passenger-trips per vehicle service hour, which is closer to standards for a demand-response system.
- The detailed functional review portion of the audit did not reveal any significant inefficiency with respect to transit operations and management, nor did it indicate any misuse of TDA funds.
- Auburn Transit did not meet the 10 percent farebox ratio requirement for any year of the audit period.
- The City of Auburn has begun the transition to a zero-emission fleet as mandated by the California Air Resources Board by purchasing two electric vehicles.

RECOMMENDATIONS

Recommendation 1: *Auburn Transit should reevaluate fixed route and on-demand services in FY 2022-23, to ensure that applicable farebox ratio requirements are being met. The City of Auburn could also consider increasing the level of local support.*

Recommendation 2: *In order to be fully compliant with TDA requirements, the City of Auburn should keep documentation of how FTEs are calculated for purposes of reporting to the State Controller. The definition of Full-time Equivalent Employees per the Caltrans Triennial Performance Audit Guidebook is as follows:*

“Transportation system-related hours worked by persons employed in connection with the public transportation system (whether or not the person is employed by the operator, for example, a city accounts payable person whose time is partly charged to transit operations). Such persons include contractor staff. A Full-Time Equivalent employee count can be calculated by dividing the number of person-hours worked by 2,000.”

Triennial Performance Audit FY 2018/19 to FY 2020/21

Summary of Findings and Recommendations

Placer County Transit (PCT)

FINDINGS

- The COVID-19 pandemic has had a lasting and significant impact on public transit service nationwide. Although PCT systemwide ridership has declined by 61 percent between FY 2018 – 19 and FY 2020 – 21, this level of decrease is on par with other peer transit agencies.
- PCT adjusted transit service appropriately to meet changed levels of transit demand during the COVID-19 pandemic and is considering alternative forms of public transit, such as microtransit, as a way to increase efficiency and attract new riders.
- Systemwide operating costs did not increase more than 15 percent in one year as required by TDA. Increases in maintenance costs, MV contract costs and administration and overhead contributed to an overall 10 percent increase in operating costs during the audit period from \$7.4 million to \$8.1 million. OPEB and pension expenses increased by 57 percent during the audit period.
- Productivity, as measured by one-way passenger-trips per vehicle service hour, remained steady at just under 7 trips per hour from FY 2016 – 17 to FY 2018 – 19 but dropped to as low as 3.27 during the pandemic.
- In FY 2020 – 21, Placer County classified contract revenue from the cities of Lincoln, Rocklin, and Loomis as local support as per SB 508. This increased local support substantially boosted farebox ratio above the 12.94 percent minimum requirement during that year.
- PCT transit services met the adopted PCTPA farebox ratio of 12.94 percent the last year of the audit period (FY 2020 – 21) but not in the prior two years. If OPEB and pension costs are excluded, PCT also met the farebox ratio requirement in FY 2018 – 19. Farebox ratio requirements have been suspended by the state for Fiscal Years 2019 – 20 through FY 2022 – 23. It is also possible that contract revenue for transit services provided to the cities of Lincoln, Rocklin and Loomis was not included as local support in FY 2018 – 19. If this had been done, it is possible that farebox ratio could have been met that year. As per TDA, PCTPA assessed a penalty in FY 2020 – 21 for not meeting the farebox ratio in FY 2018 – 19.
- PCT implemented one of the prior audit recommendations and the other one is in progress.
- PCT has a good data collection process in place.
- During the audit period, PCT met most of the TDA requirements with the exception of meeting farebox ratio in FY 2018 – 19.

RECOMMENDATIONS

Recommendation 1: *Report transit performance data to the Placer County Board of Supervisors annually (at least annually, but preferably quarterly as presented to PCTPA's Board).*

Recommendation 2: *Reevaluate existing service plans and adjust PCT performance standards to be more representative of current transit needs.*

Triennial Performance Audit FY 2018/19 to FY 2020/21

Summary of Findings and Recommendations

Roseville Transit

FINDINGS

- The nationwide downward trend in transit ridership coupled with the COVID 19 pandemic has had a significant impact on Roseville Transit's performance, particularly for the commuter services.
- Roseville Transit's farebox ratio dipped below the 15 percent TDA minimum (with local support) in FY 2020-21. In the past, the very high farebox ratio on the commuter services has made it possible for Roseville Transit to maintain the systemwide 15 percent standard. Although future commute patterns are still uncertain, it is likely that state employees will only be required to work in their downtown Sacramento offices a few days a week. This would permanently reduce demand for Roseville Transit services and make it more challenging for Roseville Transit to meet the TDA requirement without additional local support. Note that farebox ratio requirements are currently suspended and could potentially change in the future.
- Mainly due to the fact that service levels on the commuter routes were adjusted to meet new transit ridership demand during the pandemic, operating costs decreased by 6.2 percent during the audit period.
- Roseville Transit was close to meeting most city adopted performance measures (operating cost per hour, operating cost per trip, passenger trips per hour and farebox ratio) at the beginning of the audit period. However, the dramatic drop in ridership resulting from the COVID 19 pandemic has negatively affected performance.
- Aware of the changes in public transit ridership trends resulting from the pandemic, the City of Roseville received grant funding to hire a consultant to conduct a comprehensive operational analysis of all of Roseville Transit services and look for opportunities to improve its services.
- Roseville Transit meets most TDA requirements with the exception of the late submittal of the FY 2020-21 State Controller Report by only a few days and the FY 2020-21 Fiscal and Compliance Audit by less than one month. This is a minor finding, and it should be noted that this is a common finding among transit operators.
- The recommendation from the last performance audit for Roseville Transit is in progress.
- The detailed functional review portion of the audit did not reveal any significant inefficiency with respect to transit operations and management, nor did it indicate any misuse of TDA funds.
- The transit operations contractor, MV Transportation, has moved some of the operational procedures such as accident reporting and new hire paperwork on-line for efficiency and easier tracking.
- Roseville Transit has completed the required Zero-Emission Vehicle Rollout Plan and is beginning the process of transitioning its diesel-powered fleet to battery electric buses to meet state goals of a zero-emission fleet by 2040.

RECOMMENDATIONS

Recommendation 1: *Reevaluate and adjust Roseville Transit performance standards to be more representative of current public transit trends in a post pandemic world.*

Triennial Performance Audit FY 2018/19 to FY 2020/21

Summary of Findings and Recommendations

Western Placer Consolidated Transportation Services Agency (WPCTSA)

FINDINGS

- WPCTSA (Health Express) did not meet the 10 percent farebox ratio set by PCTPA for the last two years of the audit period.
- WPCTSA staff continues to have a good working relationship with all of its partners including Seniors First and the City of Roseville.
- All State Controller Reports and Fiscal and Compliance audits for WPCTSA services were submitted in a timely manner.
- It could not be confirmed that WPCTSA records Full-time Employee Equivalents in accordance with the definition in Appendix B of the *Performance Audit Guidebook*; however, this is no longer relevant.
- Health Express was a specialized demand response service which often travelled long distances. This makes the service inherently unproductive. With COVID-19, ridership decreased by 45 percent during the audit period. This dragged productivity (passenger-trips per hour) below 1.
- Operating costs experienced a 40 percent spike in FY 2019-20 due to rising administrative and contract costs. This helped push operating costs per trip to \$283, which is 287 percent higher than the operating cost per trip for PCT Dial-A-Ride services.
- Although operating costs are very high, Health Express provided an important transportation service to Placer County residents and the program did not go over the allotted budget.
- The Call Center, Transit Ambassador and Mobility Management Programs also saw a decline in use during the pandemic. These programs still provide a service to the community and a good use of Article 4.5 TDA funds.

RECOMMENDATIONS

Recommendation 1: *Review the productivity of the new Placer Rides Program as part of the regional short-range transit plan updates and consider potential alternative transportation programs and/or services that would complement existing public transit services while providing transportation opportunities for those that have limited to no access other public and/or private transportation options.*

Staff will continue to monitor the effectiveness and efficiency of the Placer Rides Program moving forward.

Triennial Performance Audit FY 2018/19 to FY 2020/21

Summary of Findings and Recommendations

Placer County Transportation Planning Agency (PCTPA)

FINDINGS

- PCTPA was found to be compliant with all performance related statutes with the exception of late fiscal audits for Roseville Transit (in FY 2020/21) and Auburn Transit (in FY 2019/20).
- All recommendations from the prior audit were implemented.
- The functional review revealed no significant inefficiencies in the way PCTPA performs its duties.
- PCTPA performs the unmet transit needs process in accordance with TDA requirements.
- PCTPA provides an appropriate amount oversight and planning assistance for the three transit operators in the region and the former WPCTSA Health Express service without overstepping the bounds of the role of an RTPA.
- PCTPA has conducted planning studies to reduce the growing congestion problem along the Interstate 80/Highway 65 corridor through both capacity increasing roadway projects and public transit.
- PCTPA coordinates will with other regional agencies such as the Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), El Dorado County Transportation Commission (EDCTC) and Nevada County Transportation Commission (NCTC).
- The Transit Operators Working Group (TOWG) continues to be an important forum for maintaining communication and coordination between the various Western Placer County operators.

RECOMMENDATIONS

Recommendation 1: *Review the blended (urban/rural) farebox ratio requirement for PCT services based on updated 2020 Census data.*

This recommendation pertains to reviewing the 12.94% farebox recovery ratio that was adopted by the PCTPA Board for Placer County Transit (PCT) in 2016, since PCT serves both rural and urbanized areas (i.e., Rocklin, Loomis, and Lincoln) of Placer County. Assuming that the currently suspended farebox recovery ratio requirements are reinstated in FY 2023/24, PCTPA plans to re-examine this recovery ratio requirement in consideration of 2020 Census data and other post-COVID-19 pandemic conditions.

Recommendation 2: *Continue to provide support to local transit operators with respect to planning studies and pilot programs. Through the upcoming Short-Range Transit Plan update and micro-transit service pilot program, PCTPA and the transit operators should evaluate all transit service modes in light of ridership demand changes resulting from the COVID pandemic as well as the potential for more coordinated transit services within the PCTPA sphere of influence.*

This recommendation is being implemented by staff through the upcoming short-range transit plan/comprehensive operational analysis activities that are starting in Fall 2022, as well as the current regional Placer County transportation marketing efforts and stakeholder engagement campaign that is being led by the WPCTSA in coordination with the region's public transit and other social service transportation providers.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2022/23 STATE TRANSIT ASSISTANCE (STA) FUND FINAL ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 August 2022**

PUC 99313 Allocation	\$3,887,091
PUC 99314 Allocation	\$556,091
Total STA Allocation ⁽¹⁾	\$4,443,182
4.5 Percent Allocation of PUC 99313 to WPCTSA ⁽²⁾	\$174,919
Total PUC 99313 Allocation Available to Jurisdictions	\$3,712,172

FY 2022/2023 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2022 Population ⁽³⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	102,669	25.73%	\$955,184
Auburn	13,608	3.41%	\$126,602
Colfax	2,042	0.51%	\$18,998
Lincoln	51,252	12.84%	\$476,824
Loomis	6,739	1.69%	\$62,696
Rocklin	71,663	17.96%	\$666,719
Roseville	151,034	37.85%	\$1,405,149
TOTAL	399,007	100.00%	\$3,712,172

Notes: (1) FY 2022/2023 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, August 1, 2022.

(2) 4.5% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.

(3) Table E-1: City/County Population Estimates January 1, 2021 to January 1, 2022, DOF, released May 2, 2022.

PUC = Public Utilities Code

FY 2022/2023 Jurisdiction PUC 99314 STA Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$455,301	\$1,410,484
Auburn	\$21,830	0.3%	\$1,836	\$128,439
Colfax	\$0	0.0%	\$0	\$18,998
Lincoln	\$0	0.0%	\$0	\$476,824
Loomis	\$0	0.0%	\$0	\$62,696
Rocklin	\$0	0.0%	\$0	\$666,719
Roseville	\$1,175,827	17.8%	\$98,954	\$1,504,103
TOTAL	\$6,607,798	100.0%	\$556,091	\$4,268,263

Notes: (4) FY 2022/2023 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, August 1, 2022.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2022/2023 STATE OF GOOD REPAIR (SGR) FINAL ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 August 2022**

PUC 99313 Allocation	\$490,607
PUC 99314.8 Allocation	\$70,186
Total SGR Allocation ⁽¹⁾	\$560,793

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

Total PUC 99313 Allocation Available to Jurisdictions \$490,607

FY 2022/2023 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2022 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	Reallocation to Transit Operator ⁽³⁾	PUC 99313 Total Allocation
Placer County	102,669	25.73%	\$126,239	\$161,929	\$288,168
Auburn	13,608	3.41%	\$16,732	\$0	\$16,732
Colfax	2,042	0.51%	\$2,511	(\$2,511)	\$0
Lincoln	51,252	12.84%	\$63,018	(\$63,018)	\$0
Loomis	6,739	1.69%	\$8,286	(\$8,286)	\$0
Rocklin	71,663	17.96%	\$88,115	(\$88,115)	\$0
Roseville	151,034	37.85%	\$185,707	\$0	\$185,707
TOTAL	399,007	100.00%	\$490,607	\$0	\$490,607

Notes: (1) FY 2022/2023 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1

(2) Table E-1: City/County Population Estimates January 1, 2021 to January 1, 2022, DOF, released May 2, 2022.

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

FY 2022/2023 Jurisdiction PUC Section 99314 SGR Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$57,465	\$345,633
Auburn	\$21,830	0.3%	\$232	\$16,964
Colfax	\$0	0.0%	\$0	\$0
Lincoln	\$0	0.0%	\$0	\$0
Loomis	\$0	0.0%	\$0	\$0
Rocklin	\$0	0.0%	\$0	\$0
Roseville	\$1,175,827	17.8%	\$12,489	\$198,196
TOTAL	\$6,607,798	100.0%	\$70,186	\$560,793

Notes: (4) FY 2022/2023 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1, 2022.

FY 2022/2023 SGR Project Summary

Jurisdiction	Project Title	FY 2022/23 Allocation Amount
Placer County	New Fixed Route Bus: SGR funds provide match toward purchase of one bus.	\$183,704.00
	Preventive Maintenance	\$161,929.00
Auburn	New Electric Fixed Route Bus: SGR funds provide match toward purchase of one bus.	\$16,964.00
Roseville	Taylor Road Park and Ride Phase 1 Improvements	\$103,006.00
	New Electric Commuter Buses: SGR funds provide match toward purchase of five buses tot	\$95,190.00
FY 2022/23 Total		\$560,793.00



Authorized Agent

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

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

(Name and Title of Authorized Agent) *OR*

(Name and Title of Authorized Agent)

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

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

Michael W. Luken _____
(Print Name)

Executive Director _____
(Title)

(Signature)

Approved this **24th** _____ day of **August** _____, 20**22**

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVAL
OF THE FY 2022/23 REGIONAL PROJECT
LIST FOR THE CALIFORNIA STATE OF GOOD
REPAIR PROGRAM**

RESOLUTION NO. 22-31

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 24, 2022 by the following vote on roll call:

Ayes:

Noes:

Absent:

WHEREAS, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program that allocates in FY 2022/23 approximately \$121 million to transit operators in California to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

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

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

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

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

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

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

WHEREAS, the Placer County Transportation Planning Agency concurs with and approves the attached project list for the funds, and

NOW, THEREFORE, BE IT RESOLVED THAT the Board of Directors hereby approves the SB-1 State of Good Repair Project List for FY 2022/23; and

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

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

Signed and approved by me after its passage.

Mike Luken
Executive Director

Chair Baker
Placer County Transportation Planning Agency

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

FINAL FINDINGS OF APPORTIONMENT FOR FY 2022/2023

LOCAL TRANSPORTATION FUND (LTF)

August 2022

		FY 2021/2022 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2022/2023 Revenue Subtotal	FY 2022/2023 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE				
		\$2,691,508	\$33,403,862	\$36,095,370
TRPA Revenue Estimate ⁽²⁾	2.44923904%		\$818,141	\$818,141
TRPA LTF Fund Balance		\$166,238		\$166,238
TRPA TOTAL			\$818,141	\$984,379
County Auditor Administrative Costs			\$264	\$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA				\$984,115
PCTPA Revenue Estimate				
PCTPA LTF Fund Balance	97.55076096%	\$2,525,270	\$32,585,722	\$32,585,722
PCTPA TOTAL			\$32,585,722	\$35,110,992
County Auditor Administrative Costs			\$8,736	\$8,736
PCTPA Administrative and Planning Costs ⁽³⁾			\$475,000	\$475,000
Pedestrian and Bicycle Allocation ⁽⁴⁾		\$50,505	\$642,039.71	\$692,545
Community Transit Service Article 4.5 Allocation ⁽⁵⁾		\$111,364	\$1,415,698	\$1,527,062
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA		\$2,363,400	\$30,044,248	\$32,407,648

Apportionment of FY 2022/2023 PCTPA LTF Revenue Estimate by Jurisdiction					
Jurisdiction	Population January 1, 2022	Percent (%)	FY 2021/22 Allocation Subtotal	FY 2020/21 Carryover Apportionment ⁽⁶⁾	Revenue Apportionment
PLACER COUNTY	102,669	25.73112752%	\$7,730,724	\$619,485	\$8,350,209
AUBURN	13,608	3.41046648%	\$1,024,649	\$86,679	\$1,111,328
COLFAX	2,042	0.51177047%	\$153,758	\$13,044	\$166,802
LINCOLN	51,252	12.84488743%	\$3,859,150	\$298,022	\$4,157,172
LOOMIS	6,739	1.68894280%	\$507,430	\$40,886	\$548,316
ROCKLIN	71,663	17.96033654%	\$5,396,048	\$423,209	\$5,819,257
ROSEVILLE	151,034	37.85246875%	\$11,372,490	\$882,074	\$12,254,564
TOTAL	399,007	100.00%	\$30,044,248	\$2,363,400	\$32,407,648

Apportionment of FY 2022/2023 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	Available to Claimant ⁽⁸⁾
PLACER COUNTY	\$8,350,209	(\$334,008)	\$8,016,200
AUBURN	\$1,111,328	(\$44,453)	\$1,066,875
COLFAX	\$166,802	(\$6,672)	\$160,130
LINCOLN	\$4,157,172	(\$166,287)	\$3,990,885
LOOMIS	\$548,316	(\$21,933)	\$526,384
ROCKLIN	\$5,819,257	(\$232,770)	\$5,586,487
ROSEVILLE	\$12,254,564	(\$490,183)	\$11,764,381
TOTAL	\$32,407,648	(\$1,296,306)	\$31,111,342

NOTES:

- 1) FY 2021/22 LTF balance based on August 4, 2022 Final LTF Fund Estimate provided by the Placer County Auditor.
LTF balance has been adjusted for claims owed to jurisdictions and online sales tax adjustment per HDL to occur during FY 2022/23.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2022/23 Final Overall Work Program and Budget, May 25, 2022.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2022/23 Article 4.5 allocation is set at 4.5%.
- 6) FY 2021/22 carryover apportionment (see next page) uses May 2021 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of federal planning requirements.
- 8) Assumes 0.1% growth in revenue over FY 2022/23 per HDL recommendation.

January 1, 2022 DOF Population Estimates ¹		
TRPA Population ²	10,018	2.44923904%
PCTPA Population	399,007	97.55076096%
TOTAL	409,025	100.00000000%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2021 to January 1, 2022, DOF, released May 2, 2022..
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2022, DOF, June 15, 2021.

Calculation of FY 2021/22 PCTPA LTF Carryover

Using 2021 Population - Western Slope

Amount of FY 2020/2021 Carryover: **\$2,363,400**

POPULATION				
JURISDICTION	January 1, 2021⁽¹⁾	PERCENT	FY 2020/21 CARRYOVER ALLOCATION⁽³⁾	TOTAL CARRYOVER ALLOCATION
PLACER COUNTY	103,151	26.21%	\$619,485	\$619,485
AUBURN	14,433	3.67%	\$86,679	\$86,679
COLFAX	2,172	0.55%	\$13,044	\$13,044
LINCOLN	49,624	12.61%	\$298,022	\$298,022
LOOMIS	6,808	1.73%	\$40,886	\$40,886
ROCKLIN	70,469	17.91%	\$423,209	\$423,209
ROSEVILLE	146,875	37.32%	\$882,074	\$882,074
TOTAL	393,532	100.00%	\$2,363,400	\$2,363,400

Sources:

1. Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 1, 2021.
2. FY 2021/22 LTF balance based on August 4, 2022 Final LTF Fund Estimate provided by the Placer County Auditor. FY 2021/22 LTF balance based on August 4, 2022 Final LTF Fund Estimate provided by



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

July 7, 2022

Ingrid Shepline, CPA
Richardson & Company, LLP
550 Howe Ave, Suite 210
Sacramento, CA 95825

SUBJECT: LETTER OF TASK AGREEMENT #22-01
BETWEEN RICHARDSON & COMPANY, LLP AND
THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Dear Ms. Shepline:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Richardson & Company, LLP” dated May 22, 2019.

1. **Incorporated Master Agreement:** This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Richardson & Company, LLP in fiscal year 2021/22. This signed Letter of Task Agreement comprises the contract between Richardson & Company, LLP and PCTPA.
2. **Term:** Consultant services are to commence July 1, 2022 and shall be completed in such a sequence as to assure that the project is on budget and on schedule, but in any event, all of the services required herein shall be completed no later than June 30, 2023. Extensions to this contract may be made with the agreement of both parties.
3. **Scope of Services:**
 - Richardson & Company, LLP will perform the tasks for the fiscal year ending June 30, 2022 as described in the proposal submitted to PCTPA, dated March 29, 2019, in accordance with standard accounting practices and standards for government entities.
 - Consultant will perform the independent fiscal audit of PCTPA, the single audit of PCTPA federal funds as necessary, the compliance audits of Transportation Development Act (TDA) claimants in Placer County pursuant to Public Utilities Code 99245, the audits of Low Carbon Transit Operations Program (LCTOP), State of Good Repair Fund (SGR), assist with entries and compliance with GASB 68 and 75 for pension and other postemployment benefit plans, preparation of financial statements and the State Controller’s Financial Transactions Report for PCTPA.
 - Richardson & Company, LLP Engagement Letter, dated June 30, 2022, is an integral part of this agreement and further clarifies the scope of services to be conducted and audit objectives and procedures.
4. **Personnel:** Consultant shall provide its own personnel to perform the work. Consultant shall provide administrative support and overhead expenses.

5. Compensation:

Fiscal and TDA Compliance Audit and PCTPA Single Audit - For services rendered in FY 2022/23, Consultant will receive a sum of \$60,995 (\$14,630 for the audit and preparation of financial statements of PCTPA, \$3,945 for PCTPA's Single Audit and \$42,420 for the TDA claimants).

Additional Services – In FY 2022/23, should any of the claimant audits require a large number of adjustments that result in exceptional additional time or in the event the scope of the audit has to be increased, Consultant may bill hourly for these additional services only upon discussion and agreement by PCTPA staff. Consultant's hourly rates are included in the above referenced Engagement Letter.

Consultant will invoice for work completed and reference the appropriate work completed, the cost of each task and shall include a ten percent (10%) retainage withholding. The accumulated retainage will be released upon acceptance by PCTPA of all completed audit reports as specified in the scope of services in the proposal, noted above.

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to Jodi LaCosse, Fiscal/Administrative Officer and David Melko, Senior Planner.

Sincerely,

Accepted by:

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

Ingrid Sheipline, CPA Date
Managing Partner
Richardson & Company, LLP



550 Howe Avenue, Suite 210
Sacramento, California 95825

Telephone: (916) 564-8727
FAX: (916) 564-8728

June 30, 2022

Placer County Transportation Planning Agency
299 Nevada Street
Auburn, California 95603

We are pleased to confirm our understanding of the services we are to provide for the Placer County Transportation Planning Agency (the Agency) for the year ended June 30, 2022.

Audit Scope and Objectives

We will audit the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information (as applicable) which collectively comprise the basic financial statements of the Agency, and the financial statements of the claimants, agencies and funds receiving Transportation Development Act (TDA) monies (Local Transportation Funds and State Transit Assistance Funds) and other State Funds from the Agency (collectively “the claimants”), as of and for the year ended June 30, 2022. We will also prepare the Agency’s State Controller’s Report.

Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement the Agency 's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the Agency 's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

1. Management’s Discussion and Analysis
2. Schedule of the Proportionate Share of the Net Pension Liability
3. Schedule of Contributions to the Pension Plan
4. Schedule of Changes in Net OPEB Liability and Related Ratios
5. Schedule of Contributions to the OPEB Plan

6. Budgetary Comparison Schedule – Planning Fund

We have also been engaged to report on supplementary information other than RSI that accompanies the Agency’s financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with GAAS, and we will provide an opinion on it in relation to the financial statements as a whole:

1. Schedule of expenditures of federal awards (if applicable).
2. Combining and Individual Non-major Fund Financial Statements and Schedules (if applicable).
3. Schedule of Allocations and Expenditures – Local Transportation Fund
4. Schedule of Allocations and Expenditures – State Transit Assistance Fund
5. Schedule of Allocations and Expenditures – State of Good Repair Fund
6. Schedule of Direct and Indirect Expenses.

The objectives of our audit are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and issue an auditor’s report that includes our opinions about whether your financial statements are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America and report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements.

The objective also includes reporting on—

- Internal control over compliance related to the financial statements and compliance with the provisions of applicable laws, regulations, contracts, and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.
- Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with federal statutes, regulations, and the terms and condition of federal awards that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirement, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

Auditor's Responsibilities for the Audit of the Financial Statements and Single Audit

We will conduct our audit in accordance with GAAS, the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of the Uniform Guidance, and will include tests of your accounting records and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS and *Government Auditing Standards*, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the Agency or to acts by management or employees acting on behalf of the Agency. Because the determination of waste and abuse is subjective, *Government Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is an unavoidable risk that some material misstatements or noncompliance may not be detected by us, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or on major programs. However, we will inform the appropriate level of management of any material errors, fraudulent financial reporting, or misappropriation of assets that comes to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

We will also conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Agency's ability to continue as a going concern for a reasonable period of time.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and direct confirmation of receivables and certain assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will also request written representations from your attorneys as part of the engagement.

We may, from time to time and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

Audit Procedures—Internal Control

We will obtain an understanding of the government and its environment, including internal control relevant to the audit, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by the Uniform Guidance, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to the Uniform Guidance.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards, *Government Auditing Standards*, and the Uniform Guidance.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the Agency's compliance with provisions of

applicable laws, regulations, contracts, and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance, and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

The Uniform Guidance requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with federal statutes, regulations, and the terms and conditions of federal awards applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the OMB Compliance Supplement for the types of compliance requirements that could have a direct and material effect on each of the Agency's major programs. For federal programs that are included in the Compliance Supplement, our compliance and internal control procedures will relate to the compliance requirements that the Compliance Supplement identifies as being subject to audit. The purpose of these procedures will be to express an opinion on the Agency's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to the Uniform Guidance.

Responsibilities of Management for the Financial Statements and Single Audit

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for (1) designing, implementing, establishing, and maintaining effective internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, including internal controls over federal awards, and for evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; (2) following laws and regulations; (3) ensuring that there is reasonable assurance that government programs are administered in compliance with compliance requirements; and (4) ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles; for the preparation and fair presentation of the financial statements, schedule of expenditures of federal awards, and all accompanying information in conformity with accounting principles generally accepted in the United States of America; and for compliance with applicable laws and regulations (including federal statutes), rules, and the provisions of contracts and grant agreements (including award agreements). Your responsibilities also include identifying significant contractor relationships in which the contractor has responsibility for program compliance and for the accuracy and completeness of that information.

You are also responsible for making drafts of financial statements, schedule of expenditures of federal awards, all financial records, and related information available to us and for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers). You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters; (2) access to personnel, accounts, books, records, supporting documentation, and other information as needed to perform an audit under

the Uniform Guidance; (3) additional information that we may request for the purpose of the audit; and (4) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. At the conclusion of our audit, we will require certain written representations from you about the financial statements; schedule of expenditures of federal awards; federal award programs; compliance with laws, regulations, contracts, and grant agreements; and related matters.

Your responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants. You are also responsible for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements that we report. Additionally, as required by the Uniform Guidance, it is management's responsibility to evaluate and monitor noncompliance with federal statutes, regulations, and the terms and conditions of federal awards; take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings; promptly follow up and take corrective action on reported audit findings; and prepare a summary schedule of prior audit findings and a separate corrective action plan.

You are responsible for identifying all federal awards received and understanding and complying with the compliance requirements and for the preparation of the schedule of expenditures of federal awards (including notes and noncash assistance received, and COVID-19-related concepts, such as lost revenues, if applicable) in conformity with the Uniform Guidance. You agree to include our report on the schedule of expenditures of federal awards in any document that contains, and indicates that we have reported on, the schedule of expenditures of federal awards. You also agree to make the audited financial statements readily available to intended users of the schedule of expenditures of federal awards no later than the date the schedule of expenditures of federal awards is issued with our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with the Uniform Guidance; (2) you believe the schedule of expenditures of federal awards, including its form and content, is stated fairly in accordance with the Uniform Guidance; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant

assumptions or interpretations underlying the measurement or presentation of the schedule of expenditures of federal awards.

You are also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles. You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to make the audited financial statements readily available to users of the supplementary information no later than the date the supplementary information is issued with our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Scope and Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions for the report, and for the timing and format for providing that information.

Audit Administration and Fees

We understand that your employees will prepare all cash, accounts receivable, and other confirmations we request and will locate any documents selected by us for testing.

The audit documentation for this engagement is the property of Richardson & Company, LLP and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to the oversight agency or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Richardson & Company, LLP personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies. All professional and administrative services and expenses relating to such access will be charged as an additional expense to the Agency.

The audit documentation for this engagement will be retained for a minimum of seven years after the report release date or for any additional period requested by the oversight agency or Pass-through Entity. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the parties contesting the audit finding for guidance prior to destroying the audit documentation.

In the event we are requested or authorized by you or required by government regulation, subpoena, or other legal process to produce our workpapers or our personnel to respond to inquiries or serve as witnesses with respect to this or any engagement for you, you will, reimburse us for our professional time and expenses, as well as the fees and expenses of our counsel, incurred in responding to such a request. If such a request is made, and unless we are obligated by law or legal process to the contrary, we will inform you prior to providing such access. This paragraph shall not apply to legal and/or court actions arising from the wrongful conduct of our firm.

Our Firm, as well as all other accounting firms with a significant audit practice, participates in a “peer review” program, covering our audit and accounting practices. This program requires that once every three years we subject our quality assurance practices to an examination by another accounting firm. As part of the process, the other firm will review a sample of our work. It is possible that the work we perform for you may be selected by the other firm for their review. If it is, they are bound by professional standards to keep all information confidential. If you object to having the work we do for you reviewed by our peer reviewer, please notify us. At the conclusion of the engagement, we will complete the appropriate sections of and sign the Data Collection Form that summarizes our audit findings. We will provide copies of our reports to the Organization; however, it is management’s responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditors’ reports, and a corrective action plan) along with the Data Collection Form to the designated federal clearinghouse and, if appropriate, to pass-through entities. We will coordinate with you the electronic submission and certification. If applicable, we will provide copies of our report for you to include with the reporting package you will submit to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditors’ reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audits.

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management’s responsibility to electronically submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditor’s reports, and corrective action plan) along with the Data Collection Form to the federal audit clearinghouse. We will coordinate with you the electronic submission and certification. The Data Collection Form and the reporting package must be submitted within the earlier of 30 calendar days after receipt of the auditor’s reports or nine months after the end of the audit period.

Professional Fees

Our total not-to-exceed cost for the year ended June 30, 2022 are in the table below.

	<u>2021/2022</u>
PCTPA (includes GASB 68 and 75)	<u>\$ 12,480</u>
Preparation of financial statements	<u>\$ 2,150</u>
Single Audit, one major program	<u>\$ 3,945</u>
TDA Claimants	<u>\$ 42,420</u>

The fee above includes one major program in a single audit each year. If more than one major program is required to be audited as part of the single audit, the audit of each additional major program after the first major program will be billed in the amount of \$2,400.

The fees above include up to 10 hours of time spent responding to financial questions during the year. In the event that the scope of our audit has to be increased because of changes in accounting or auditing pronouncements and standards, laws or regulations, a significant amount of audit adjustments to the claimants funds, material weaknesses in the internal control environment or significant changes in operations that increase the number of hours it will take to complete the audits, we will discuss the situation with you and arrive at a new fee arrangement.

Additional services requested by the Agency or claimants will be billed based on our regular rates per hour as follows:

	<u>Hourly Rates</u>
<u>Classification</u>	<u>2021/2022</u>
Partner	\$ 185
Senior Managers	165
Managers	155
Supervisors	135
Seniors	113
Staff	92
Clerical	65

Reporting

We will issue a written report upon completion of our Single Audit. Our reports will be addressed to the Board of Directors of Agency. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinion or add an

emphasis-of-matter or other-matter paragraph to our auditor's report, or if necessary, withdraw from this engagement. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed an opinion, we may decline to express an opinion or withdraw from this engagement.

The *Government Auditing Standards* report on internal control over financial reporting and on compliance and other matters will state that (1) the purpose of the report is solely to describe the scope of testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Agency's internal control or on compliance, and (2) the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Agency's internal control and compliance. The Uniform Guidance report on internal control over compliance will state that the purpose of the report on internal control over compliance is solely to describe the scope of testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Both reports will state that the report is not suitable for any other purpose.

* * * * *

We appreciate the opportunity to provide our services to you and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please do not hesitate to ask. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Very truly yours,

RICHARDSON & COMPANY, LLP



Ingrid M. Sheipline, CPA
Managing Partner

Response:

This letter correctly sets forth the understanding of Placer County Transportation Planning Agency.

By: _____

Title: _____ Date: _____



MEMORANDUM

TO: Airport Land Use Commission

DATE: August 24, 2022

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below is the Consent Calendar item for the August 24, 2022, agenda for your review and action.

1. Placer County General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency Extension Request

On December 1, 2021, the Airport Land Use Commission (ALUC) conditionally approved the Placer County's General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District, with the ALUCP, subject to several conditions. The schedule to implement the two conditions was 180 days from the date of the ALUCP adoption on September 22, 2021. The Placer County Planning Services Division submitted a letter on June 9, 2022, requesting an additional six-month extension to complete the outreach process to rezone approximately 300 parcels into an expanded Aircraft Overflight Combining Zone surrounding Auburn Municipal Airport. Staff recommends approval of the County's extension request. The TAC concurs with the staff recommendation.

DM:rrc:ML:ss



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PCTPA



June 9, 2022

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

Subject: 2021 Airport Land Use Compatibility Plan & General Plan Consistency

Dear Mr. Luken:

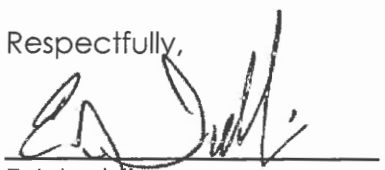
Placer County requests the Placer Airport Land Use Commission (ALUC) grant an extension of time for the Placer County General Plan's consistency determination with the recently adopted 2021 Airport Land Use Compatibility Plan (ALUCP).

As you are aware, Placer County recently adopted an update to its Health and Safety Element and made other necessary amendments to various sections of the General Plan, as well as complimentary amendments to the zoning code to achieve consistency with the ALUCP.

In order to achieve a consistency determination for the recently adopted 2021 ALUCP, the County anticipates that a rezone of approximately 300 parcels near the Auburn Municipal Airport will be needed in order to add the combining -AO (Aircraft overflight) zoning designation to parcels that are newly incorporated into the Auburn Municipal Airport overflight zone. Placer County is in the process of conducting outreach to the affected property owners and anticipates that the aforementioned Rezones will be acted upon by the Placer County Board of Supervisors within the next 6 months.

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

Respectfully,


E.J. Ivaldi
Planning Director

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





MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** August 24, 2022

FROM: David Melko, Senior Transportation Planner

SUBJECT: 9:00 A.M. - PUBLIC HEARING: PLACER COUNTY BEEKEEPING CODE AMENDMENTS CONSISTENCY DETERMINATION

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of Placer County's proposed Beekeeping Code Amendments with the Placer County Airport Land Use Compatibility Plan.
2. Find that the proposed Beekeeping Code Amendments are consistent with the Placer County Airport Land Use Compatibility Plan.

BACKGROUND

PCTPA serves as the ALUC for Placer County's three 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 Airport Land Use Compatibility Plan; and (2) reviewing for consistency plans, regulations, and other actions of local agencies and airports.

Placer County Airport Land Use Compatibility Plan (ALUCP)

The 2021 ALUCP contains Compatibility Plans for each of Placer County's public use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review.

Consistency Requirement

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

Existing Requirements

Beekeeping is a land use regulated by the Placer County Zoning Ordinance and the California Food and Agricultural Code Regulation, Division 13. Zoning Ordinance Section 17.56.050(F)(2) states, "Bee Raising. Requirements and standards for bee raising activities shall be as required by the Agricultural Commissioner." California Food and Agricultural Code Regulation, Division 13 addresses beekeeping regulation.

The County Agricultural Commissioner has requested that Placer County Code be updated to provide specific standards regarding acceptable beekeeping practices and to provide an enforcement mechanism when needed. The County has also received input encouraging consideration to allow beehives to be kept as part of backyard gardening. Currently beekeeping is prohibited in Residential Single-Family zoning in the unincorporated area.

Proposed Action

At the request of the Agricultural Commissioner and members of the public, Placer County proposes to add a new article to County Code, Chapter 6, Article 6.32 entitled "Beekeeping," and amend the Zoning Ordinance, Chapter 17, Article 17.56, Section 17.56.050: "Animal Raising and Keeping," pertaining to

Placer County Airport Land Use Commission
Placer County Beekeeping Zoning Ordinance Amendment Consistency Determination
August 2022
Page 2

beekeeping. The Code Amendments will clarify beekeeping activity, including enforcement options, in the County's unincorporated areas while maintaining consistency with State law.

On June 23, 2022, Placer County's Planning Services Division submitted a request to the ALUC to review proposed Beekeeping Code Amendments to determine whether the proposal is consistent with the ALUCP. The County's request letter and proposed Code Amendment changes are included as Attachment 1. A summary of the Code Amendment changes is included as Attachment 2.

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 Lincoln Messenger on August 4th and the Auburn Journal on August 9th. Notice was also posted on PCTPA's website and interested stakeholders received notice of this public hearing.

DISCUSSION

As noted, the proposed Code Amendments are intended to clarify standards for beekeeping in the unincorporated area of Placer County. The Code Amendments constitute a mandatory referral to the ALUC because it affects unincorporated land within the Auburn Municipal, Blue Canyon, and Lincoln Regional airport influence areas.

Beekeeping falls within the ALUCP's "Agricultural" land use category. For all airports, agricultural land uses are considered conditional regardless of compatibility zone given these uses have the potential to attract hazardous wildlife, which impact airport operational safety. An analysis of comparative hazards posed by various wildlife to aircraft was conducted by the U.S. Department of Agriculture. The study noted except for deer, most wildlife hazards are due to various bird species. Beekeeping has not been identified as an issue. Rather, several U.S. airports (Chicago O'Hare and Midway, Indianapolis, Minneapolis-St. Paul, Pittsburgh, Portland, Seattle-Tacoma, and St. Louis Lambert) have established on-airport beekeeping programs with FAA approval. These programs have been considered so successful that the Transportation Research Board's Airport Cooperative Research Program has initiated a study to evaluate ways airports can improve bee foraging on airport property.

Although the proposed Beekeeping Code Amendments constitutes a mandatory referral to the ALUC, the proposed changes as summarized in Attachment 2 are considered minor and have no impact on airport land use compatibility; would not result in any modifications to land use; and do not conflict with the ALUCP policies of safety, height, and noise.

Before Placer County can take final action to approve the Beekeeping Code Amendments the ALUC must find the proposal consistent with the ALUCP. The ALUC has three choices, finding the Beekeeping Code Amendments: (1) consistent with the ALUCP; (2) consistent with the ALUCP subject to conditions; or (3) inconsistent with the ALUCP based on specific conflicts.

Consistency Review

Staff recommends the ALUC find that the proposed Beekeeping Code Amendments consistent with the ALUCP. The TAC concurs with the staff recommendation.

DM:rrc:ML



June 23, 2022

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

Subject: Placer County General Plan / ALUCP Consistency Determination

Dear Mr. Luken:

Placer County requests the Placer Airport Land Use Commission (ALUC) to make a determination of consistency, per section 2.9 of the adopted Airport Land Use Compatibility Plan (ALUCP) and Public Utilities Code Section 21676(b), for the Placer County Zoning Ordinance to be consistent with the Compatibility Plan.

Placer County is in the process of updating Placer County Zoning Ordinance Chapter 6.32 entitled "Beekeeping" and Chapter 17.56.050 entitled "Animal Raising and Keeping", at the request of the Agricultural Commissioner and members of the public. The purpose of this Zoning Ordinance update clarifies beekeeping activity in the unincorporated areas of the county while remaining consistent with California State beekeeping law. These changes would codify the keeping of bees and increase enforcement options for the Agricultural Commissioner when a violation occurs. Draft language for the changes are included in Attachment A.

Placer County anticipates the Placer County Board of Supervisors will act within 180 days following the consistency determination from the ALUC. Should you have any questions, please feel free to contact me at (530) 745-3105 or by email at aanderson@placer.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Adam Anderson".

Adam Anderson
Associate Planner

Attachment A- Draft Zoning Ordinance

Before the Board of Supervisors County of Placer, State of California

In the matter of:

An ordinance adding Chapter 6, Article 6.32, entitled "Beekeeping," and amending Chapter 17, Article 17.56, Section 17.56.050 of the Placer County Code.

Ordinance No.: _____

Introduced: _____

The following Ordinance was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held **XX**, 202X, by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

WHEREAS, the Board recognizes the vital importance of beekeeping to California's agricultural production, which is ranked first in the nation; and

WHEREAS, the Board recognizes that many residents in more developed parts of the county wish to enjoy healthy outdoor activities such as gardening and related activities including beekeeping; and

WHEREAS, many beekeepers find Placer County to be an ideal summer holding and honey production area for their bees; and

WHEREAS, the Board recognizes that maintaining healthy local bee populations supports the sustainability of the local environment and ecosystems; and

WHEREAS, the placement of too many bees in one area may result in hazardous nuisance conditions for neighboring properties and oversubscription of bee food sources, which may reduce honey production and increase the prevalence of bee pests and diseases; and

WHEREAS, the Placer County Board of Supervisors desires to protect the sustainability of foraging opportunities for both commercial and recreational beekeeping and desires to protect the beekeeping industry and the public from bee-related nuisances by ensuring adequate space between colonies of bees.

NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER ORDAINS AS FOLLOWS:

SECTION 1. Chapter 6, Article 6.32, entitled “Beekeeping” is added:

6.32.010 Application.

When allowed in the applicable zone, beekeeping operations are subject to the requirements of this section. This section supplements and should be reviewed in conjunction with the California Apiary Protection Act (Sections 29000-29321 of the Food and Agriculture Code) and Placer County Code section 17.56.050, which contain additional information and requirements applicable to beekeeping operations. Commercial beekeeping is permitted by this section.

6.32.020 Definitions.

“Apiary” includes bees, comb, hives, appliances, or colonies, wherever they are kept, located, or found.

“Bees” means honey-producing insects of the genus *Apis*. It includes all life stages of these insects.

“Beekeeper” is any person who owns, operates, or possesses an apiary.

“Colony” means one hive and its contents, including bees, and comb.

“Commercial Apiary” is operated by a Beekeeper in the business of beekeeping or who possesses ten (10) or more Colonies.

“Commissioner” means the Placer County Agricultural Commissioner.

“Hive” means any receptacle or container, or part of any receptacle or container, which is made or prepared for the use of bees, or which is inhabited by bees.

“Hobbyist beekeeper” is any beekeeper, apiary owner, apiary operator, or person, who is not in the business of beekeeping and who possesses nine or fewer Colonies.

“Pollinator apiary” means an apiary established for the pollination of commercial seed, fruit, nuts, or other commercial crops dependent upon bee pollination. Pollination apiaries are temporary in nature, and their longevity is determined by the specific crop to be pollinated.

“Nucleus colony” means a hive which has been divided into two or more smaller hives for the purpose of loss replacement or swarm prevention. A nucleus colony is considered to be a colony as defined above thirty (30) days after it is created.

6.32.030 Beekeeping Requirements.

A. Annual Apiary Registration and Fees. All beekeepers must register with the commissioner as required under the Apiary Protection Act. All beekeepers except hobbyist beekeepers must pay registration fees as required under the Apiary Protection Act.

B. Property Owner Permission Required. Beekeepers operating apiaries on property they do not own must provide the property owner's written permission to operate an apiary to the commissioner upon request.

C. Availability of Water. No person shall place, keep, or allow any apiary to remain in any location unless one of the following conditions exists:

1. There is a natural water supply within one-half mile of the apiary; or
2. An artificial water supply for the apiary is maintained within one hundred fifty (150) feet from any such apiary. If the artificial water supply is not owned or controlled by the beekeeper, the beekeeper shall have written permission to use the artificial water supply and such written permission shall be provided to the commissioner upon request.
3. Failure to provide water as required under this section constitutes a public nuisance.

D. Commercial and Pollinator Apiary Separation. Commercial and pollinator apiaries must comply with the following setback requirements:

1. For commercial and pollinator apiaries fifty (50) foot setback is required from all property line boundaries. This requirement does not apply to adjacent parcels owned or under the control of the beekeeper or person who owns or controls the land where the bees are located.
2. For commercial and pollinator apiaries a fifty (50) foot setback from edge of easement is required from all public roadways.
3. Commercial apiaries must be separated from all other commercial apiaries by at least one mile, unless:
 - a. The commercial apiary location was registered with the commissioner prior to January 1, 2022.
 - b. The commercial apiary is being utilized as a pollinator apiary which may stay on a site for commercial crop pollination provided it is temporary in nature and is not present more than fifteen (15) days before or after the blooming period of the crop intended to be pollinated.
 - c. Each commercial apiary location must be occupied by bees and registered with the commissioner on an annual basis to maintain its location status and separation protections.
4. Failure to comply with commercial and pollinator apiary setback and separation requirements constitutes a public nuisance.

E. Non-Commercial Apiary. Non-commercial apiaries must be set back twenty-five (25) feet from neighboring property boundaries unless:

1. A flyway barrier is erected. Flyway barriers must be at least six feet tall, must be placed between the hives and the adjoining property, and must extend 6 feet to the left and right of the hives. Flyway barriers may be a solid fence, wall, dense vegetation, or combination thereof.

2. Hives are placed on a rooftop or surface more than twelve (12) feet above the ground.

3. Failure to comply with non-commercial apiary separation requirements constitutes a public nuisance.

F. Hive Quantity Limitations. Pursuant to Section 17.56.050, no more than two colonies may be kept in the Residential Single Family RS zone district. , All other zone districts (RA, RF, RES, AE, F, FOR, O, TPZ, -AG) may kept no more than five colonies per acre, not to exceed a total of one hundred (100) hives in one location.. Notwithstanding these limitations:

1. More than one hundred (100) colonies may be placed in one location for a period not to exceed three consecutive days for the purpose of consolidating smaller apiaries as part of bee transportation activities.
2. More than (100) colonies may be placed in one location if they are pollinator apiaries which are temporary in nature, longevity, and used only as necessary to pollinate a specific crop.
3. For purposes of calculating the number of colonies, three nucleus colonies will be counted as a single colony.

G. Transporting Bees

1. No person shall transport bees on the public highway or roads in such a manner that the bees constitute a public nuisance.

2. No person transporting bees shall maintain the vehicle used to transport bees in position for a length of time so as to constitute a public nuisance.

H. Abandonment of Apiaries

1. Any apiary determined by the agricultural commissioner to be abandoned shall constitute a public nuisance.

6.32.040 Enforcement, Penalties, and Nuisance.

A. The commissioner is the enforcing officer of this Chapter and the California Apiary Protection Act (Sections 29000-29321 of the Food and Agriculture Code) within the County.

B. Unless otherwise provided by law, a violation of any of the provisions of this chapter is punishable as provided in Section 1.24.010.

C. Any condition declared a public nuisance under this Article is subject to the nuisance abatement procedures in Section 17.62.160.

D. Any person who violates a specific requirement of the California Apiary Protection Act (Sections 29000-29321 of the Food and Agriculture Code) is subject to the exclusive penalties and enforcement prescribed therein.

SECTION 2. Chapter 17, Article 17.56, Section 17.56.050 is amended as follows:

17.56.050 Animal raising and keeping.

*******D. Limitation On Use.** The raising and keeping of specific types of animals shall occur only in the zone districts where “Animal Raising and Keeping” is identified as an allowable use by Sections 17.06.050 and 17.06.060 et seq., and only as also allowed by the following table:

Note. This chart indicates which animal types are permitted to be kept in each zone district. Specific regulations for each animal type are contained in subsection F.

Zone Districts and Allowed Animal Raising Activities															

Animal Raising Activity	RS	RM	RF	RA	C1, C2	C3	MT	RES	BP, IN, INP	AE	F	FOR	O	TPZ	-AG
Bee raising (apiaries) (F)(2)	<u>R</u>		R	R				<u>R</u>		R	R	R	R	R	R

F. Specific Types of Animals Permitted. The following requirements apply to the keeping or raising of specific types of animals, in addition to all other applicable standards of this section. More than one type of animal may be kept on a single site, as provided by subsection G, except that where an animal density ratio (i.e., number of animals per acre) is indicated for any specific type of animal, the site area allotted to one type of animal cannot be used to justify another type of animal which is also subject to an animal density ratio.

2. **Beekeeping** Requirements and standards for bee raising activities shall be as required by the agricultural commissioner. **All beekeeping activities are subject to the California Apiary Protection Act and Article 6.32 (Beekeeping) of Chapter 6 (Animals). In addition, in the Residential Single Family (RS) zone district, including RS-AG, beekeeping requires an approval process by the agricultural commissioner for parcels which are less than twenty thousand (20,000) square feet in area.**

- a. **In the Residential Single-Family (RS) zone district, the keeping of no more than two colonies is permitted.**
- b. **In the Residential Single Family zone district, the property owner shall notify all neighboring property owners within three hundred feet of the property proposing to keep bees. They shall provide evidence of notification to the Ag Commissioner prior to keeping bees.**
- c. **The agricultural commissioner shall have the discretion to deny beekeeping activity for parcels which are less than twenty thousand (20,000) square feet in area when beekeeping activity is determined to be a public nuisance.**
- d. **The agricultural commissioner shall have the discretion to withdraw approval of beekeeping activity upon thirty (30) days written notice to the beekeeper if the beekeeping activity is a public nuisance.**
- e. **In all other zone district (RA, RF, RES, AE, F, FOR, O, TPZ, -AG), the maximum number of bee colonies is five per acre, not to exceed a total of one hundred (100) hives in one location. More than one hundred (100) hives may be permitted on contiguous properties larger than twenty (20) acres if the separation requirements in Article 6.32 are met.**

SECTION 3. This ordinance shall take effect and be in full force thirty (30) days after the date of its passage. The Clerk is directed to publish this ordinance, or a summary thereof, within fifteen (15) days in accordance with Government Code section 25124.

DRAFT

Placer County Beekeeping Code Amendments Summary

Placer County Code Chapter 6 Animals Amendments

Placer County Code Chapter 6 Animals, regulates animals and is referred to as the “Animal Control” law. Proposed amendments to Chapter 6 would add a new Article 32, entitled “Beekeeping.” This new article will establish definitions and standards for beekeeping operations and would be supplemental to the California Apiary Protection Act (Sections 29000-29321 of the Food and Agriculture Code) as well as the Placer County Zoning Ordinance Section 17.56.050, which contains additional information and requirements applicable to beekeeping operations in the unincorporated area.

Under the new Chapter 6, Article 32, four new sections would be added for applications, definitions, beekeeping requirements, and enforcement, penalties, and nuisance. These new sections establish beekeeping requirements including requiring beekeepers (except hobbyist) to be registered, require that beekeepers provide property owner’s written permission to operate an apiary, require that an adequate water supply be available for apiaries, establishes hives separation and setbacks, limits hive quantities as well as transporting bee requirements.

In addition, the Enforcement, Penalties, and Nuisance section defines the Agricultural Commissioner as the enforcing officer and provides a process for which any violation of public nuisance can be enforced through abatement or penalties from the California Apiary Protection Act. If beekeeping conditions are declared a public nuisance by the Agricultural Commissioner, the operation would be subject to the nuisance abatement procedures in Placer County Zoning Ordinance Section 17.62.160.

Placer County Zoning Ordinance Text Amendments

Amendments are also proposed to the Placer County Zoning Ordinance Chapter 17. Proposed changes include an allowance for beekeeping of no more than two beehives, on parcels of less than 20,000 square feet within the Residential Single Family (RS) zone district with approval from the Agricultural Commissioner. In other zoning districts (RA, RF, RES, AE, F, FOR, O, TPZ, -AG) the proposed changes would limit the number of beehives to five per acre with a cap of no more than 100 hives in one location on parcels larger than twenty acres. Proposed changes also include adding that the Agricultural Commissioner has the discretion to withdraw approval of beekeeping activity if it is declared a public nuisance.



TO: WPCTSA Board of Directors **DATE:** August 24, 2022

FROM: Mike Costa, Senior Transportation Planner

SUBJECT: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY – SIERRA COLLEGE MEMORANDUM OF UNDERSTANDING FOR THE IMPLEMENTATION AND REIMBURSEMENT OF A FARELESS STUDENT TRANSIT PASS AND TRANSPORTATION NETWORK COMPANY (TNC) RIDE SUBSIDY PILOT PROGRAM

ACTION REQUESTED

Approve a Memorandum of Understanding (MOU) between the Western Placer Consolidated Transportation Services Agency (WPCTSA) and Sierra Joint Community College District for the implementation and reimbursement of a Fareless Student Transit Pass and Transportation Network Company (TNC) Ride Subsidy Pilot Program as presented in this staff report.

BACKGROUND

The Sierra College Fareless Student Transit Pass and TNC Ride Subsidy Pilot Program (hereinafter referred to as “SC Pilot Program”) has been under development since 2018, resulting from an identified need to mitigate future traffic impacts and address transportation access for Sierra College’s developing campuses (primarily the Rocklin campus). In 2020, the COVID-19 pandemic halted all efforts to implement any pilot program, with discussions regarding the SC Pilot Program finally resuming in September 2021. Since last year, PCTPA staff has been collaboratively working with the Placer County transit operators, Sierra College administrative staff, Nevada County Transportation Commission (NCTC), and the Nevada county transit operators to develop a pilot program that provides actively enrolled Sierra College students with fare-free access to the public transit operators’ fixed-route services in both Placer and Nevada counties. In addition to this component, PCTPA has been working with Sierra College to develop a partnership with a TNC company (i.e., Uber, Lyft and/or another similar TNC service) to provide a discounted ride subsidy for TNC trips that a student takes to and/or from a Sierra College campus in the evening when public transit services are not available.

DISCUSSION

On June 22, 2022, the WPCTSA Board of Directors approved the FY 2022/23 WPCTSA budget, which programmed funding to support both components of the SC Pilot Program (i.e., the fareless student transit pass and TNC ride subsidy programs). Attachment 1 contains the MOU between the WPCTSA and Sierra College, which allows the WPCTSA to reimburse Sierra College for a portion of the estimated expenses during the three-year pilot program period. The MOU also establishes the pilot program’s general administrative provisions, which Sierra College will serve as the primary lead for coordinating the SC Pilot Program’s functions with any participating transit operators and TNC companies.

WPCTSA Board of Directors
WPCTSA-Sierra College MOU for Fareless Student Transit and TNC Pilot Program
August 24, 2022
Page 2

The following summarizes the MOU's provisions and the various roles/functions that both the WPCTSA and Sierra college are responsible for.

- The SC Pilot Program is currently anticipated to start on August 22, 2022, and operate through June 30, 2025 (pilot program period).
- Sierra College is responsible for executing separate agreements with each participating transit operator (i.e., Placer County Transit (PCT), Roseville Transit, Auburn Transit, and Nevada County Connects) to reimburse those transit operators for up to 50% of their estimated average fare revenue cost per eligible college student that accesses the participating transit operator's service for free. The average fare revenue cost per participant reimbursement methodology must be agreed upon by Sierra College and each participating transit operator.
- Sierra College is responsible for negotiating and executing an agreement with one or more TNC vendor(s) (i.e., Uber, Lyft, and/or another agreed upon vendor) to provide eligible college students with a discounted ride subsidy on academic class days, between 5:30 p.m. and 10:00 p.m. during the academic calendar years covering Fall 2022 through Spring 2025. The discount subsidy per ride amount is subject to agreement between Sierra College, the WPCTSA, and the partnering TNC vendor(s). While the fare-free student transit component of the SC Pilot Program is currently anticipated to launch on August 22, 2022, the TNC component is still being developed and is currently anticipated to launch sometime during or shortly after the fall of 2022.
- Sierra College is responsible for coordinating and collaborating with the WPCTSA and participating transit agencies to promote the SC Pilot Program, administer annual ridership surveys, and conduct other data gathering exercises to collaboratively assist all parties with transit service planning, marketing, and program expansion efforts.
- On a quarterly basis, the WPCTSA is responsible for reimbursing Sierra College for up to 50% of the transit fare revenue reimbursement costs that are paid by Sierra College to the participating transit operators in Placer County (i.e., PCT, Roseville Transit, and Auburn Transit), and up to 50% of the direct ride subsidy costs provided by Sierra College to the TNC vendor(s) for discounted trips made by students traveling to/from a Sierra College campus located in Placer County (i.e., the Rocklin and Roseville campuses). This amount will not exceed the WPCTSA's annual programmed budget approved to support the pilot program each year.
- Either Sierra College or the WPCTSA can terminate the pilot program with sixty (60) days advanced notice. However, upon termination notice, the pilot program remains valid through the end of any given fiscal year during the pilot program period.
- Communication, general administrative, and mutual indemnity provisions are further provided to protect and ensure ongoing cooperation between both Sierra College and the WPCTSA during the SC Pilot Program.

WPCTSA Board of Directors
WPCTSA-Sierra College MOU for Fareless Student Transit and TNC Pilot Program
August 24, 2022
Page 3

The total SC Pilot Program (including both the fareless transit pass and TNC ride subsidy program components) is currently estimated to cost approximately \$450,000 to \$475,000 annually. Sierra College has identified a commitment to fund approximately \$200,000 annually, with the WPCTSA also programming \$200,000 in its current FY 2022/23 budget (and planned subsequent annual budgets) to help offset program expenses. The participating transit operators are also contributing approximately \$50,000 to \$75,000 annually in lost fare revenues by offering the free fare to eligible Sierra College students. Please note that these cost estimates are based on estimated student boardings and TNC trips using data collected prior to the COVID-19 pandemic. Given the COVID-19 pandemic's negative impacts to general transit ridership and TNC trip demand, as well as significantly less in-person student attendance at Sierra College's campuses (currently estimated at less than 60% of pre-COVID-19 pandemic levels) the associated fare revenue reimbursement and TNC ride subsidy estimated costs for this pilot program may be higher than the program's actual realized costs.

Staff recommends that the WPCTSA Board of Directors approve the proposed MOU between the WPCTSA and Sierra College for the implementation and reimbursement of the fareless student transit pass and TNC ride subsidy pilot program, as described in this staff report. Staff has worked closely with legal counsel to prepare this agreement. The TOWG and TAC concurred with staff's recommendation at their August 8th and August 9th meetings, respectively. In addition, the Sierra College Board of Trustees approved this MOU at their August 9th meeting.

MC:rrc:ML:ss

**MEMORANDUM OF UNDERSTANDING FOR THE
IMPLEMENTATION AND REIMBURSEMENT OF A FARELESS STUDENT TRANSIT
PASS AND TRANSPORTATION NETWORK COMPANY RIDE SUBSIDY
PILOT PROGRAM**

THIS MEMORANDUM OF UNDERSTANDING (“Agreement”) is made and entered into this _____ day of August, 2022, by and between the Western Placer Consolidated Transportation Services Agency (“**WPCTSA**”) and the Sierra Joint Community College District (“**College**” or “**District**”), sometimes referred to individually as “**Party**” and collectively as the “**Parties**”.

RECITALS

WHEREAS, the District and WPCTSA have collaboratively coordinated with the public transit agencies in Placer and Nevada counties over the past several years to establish a Fareless Student Transit Pass and Transportation Network Company (TNC) Ride Subsidy Pilot Program (“**Program**”) that will allow eligible College participants to ride fixed-route transit and complementary Americans with Disabilities Act (ADA) paratransit services provided by participating transit agencies for free during the Program’s term.

WHEREAS, eligible College participants are currently defined as actively enrolled students in the District’s Fall, Spring and/or Summer courses. The District, WPCTSA, and participating transit agencies may agree to redefine and/or change this definition at any time during the Program.

WHEREAS, recognizing the lack of available public transit service options in the evening hours, the District and WPCTSA intend to provide eligible College participants with a discounted ride subsidy for one or more TNC vendors (i.e., Uber, Lyft, and/or another agreed upon vendor) as part of the Program, which is further defined in Section 1.4 of this Agreement.

WEHEREAS, the District and WPCTSA have agreed to share in the cost of the Program as defined in Sections 2.1 and 2.2 of this Agreement

WHEREAS, Program participation is for a three-year pilot program, beginning August 22, 2022, and ending June 30, 2025 (“**Pilot Period**”).

- a. Year 1 of the Pilot Period is from August 22, 2022, through June 30, 2023.
- b. Year 2 of the Pilot Period is from July 1, 2023, through June 30, 2024.
- c. Year 3 of the Pilot Period is from July 1, 2024, through June 30, 2025.
- d. The periods will be referred to as “**Pilot Year**”.

WHEREAS, the District will execute separate agreements with the participating transit agencies and TNC vendor(s) to implement the Program’s general objectives and other terms and provisions identified in this Agreement.

WHEREAS, the District and WPCTSA intend to collaborate with each other and participating transit agencies throughout the Program’s Pilot Period in order to effectively administer the Program and collect the necessary data to assist with overall transit service planning and/or Program expansion efforts, including those that support a potential future College student ballot

measure that would fund an on-going fareless student transit pass program for the District after the Pilot Period.

WHEREAS, it is the Program's overall goal to support the District's diverse student population with equitable access to, and help with the overall success of, the College's many academic programs and functions. Additionally, the Program's intent is to further promote and generate ridership demand for existing public transit services that provide transportation opportunities for many populations within the Placer County region.

Now therefore, the Parties desire to enter into this Agreement to outline each Party's roles, responsibilities, and commitments for the Program, and hereby agree as follows:

AGREEMENT

SECTION 1. SERVICE TERMS AND PROVISIONS

- 1.1 The Recitals are hereby incorporated by reference in this Agreement.
- 1.2 During the Pilot Period, the District shall reimburse each participating transit agency for up to 50% of their estimated average fare revenue cost per eligible College participant that accesses a participating transit agency's service for free. The average fare revenue cost per participant reimbursement methodology shall be negotiated and agreed upon by the District and each participating transit agency in a separate agreement executed between them.
- 1.3 Reimbursement of the fare revenue costs shall occur quarterly. The participating transit agency will be responsible for collecting ridership data regarding the number of eligible College participants that access their respective system and services, which will then be provided to the District to support the quarterly reimbursement of fare revenue costs. The District will be responsible for maintaining the ridership data received from the participating transit operators to support the quarterly reimbursement process as well other Program planning and/or administrative functions.
- 1.4 The District shall be responsible for negotiating and executing an agreement with one or more TNC vendor(s) (i.e. Uber, Lyft, and/or another agreed upon vendor), to provide eligible College participants with a discounted ride subsidy on academic class days, between 5:30 p.m. and 10:00 p.m., during the District's academic calendar years covering Fall 2022 through Spring 2025. The discount subsidy per ride amount is subject to agreement between the District, the WPCTSA, and the partnering TNC vendor(s).
- 1.5 The District, in coordination and collaboration with the WPCTSA and participating transit agencies, shall be responsible for administering annual surveys and participating in other joint data gathering exercises that assist the Parties with overall transit service planning efforts and support opportunities to expand the Program after the Pilot Period ends.
- 1.6 The District, in coordination and collaboration with the WPCTSA and participating transit agencies, shall assist with promoting and marketing the Program to encourage College participants to utilize participating transit agencies' services. This could include, but not

be limited to, producing and displaying Program marketing materials (i.e., flyers, brochures, and posters) on College campuses, in the student newsletter, and/or in advertisement displays located on participating transit agency's vehicles. Marketing materials may also be digital, which the District and participating transit agencies can distribute through available electronic mail, social media platforms, public website, available mobile phone applications, and/or other practical and feasible means. The District shall obtain the appropriate consent and approval from participating transit agencies prior to the distribution of such materials that reference the participating transit agency (where applicable), developed by the District.

SECTION 2. WPCTSA'S REIMBURSEMENT OF THE DISTRICT'S PROGRAM COSTS

- 2.1 During the Pilot Period, on a quarterly basis, the WPCTSA will reimburse the District for up to 50% of the quarterly transit fare revenue reimbursement costs that are paid by the District pursuant to the Program to any participating transit agency operating solely in Placer County (i.e. Roseville Transit, Placer County Transit, and Auburn Transit). The District will be responsible for negotiating a separate agreement with Nevada County Transportation Commission and/or another party for transit fare revenue reimbursement costs associated with any participating transit agency operating in Nevada County (i.e., Nevada County Connects and Tahoe Truckee Area Regional Transit).
- 2.2 During the Pilot Period, on a quarterly basis, the WPCTSA will reimburse the District for up to 50% of the direct ride subsidy costs provided by the District pursuant to the Program to the TNC vendor(s) for discounted trips made by eligible College students to and/or from a College campus located in Placer County.
- 2.3 The quarterly reimbursement administrative process for the transit fare revenue and TNC subsidy costs shall be determined upon a subsequent mutual agreement by both Parties separate from this Agreement.
- 2.4 Recognizing that the Program's Pilot Period may begin prior to the execution of this Agreement, the WPCTSA may reimburse the District for the Program's costs, as defined in Sections 2.1 and 2.2 of this Agreement, beginning on August 22, 2022, which is the start of Year 1 of the Program's Pilot Term.
- 2.5 The total sum of the WPCTSA's quarterly reimbursement amounts to the District, as defined in Sections 2.1 and 2.2 of this Agreement, during each Pilot Year shall not collectively exceed the annual amount of funding allocated for the Program in the WPCTSA's respective fiscal year budget, or in any subsequent budget amendments thereto, which is adopted by the WPCTSA's Board of Directors.
- 2.6 It is currently anticipated that the WPCTSA will allocate funding in each fiscal budget to help support the Program's Pilot Period. However, should funding not be approved by the WPCTSA's Board of Directors for any given Pilot Year the WPCTSA is not obligated to reimburse District for any amounts greater than the WPCTSA funding allocation for each fiscal year and the WPCTSA and District staff will meet and confer regarding the

Program's on-going performance and administration, and determine potential alternative funding sources and/or Program modifications that could address the WPCTSA's discontinuation of funding reimbursement to the District for the Program.

SECTION 3. TERM AND TERMINATION

- 3.1 The term of this Agreement shall commence on August 22, 2022, and shall continue through June 30, 2025, subject to either Party's election to terminate this Agreement, with or without cause, by prior written notice to the other Party specifying the date of such termination. Notice of termination shall be given at least sixty (60) days in advance of the termination date set forth in the notice of termination.
- 3.2 If either Party terminates all or any part of this Agreement for its convenience under Section 3.1 of this Agreement, the Program will remain valid until the end of the current Pilot Year.
- 3.3 If District terminates the Program, the District shall be responsible for posting notices at the District's site notifying the eligible College participants and participating public transit agencies about the Program's termination at least sixty (60) days in advance of the termination date ("Termination Posting"). The Termination Posting shall include a notice that the Fareless Transit Pass Pilot Program will no longer be accepted by the participating transit agencies as of the end of the current Pilot Year.
- 3.4 If the either Party fails to comply with the terms and conditions of this Agreement, then either Party shall be in default under this Agreement and in addition to all remedies available at law or equity, the other Party may terminate this Agreement upon at least fourteen (14) days written notice to the defaulting Party, and WPCTSA will discontinue reimbursement to the District for the Program's costs.
- 3.5 If a default can be cured, prior to termination for default, the other Party may issue a cure notice. If the defaulting Party fails to cure the default within fourteen (14) days following the date of the cure notice or commence and complete the cure in accordance with such additional time limits as may be described in the cure notice, the other Party may terminate the Agreement immediately following the defaulting Party failure to cure such default within the applicable cure period and discontinue reimbursement for the Program.

SECTION 4. NOTICING

- 4.1 All notices required or permitted hereunder shall be delivered in person, by messenger, by overnight courier; or by registered or certified mail, postage prepaid, return receipt requested; or by electronic mail (e-mail) to the receiving Party at its address shown, below; or to any other place designated in writing by such Party. Any such notice shall be deemed received: (i) upon delivery, if delivered personally or by messenger; (ii) the next business day after delivery if delivered by courier; (iii) three (3) days after deposit into the United States Mail in Placer and/or Nevada Counties, California, if delivered by registered or certified mail; or (iv) if it is delivered by e-mail, when the recipient, by an e-mail sent to the e-mail address for the sender or by a notice delivered by another method in accordance

with this Section, acknowledges having received the sender's e-mail, provided that an automatic "read receipt" does not constitute acknowledgment of an e-mail for purposes of this Section.

To District: Sierra Joint Community College District
5100 Sierra College Blvd
Rocklin, CA 95677
Attention: Vice President, Administrative Services
E-mail: adminservices@sierracollege.edu
(916) 660-7600

To Agency: Western Placer Consolidated Transportation Services Agency (WPCTSA)
299 Nevada Street
Auburn, CA 95603
Attention: Mike Costa, Senior Transportation Planner
E-mail: mcosta@pctpa.net
(530) 823-4029

SECTION 5. GENERAL PROVISIONS

- 5.1 The District shall establish and maintain proper record keeping procedures to properly document its implementation of the Program. The District shall retain all original records, data, and documents related to the Program for a period of three (3) years after the date of termination of this Agreement, subject to the requirements of Section 31490 of the Streets and Highways Code.
- 5.2 No officer, member, or employee of the District or WPCTSA, and no members of its respective governing body, and no other public official or employee of the governing body of the locality of localities included within District and/or WPCTSA jurisdictional boundaries, during his or her tenure or for one year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.
- 5.3 This Agreement may not be amended or modified except by means of a writing executed by both Parties and expressly stating that it is an amendment or modification to this Agreement. Nothing in this Agreement shall be construed to give third party beneficiary rights to any person not a party to this Agreement.
- 5.4 The Parties shall be responsible for the acts and omissions of their respective officers, employees, and agents; provided, however, that nothing in this provision or otherwise contained in the provisions of this Agreement shall be construed as an express or implied waiver by either party.
- 5.5 Nothing in this Agreement shall be deemed or construed as creating a partnership, joint venture, or association between the Parties, or cause either Party to be responsible in any way for the debts or obligations of the other Party.

- 5.6 Neither any officer or employee thereof of the WPCTSA shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by the District in connection with any work performed by and/or service provided by the District, its officers, agents, employees, students, and subcontractors under this Agreement. The District shall fully indemnify, defend, the WPCTSA and each of their officers, agents and employees, harmless from and against any liability and expenses, including without limitation, defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any legal fees and any claims for damages of any nature whatsoever arising out of the Program, including without limitation (i) breach of the District's representations, warranties, or obligations under this Agreement; or (ii) any act or omission of the District, or its officers, agents, employees, students, contractors or subcontractors in connection with its participation in the Program; or (iii) theft, forgery or other similar causes.
- 5.7 Neither District nor any of its officers, employees agents, volunteers or authorized representatives shall be responsible for any claim, damage, injury or liability to the extent it arises from the WPCTSA's administration of the Program or operation of the WPCTSA's programs and/or services, except where caused by the sole negligence or willful misconduct of the WPCTSA, it's officers, employees or agents. WPCTSA shall fully indemnify, defend, District and each of their officers, employees, agents volunteers or authorized representatives, harmless from and against any liability and expenses, including without limitation, defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any legal fees and any claims for damages of any nature whatsoever arising out of WPCTSA's participation in the Program, including without limitation (i) breach of WPCTSA's representations, warranties, or obligations under this Agreement; or (ii) any act or omission of the WPCTSA, or its officers, agents, employees, students, contractors or subcontractors in connection with its participation in the Program; or (iii) theft, forgery or other similar causes.
- 5.8 This Agreement supersedes all prior agreements between the Parties with respect to its subject matter and constitutes a complete and exclusive statement of the terms of the agreement between the parties with respect to its subject matter. Any oral representations or modifications concerning this Agreement shall be of no force or effect.
- 5.9 The District shall not assign this Agreement, or any part thereof, without prior written approval of the WPCTSA, and any assignment without said consent shall be void and unenforceable, unless otherwise approved in writing by the WPCTSA.
- 5.10 This Agreement may be signed in one or more counterparts, each of which shall constitute an original and all of which together shall constitute one and the same agreement. Documents executed, scanned, and transmitted electronically, and electronic signatures shall be deemed original signatures for purposes of this Agreement and all matters related thereto, with such scanned and electronic signatures having the same legal effect as original signatures.

5.11 Each person signing this Agreement on behalf of each Party represents and warrants that the Party as named herein is a legal entity authorized to do business in the State of California and that he or she is duly authorized and has legal capacity to execute and deliver this Agreement on behalf of the Party. Each Party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such Party's obligation hereunder have been duly authorized, no consent of any other party to do so is required except for consents that have been obtained or made and are in full effect, and that the Agreement is a valid and legal agreement binding on such party and enforceable in accordance of these terms.

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the last date set out below:

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY:

By: _____
Michael W. Luken
Executive Director

Approved as to Form:

By: _____
DeeAnne Gillick
Legal Counsel

SIERRA JOINT COMMUNITY COLLEGE DISTRICT:

By: _____
Erik Skinner
Vice President, Administrative Services

TO: PCTPA Board of Directors **DATE:** August 24, 2022

FROM: Rick Carter, Deputy Executive Director

SUBJECT: **CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDING PROGRAM GUIDELINES, FUNDING ESTIMATE, AND CALL FOR PROJECTS FOR FISCAL YEARS 2026 AND 2027**

ACTION REQUESTED

1. Adopt revised CMAQ and STBG Funding Program Guidelines (Attachment 1), for fiscal years 2026 and 2027.
2. Adopt the Funding Estimates for the CMAQ and STBG programs for fiscal years 2026 and 2027 (Attachment 3).
3. Direct staff to issue a Call for Projects based on the adopted Guidelines and funding estimates.

BACKGROUND

PCTPA conducts a prescribed process to program federal STBG and CMAQ funding to transportation projects in Placer County. Most of the funding is programmed to projects implemented by the cities, town, Placer County, and PCTPA. The programming typically occurs on a 2 or 3-year cycle but can occur at other times as dictated by funding availability. Various federal and state codes dictate requirements and limitations on how funding is programmed to projects. FHWA has recently provided guidance necessitating substantial updates to our guidelines. PCTPA staff developed updated Guidelines and Funding Estimates in response to the guidance and in coordination with an agency staff working group.

DISCUSSION

Program Guidelines

PCTPA has updated our program Guidelines (Attachment 1) based on the most recent guidance from both FHWA and Caltrans. Although dialog on some guidance continue, PCTPA staff are proposing these Guidelines in response to the most current information and the timeline for completing this funding round. The most significant changes are noted below.

When selecting projects for funding, FHWA regulations require use of performance-based evaluation criteria consistent with federal criteria adopted by SACOG. PCTPA has updated the guidelines more clearly define the evaluation and performance metrics, which include:

- Project Sponsor Priorities
- Project Deliverability & Readiness
- Other Performance Benefits (applicant selects up to 3 of the following)
 - Asset Condition Improvement/State of good repair
 - Reduces vehicle miles travelled (VMT)
 - Reduces Greenhouse gases (GHG)

PCTPA Board of Directors

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM GUIDELINES, FUNDING ESTIMATE, AND CALL FOR PROJECTS FOR FISCAL YEARS 2026 AND 2027

August 24, 2022

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- Increase multimodal travel of alternate modes
- Provides long term economic benefits
- Improves goods movement
- Supports social equity among users, including disadvantaged communities
- Improves safety and security

The Guidelines include a standardized application form (Attachment 2) which improves the documentation of each project's performance relate to the metrics.

Project applicants will use the SACOG Project Performance Assessment (PPA) tool to aid in performance evaluation. The PPA tool is quick and simple to run; it extracts data from the SACOG traffic model for criteria related to a broad range of performance criteria such as accident rates, congestion, freight movement, vehicle miles traveled, multimodal usage, etc. The PPA output will provide uniform and consistent data across the projects while requiring very little staff time. This data will also assist agencies in highlighting benefits of their projects.

FHWA regulations require that the SACOG Board take action to specifically select projects for CMAQ and STBG funding. The PCTPA Board will vote on a list of projects to be funded; the SACOG Board would then take action to adopt that list for funding. Per SACOG's request, the evaluation team will add one SACOG staff member to join two PCTPA staff members.

The Guidelines also describe the process for amending a project's CMAQ or STBG funding. Minor changes will be handled administratively with the local agency, PCTPA and SACOG staff. If an agency is no longer able to deliver the original project, due to scope or budget challenges, the funding amendment will come to the PCTPA Board for adoption. Similarly, if an agency proposes to shift funding between previously funded projects, this amendment will also come to the PCTPA Board for adoption. However, if an agency proposes to shift funding to a project that is not already funded (neither currently funded nor part of a SACOG Board adopted list in the future) the amendment would require both PCTPA and SACOG Board adoption to comply with FHWA requirements that SACOG take specific action to select projects for funding.

Funding Estimates

A summary of the funding estimates from the 2020 cycle are included (Attachment 3). The funding amounts are based on the estimates of the Placer County share of CMAQ and STBG funds, as have been done in the past. PCTPA staff estimate future revenue based on the latest funding estimates provided by Caltrans, and adjusts future revenue for any differences between prior revenue assumptions and actual revenues.

CMAQ funds transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. CMAQ projects typically include bike and pedestrian improvements, transit projects, and congestion relief projects or programs that reduce vehicle emissions. For CMAQ funding, \$320,000 of discretionary funds would be taken "off the top" for the Spare the Air Program (\$200,000) and the Congestion Management Program (\$120,000). The balance of funding (~\$6.67M) would be available for the local agencies to submit project applications for funding consideration.

PCTPA Board of Directors

**CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND SURFACE
TRANSPORTATION BLOCK GRANT (STBG) PROGRAM GUIDELINES, FUNDING
ESTIMATE, AND CALL FOR PROJECTS FOR FISCAL YEARS 2026 AND 2027**

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STBG funds are eligible for a very broad range of transportation projects; nearly all roadway type projects are eligible. However, Placer County agencies most commonly program these funds for large road maintenance projects due to the structural deficit in system maintenance funding. For STBG funding, \$580,000 of discretionary funds would be taken “off the top” for the Freeway Service Patrol (FSP). FSP has previously used CMAQ funding, however the FSP program has exceeded the allowable number of years it may be funded with CMAQ funds, so staff have proposed funding FSP with STBG funds. The balance of funding (~\$9.06M) would be available for the local agencies to submit project applications for funding consideration.

Schedule:

August 24, 2022: Board approves Guidelines and Funding Estimates

August 29, 2022: Release Call for Projects

October 21, 2022: Applications due

October-December 2022: Application review/project evaluations, applicant meetings

December 2022: Staff completes list of recommended projects and provides to agencies

January 25, 2023: Board adopts selected projects

February-March 2023: SACOG Transportation Committee recommends, then the SACOG Board adopts the project list

The TAC has reviewed the Guidelines and Funding Estimate and concurs with staff’s recommendation.

RRC:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CMAQ AND STBG FUNDING PROGRAM GUIDELINES

Adopted: August 24, 2022

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, California 95603

Email: PCTPA@PCTPA.net

Web: <https://PCTPA.net>

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PLACER COUNTY TRANSPORTATION PLANNING AGENCY CMAQ AND STBG FUNDING PROGRAM GUIDELINES

FUNDING GUIDELINES INTENT

The intent of these guidelines is to provide implementing agencies who receive funding through the Placer County Transportation Planning Agency (PCTPA) with a clear understanding of what is required of them to apply for Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant Urban (STBG) funding. STBG Rural Exchange funding is not governed by these guidelines. These guidelines will ensure implementing agencies understand the eligible activities, evaluation criteria and selection process for both of these funding programs. The guidelines will also help direct the investment of funds that will be performance driven, used efficiently and within a timely manner. Furthermore, the guidelines will aid in planning and budgeting for future projects and programs to ensure, to the greatest extent possible, funding availability aligns with project need and delivery schedules.

GENERAL POLICY

As the Regional Transportation Planning Agency (RTPA) for the western slope of Placer County, PCTPA is responsible for overseeing transportation funding programming and administration to ensure funds are spent in accordance with various state and federal requirements. To provide a clear understanding of the state and federal requirements, PCTPA has adopted this guidance as a source for information on each state and federal transportation funding program and how projects in each fund type must be evaluated. Furthermore, this guidance provides PCTPA and implementing agencies with a clear path for how projects are chosen for funding based on funding source eligibility, project merit, consistency with plans and adopted performance measures, and deliverability within established deadlines. This General Policy serves as an overarching structure or set of guidelines for all STBG and CMAQ transportation funding programmed to implementing agencies. Additionally, more specific policies and guidance will follow.

1. For any project to receive funding through PCTPA, it must be consistent with the current PCTPA Regional Transportation Plan (RTP) and SACOG Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS) and should not impede the ability of the region to meet air quality conformity standards required for the SACOG Transportation Improvement Program (TIP).
2. Any changes in scope, schedule and/or budget that have a significant direct connection to funding programmed through PCTPA will be reviewed by PCTPA staff and formal actions on program amendments may be taken to the PCTPA Board for consideration. Implementing agencies must justify how the revised scope, schedule, and/or budget remains consistent with the funding requirements and selection criteria included in the original programming action.
3. All decisions regarding the programming, deprogramming, or reprogramming of available or future transportation funds will only be made at the discretion of PCTPA.

POLICY I: PROJECT BUDGET

Project delivery costs often fluctuate for many reasons that are difficult to predict or foresee when projects are developed in advance of construction. Project costs are often higher than anticipated, and sometimes lower. Furthermore, as projects evolve there may be a change in scope resulting in a different project cost or the project may not proceed to implementation as planned. When such circumstances are presented and the implementing agency is facing delivery challenges, the

implementing agency must inform PCTPA of this change within 30 days of said change. Based on these circumstances an implementing agency may be able to justify budgetary changes resulting in the need to revisit funding programmed to a given project.

Implementing agencies shall coordinate with PCTPA staff to move funding between phases of a project. PCTPA Board action shall not be required when the project scope has not significantly changed and the implementing agency remains able fund completion of the project. If the scope has significantly changed from the original scope such that it does not meet the original intent, or the implementing agency can no longer ensure full project funding because of cost increases, the project may require PCTPA Board consideration and action.

In the event an implementing agency has justified an **increase** in the cost of delivery or a given phase or component of a project, and PCTPA staff has determined there are addition funds available (including from a different project of the implementing agency), formal actions on program amendments to increase (or transfer between projects) funding will be taken to the PCTPA Board for consideration.

In the event an implementing agency has identified **cost savings** on a project, formal actions on those savings will be taken to the PCTPA Board for consideration of re- programming to another project. If the project proposed to receive the re-programming is not already funded with these funds, it may also require SACOG Board action prior to the transfer of funds. Board action is not required if the funds are to be returned to the fund balance.

The implementing agency and PCTPA staff will work together with SACOG to amend or reprogram any funding in SacTrak.

POLICY II: PROJECT SCOPE

As with project cost, the scope of a project often changes through the initial design and construction. Changes in scope often directly impact the budget and/or schedule as well. While Policy I: Project Budget outlines the process for changes in budget, when a scope change is identified for a phase or component of a project for which PCTPA has programmed funding, a similar process must be followed. The implementing agency must inform PCTPA of this change within 30 days to justify changes in scope. If PCTPA staff reviews the changes in scope and determines them to be consistent with the original programming action, no formal amendment to the programming is necessary. However, if the changes in scope are determined to be outside the intent of the initial programming action or are not consistent with current plans or the original funding source, the PCTPA Board will revisit funding programmed to that project. Depending on the circumstances, the PCTPA Board could make a formal amendment to the programming action in support of the scope change, or formally amend the programming to remove funds from the project.

POLICY III: PROJECT DELAY AND/OR DELIVERY FAILURES

Agencies with proven and ongoing difficulty in delivering projects due to missed funding and/or project delivery deadlines, non-adherence to project requirements, lack of reporting or other known and avoidable challenges, may, at the discretion of the PCTPA Board, have future programming restricted for additional projects until the troubled project(s) are brought back on schedule, and the agency has demonstrated it can deliver projects within the funding program deadlines and other requirements. PCTPA staff will actively follow the status of projects and work directly with the project managers and other state, federal, and regional partners to resolve the issues causing the project delay or failure.

POLICY IV: PROJECT INVOICING AND REIMBURSEMENT

As the agency responsible for administering transportation funding statewide, Caltrans requires

implementing agencies to submit invoices for reimbursement at least once every 6 months from the time of obligation. Projects that have not received a reimbursement of federal funds in the previous 6 months are considered inactive and are placed on a statewide inactive projects list. Once a project is on this list, future reimbursements for the project are at risk of being de-obligated by the Federal Highway Administration (FHWA) and redistributed to other regions or agencies that can utilize the funds in a timely manner. If this de-obligation occurs, the funds may never be returned to the implementing agency to complete the project presenting delivery challenges.

A copy of the final invoice showing the reimbursement of the full amount of funding obligated to the project must be sent to PCTPA prior to project closeout. In the event de-obligated funds are made available, PCTPA will reprogram pursuant to the funding source requirements.

POLICY V: STATE LIQUIDATION DEADLINE

California Government Codes 16304.1 and 16304.3 place additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced, and reimbursed) within four state fiscal years following the fiscal year in which the funds were appropriated. California Transportation Commission (CTC)-administered funds must be expended within two state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC.

POLICY VI: PROJECT PROGRESS AND COMPLETION

Federal regulations require advancement to the next phase of a project within ten years of initial federal authorization of any phase of the project. For example, if the preliminary engineering (PE) phase is authorized, an agency has ten years to start the right-of-way phase from the date the PE phase received federal authorization. Furthermore, if a project is canceled, or fails to proceed to construction or right-of-way acquisition in ten years, the FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. Funds that have been obligated, but remain unexpended at the time of project close-out will be de-obligated and returned to PCTPA for future programming.

A CTC-allocated project must fully expend those funds within 36 months of the CTC funding allocation. For funding programs administered by the CTC, such as the State Transportation Improvement Program (STIP) Active Transportation Program (ATP), and/or other Senate Bill 1 (SB 1) transportation funding programs, any unexpended funds at the time of project close-out are returned to the state rather than the PCTPA.

POLICY VII: MISSED DEADLINES

Implementing agencies that fail to meet any or all of the requirements included in these policies risk the complete and long-term loss of those funds to the region. To minimize losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged or are out of compliance with federal-aid requirements and deadlines may have future PCTPA programming restricted until their current projects are brought back into good standing. Projects are selected to receive PCTPA funding based on the implementing agency's demonstrated ability to deliver the projects within deadlines, performance criteria and cost – as outlined in the sponsor's completed PCTPA Project Funding Application, and state and federal requirements. It is the responsibility of the implementing agency to ensure the deadlines and provisions of the funding policy and guidance can be met. It is PCTPA's responsibility to assist all partner agencies in project delivery to make sure these requirements are met and will preserve the opportunity for future funding.

FUNDING PROGRAM SPECIFIC GUIDELINES

The following guidance is provided to illustrate specific guidelines for the current transportation funding programs administered by PCTPA. The intent is to provide information and reference material to assist in the application, delivery, and administration process for the funding made available through the PCTPA. Specific guidance for federal and state transportation funding programmed by PCTPA is described below.

CALL FOR PROJECTS

PCTPA shall announce a call for projects and specify the estimated range of funding available for each program, the due date of applications, and the estimated dates for PCTPA and SACOG action on project selection. When determining the amount of funding available for each program, the PCTPA Board may reserve funding for: regional programs (i.e. freeway service patrol), potential matching funds for state or federal grants, or to fund priority regional projects that benefit multiple jurisdictions.

CONGESTION MITIGATION AIR QUALITY (CMAQ)

The Congestion Mitigation and Air Quality Program (CMAQ) was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and was reauthorized under all Federal Transportation Acts since ISTEA, including the most recent Infrastructure Investment and Jobs Act (IIJA) legislation enacted in 2021. IIJA provides millions of CMAQ funds annually to California. The funds are distributed in federally designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the Streets and Highways Code. The CMAQ funding program provides a funding source to state and local governments for transportation projects and programs to contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5). The funding may be used for a transportation project or program that has a proven result of improving air quality and reducing emissions. The program targets bicycle and pedestrian projects, engine retrofits, and congestion reduction and traffic flow improvements.

CMAQ Eligibility Overview

Eligible applicants include local government entities and transit operators within the western slope of Placer County.

1. The project must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. https://www.fhwa.dot.gov/environment/air_quality/cmaq/
2. Project sponsors must provide the applicable non-federal match.
3. Project sponsors must provide a cost-effectiveness emissions reduction analysis on the project using the CARB tool. If the CARB tool does not analyze the project type, the FHWA tool may be used as an alternative.

CARB: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>

FHWA: https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the CaltransLocal Assistance Procedures Manual (see Chapter 4): <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>. Additional time should be included in the project timeline if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right-of-Way,

Construction.

Sample CMAQ Eligible Projects and Activities

1. Diesel Engine Retrofits
2. Eligible Zero Emission Vehicles and Infrastructure
3. Congestion Reduction and Traffic Flow Improvements
4. Active Transportation Facilities and Programs
5. Ridesharing Programs
6. Public Education and Outreach Activities Related to CMAQ Projects

Implementation and Oversight Requirements

CMAQ funded projects must also adhere to the following requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual (see Chapter 3): <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>
2. Applicants must follow the FHWA's CMAQ Guidance process: https://www.fhwa.dot.gov/environment/air_quality/cmqaq/policy_and_guidance/
3. To ensure timely use of funds, PCTPA shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the PCTPA Region. For CMAQ funded projects, PCTPA will maintain a list of unfunded projects which align with CMAQ funding requirements for future funding. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list.

Local Match Requirements:

The minimum non-federal match requirement for CMAQ projects is 11.47%.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM URBAN (STBGP URBAN¹)

STBGP Urban provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STBGP is one of the more flexible funding sources administered by PCTPA. PCTPA's goal for STBGP is to support the implementation of the Regional Transportation Plan (RTP) and supporting surface transportation improvements across the west slope.

STBGP Eligibility Overview

Eligible applicants include local government entities delivering projects that are within the current delineation of the contiguous Sacramento Urbanized area.

1. The project must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>
2. Project sponsors must provide the applicable non-federal match.
3. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual (See Chapter 4): <https://dot.ca.gov/programs/local->

¹ Rural STBG Exchange funds are separate from Urban STBG funds and not subject to these guidelines.

[assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm](#). Additional time should be included in the project timeline if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.

4. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

Sample STBGP Eligible Projects and Activities

STBGP supports construction, as defined in 23 U.S.C. 101(a)(4), of the following projects and activity.

1. Highways, bridges, and tunnels.
2. Ferry boats and terminal facilities eligible.
3. Transit capital.
4. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment.
5. Truck parking facilities.
6. Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
7. Environmental measures.
8. Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
9. Fringe and corridor parking facilities and carpool projects
10. Recreational trails projects, pedestrian and bicycle projects and the Safe Routes to School Program.
11. Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
12. Development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads.
13. Protection for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels.
14. Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education.
15. Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Implementation and Oversight Requirements

STBGP funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual (see Chapter 3): <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>
2. To ensure timely use of funds, PCTPA shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the PCTPA Region.

Local Match Requirements:

The non-federal match requirement for STBG projects is 11.47%. Refer to FHWA's guidance for STBG federal share requirements:

STBG AND CMAQ FUNDING PROGRAMS PERFORMANCE EVALUATION CRITERIA

The emphasis of the CMAQ Program is to fund cost-effective transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards. The emphasis of the STBG Program is to fund cost-effective transportation projects that realize the performance benefits included in Placer County's Regional Transportation Plan (RTP) and in the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Projects in both programs are also asked to demonstrate how project features support additional Placer County RTP and SACOG MTP/SCS performance objectives: maintains assets in a state of good repair; reduces vehicle miles travelled (VMT); reduces greenhouse gases (GHG) and/or vehicle pollutants; increases multi-modal travel and choice of transportation options; provides long-term economic benefit for urban, suburban and rural economies; improves goods movement in and through the regions; supports social equity among all users including disadvantaged communities; or improves safety and security.

The following section describes the performance criteria for both programs and how projects are scored/ranked. These performance criteria should be reviewed in conjunction with the standard application form and the results of the SACOG Project Performance Assessment Tool.

SACOG Project Performance Assessment (PPA) Tool

SACOG has created a GIS based tool to analyze transportation investments at the project level. The tool generates a collection of data related to project performance. All applicants are required to input their projects into the Project Performance Assessment data tool and attach the completed PPA data output as part of the completed application. Access and run the online PPA data tool, used for all projects except transit vehicles from the SACOG website: <https://www.sacog.org/project-performance-assessment>

SACOG staff will provide information to transit agency applicants on use of the Transit Asset Management (TAM) tool. This will substitute for the Project Performance Assessment (PPA) for transit vehicle replacement or State of Good Repair project applications that do not have a geography that works with the PPA format. For questions, contact Barbara Vaughanbechtold at bvaughanbechtold@sacog.org or (916) 340-6226.

Performance Evaluation Criteria:

Project Sponsor Priorities

- (1) Sponsor Priority Ranking
- (2) Inclusion in Local/Regional Transportation Plans/Programs narrative

Project Deliverability & Readiness

- (1) Project Readiness narrative and readiness evaluation
- (2) Supporting documentation (i.e. schedules, cost estimates, environmental clearance)
- (3) Project Contingency Strategies narrative
- (4) Inclusion in Local/Regional Transportation Plans/Programs narrative

Air Quality Benefit (Required for CMAQ Program, required for STBG only if claiming AQ benefit under Other Performance Benefits)

- (1) Reduces Greenhouse Gases (GHG) and/or Vehicle Pollutants narrative
- (2) AQ Calculations Benefit narrative/calculation documentation
- (3) Cost-effectiveness calculations

Asset Condition & Use (When claiming State of Good Repair Benefit)

- (1) Project Need/Benefit
- (2) Maintains Asset in Good Repair narrative
- (3) Project Performance Assessment (PPA) and applicant submitted supporting data
- (4) Cost-effectiveness

Other Performance Benefits

- (1) Project Benefit narratives as selected by applicant
- (2) Project Performance Assessment (PPA) and applicant submitted supporting data

Project Deliverability & Readiness

Evaluation Considerations	Rank
<p>The application includes a well-defined project, funding plan, budget and reasonable schedule; implementation of the project phase is feasible; a high level of support for the project is demonstrated. For construction funding requests, the sponsor has completed all project development phases and/or clearly demonstrates in the application they have the resources and commitment to complete the remaining phases in the near-term. For project development funding requests, the application provides clear evidence that the sponsor is ready to complete the project phases for which funding is requested (e.g., environmental, design, right-of-way) in a timely manner.</p>	High
<p>The application includes an adequately defined project, funding plan, budget and schedule; implementation of the project phase is feasible, but some risks have been identified; an adequate level of support for the project is demonstrated; however, some delivery risks in the application are identified. For construction funding requests, the sponsor has completed nearly all project development phases and/or offers adequate evidence in the application they are likely to have the resources and commitment to complete the remaining phases in a timely manner. Some timing or resource concerns may lead to a medium range score vs. a high range score. For project development funding requests, the application provides adequate evidence that the sponsor is ready to complete the project phases for which funding is requested (e.g., environmental, design, right-of-way). Some timing or resource concerns may lead to a medium range vs. high range score.</p>	Medium
<p>The sponsor does not adequately demonstrate through the application that it is an implementable project, or the application does not provide sufficient evidence of project support or the project support or does not include an adequate financial plan. The project has notable delivery risks, and/or the project sponsor has failed to deliver on prior federal/state funding awards. For construction funding requests, the sponsor has not completed many project development phases and/or does not offer adequate evidence in the application they are likely to have the resources and commitment to complete the remaining phases in a timely manner. Many timing or resource concerns may lead to a low range vs. medium range score. For project development funding requests, the application does not provide adequate evidence that the sponsor is ready to complete the project phases for which funding is requested (e.g., environmental, design, right-of-way). Many timing or resource concerns may lead to a low range vs. medium range score.</p>	Low

Air Quality Benefit

Data Inputs	Data Measure	Data Provided By
<i>Air Quality Indicators</i>		
Emission Reductions	Ozone, CO, PM2.5, PM10	AQ Calculations (CARB or FHWA worksheets)
Cost Effectiveness	Dollars per Ton	AQ Calculations (CARB or FHWA worksheets)
Evaluation Considerations		
Rank		
The data indicators demonstrate a significant reduction in emissions AND a lower cost per ton relative to (1) its project size and similar place types; and (2) relative to submitted applications for similar projects.		High
The data indicators demonstrate a significant reduction in emissions OR a lower cost per ton relative to (1) its project size and similar place types; and (2) relative to submitted applications for similar projects.		Medium
The data indicators demonstrate a lesser reduction in emissions AND a higher cost per ton relative to (1) its project size and similar place types; and (2) relative to submitted applications for similar projects.		Low

Asset Condition and Use (For State of Good Repair benefit only)

Data Inputs	Data Measure	Data Provided By
<i>Roadway and bike/ped indicators</i>		
Pavement condition	Pavement Condition Index (PCI)	Applicant
Facility use	Average Daily Traffic (ADT)	Applicant
Facility use	Multi modal daily travel volumes	Applicant (optional)
ADA needs	Quantity and severity of noncompliant facilities	Applicant
ITS infrastructure age/obsolescence	Age of ITS infrastructure requested for replacement	Applicant
<i>Transit vehicle replacement indicators</i>		
Useful life	Percent of fleet exceeding FTA's default useful life benchmark	Applicant
Fleet condition	Average vehicle mileage	Applicant
Evaluation Considerations		
Rank		
The data indicators demonstrate a significant maintenance need for a roadway/trail with relatively high volumes <u>and/or</u> significant need for transit vehicle replacements <u>and/or</u> significant need for traffic signal/ITS improvements relative to the pool of candidate projects. Also, the narrative clearly establishes how the investment is the most effective means to preserve and extend the life of the facility/asset.		High
The data indicators demonstrate a moderate maintenance need for a roadway/trail with volumes at or near community-type average <u>and/or</u> some need for transit vehicle replacements <u>and/or</u> some need for traffic signal/ITS improvements relative to the pool of candidate projects. Also, the narrative adequately establishes how the investment is the most effective means to preserve and extend the life of the facility/asset.		Medium
The data indicators demonstrate less road/trail maintenance <u>and/or</u> transit vehicle replacement <u>and/or</u> limited need for traffic signal/ITS improvements relative to the pool of candidate projects. Also, the narrative does not sufficiently establish how the investment is the most effective means to preserve and extend the life of the facility/asset.		Low

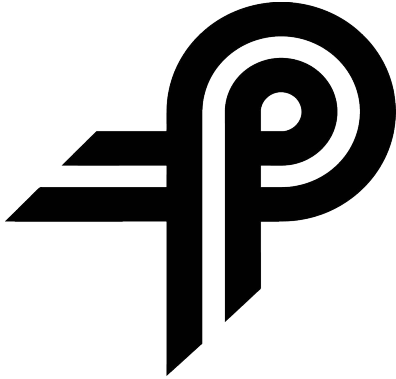
Other Performance Benefits

Data Inputs to Modernization Benefits of Performance Outcomes Evaluation		
Performance Outcome	Supporting Data Measure	Data provided by
Reduce regional vehicle miles travelled (VMT) and/or greenhouse gases (GHG) and/or vehicle emissions	- MTP/SCS jobs + dwelling units - land use diversity - neighborhood services accessibility	Data produced by PPA tool. Sponsor includes PPA results in application. Transit vehicle replacement projects will instead use TAM data. Any sponsor can also provide their own additional data to speak to any performance outcome (optional).
Increase multi-modal travel/alternative travel/choice of transportation options	- street connectivity - bike network connection - transit activity - residential mode split	
Provide long-term economic benefit, recognizing the importance of sustaining urban and rural economies	- job access	
	- school access & enrollment	
	- acres of ag land near project	
Improve goods movement, including farm-to-market travel, in and through the region	- STAA truck route status - industrial jobs share - acres of ag land near project	
Significantly improve safety and security	- total collisions - collision rate - fatality and bike/ped collision rate	
Benefits disadvantaged communities	- low-income populations - elderly populations - particularly benefits disabled individuals	
Evaluation Considerations		
Rank		
The project receives high scores for the quantitative (i.e., PPA/TAM/sponsor data) and qualitative (i.e., narrative benefit description) measures relative to (1) its project size and similar place types; and (2) relative to submitted applications for similar projects.		High
The project receives medium scores for the quantitative (i.e., PPA/TAM/sponsor data) and qualitative (i.e., narrative benefit description) measures relative to (1) its project size and similar place types; and (2) relative to submitted applications for similar projects.		Medium
The project receives low scores for the quantitative (i.e., PPA/TAM/sponsor data) and qualitative (i.e., narrative benefit description) measures relative to (1) its project size and similar place types; and (2) relative to submitted applications for similar projects.		Low

EVALUATION AND SELECTION PROCESS

An evaluation committee shall be established to review and evaluate applications. The Committee shall consist of two members of PCTPA staff and one member of SACOG staff. The committee members shall individually review and rank applications using the criteria noted above in addition to the community context. The committee shall meet as a group to discuss their evaluations. The committee may opt to interview applicants to seek clarification on their applications prior to finalizing rankings. Upon completion of their evaluations, the committee shall recommend a ranked list of projects for each funding program to the PCTPA Board for their adoption. After adoption of each ranked list by the PCTPA Board, each list shall be forwarded to SACOG for consideration by the SACOG Board for funding awards.

Following adoption by the SACOG Board, applicants of selected projects shall amend their projects into SACOG's Metropolitan Transportation Improvement Program (MTIP) via SacTrak, the online MTIP project database.



PLACER COUNTY TRANSPORTATION PLANNING AGENCY

PCTPA TRANSPORTATION FUNDING APPLICATION FORM FOR FISCAL YEAR 2022 REGIONAL FUNDING ROUND

PROJECT TITLE:

PROJECT APPLICANT:

(Agency Name and Address)

CONTACT PERSON:

(Contact's address, phone, e-mail information)

DESCRIPTION OF PROJECT: Describe the work scope that would be funded by this project. Clearly define the project's geographic limits and/or location for the work being performed.

SECTION 1: PROGRAMMING REQUEST

At a minimum, projects must comply with the requirements for the funding source requested, including all applicable federal requirements.

Funding Types Available:

Surface Transportation Block Grant Program (STBG)
Congestion Mitigation and Air Quality Program (CMAQ)

Funds Requested	Project Phase	Funding Type Requested	Project Funding Year
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Total Funds Requested: Select check box if proposing to utilize toll credits to satisfy match requirement for Federal Funds requested. Using toll credits increases the Federal participation rate to 100% for Federal Funds requested.

Total Project Costs and Matching Fund Revenues:

Federal Funds Requested	Briefly describe the source and status of any matching and uncommitted funds.
Federal Funding Match	
State Funding Match	
Local/Other Match Funds	
Uncommitted Funding	
Total Project Cost	

If submitting more than one proposal, indicate this project's priority compared to others.
of project proposals submitted.

SECTION 2: PROJECT EVALUATION

1. Project meets the requirements for the funding source. Describe how your project meets the requirements for the specific fund source you are applying for.

2. Project Need/Benefit. Describe the project's need and benefit provided.

3. Cost Effectiveness. Describe how this project makes effective and efficient use of federal funds. If applicable, describe how the funding request leverages other funding.

4. **Project Readiness.** Federal Projects must begin no later than within three years of the awarded fiscal year. Describe project readiness in terms of what has already been accomplished and what still needs to be accomplished to implement this project. As appropriate, include status of design, engineering, environmental review, funding commitment and availability.

5. **Project Contingency Strategies.** If your project includes uncommitted funds and/or are not awarded all of the federal funds requested in this application, describe how you plan to deliver the project.

6. **Inclusion in Local/Regional Transportation Plans/Programs.** Describe whether or not the project is included in local/regional plans/programs (i.e., SACOG MTP/SCS, PCTPA RTP, agency's CIP or other master plan, etc.) and discuss the project's priority ranking.

7. **Related Performance Measures.** Choose up to three different project benefits from the following drop-down menus, and describe how the proposed project aligns with each of those selected performance benefits in the respective narrative box. Use SACOG's project performance assessment (PPA) tool to provide quantitative data, and any other analysis (quantitative or qualitative), in your responses provided for the respective project benefits selected. For vehicle/equipment purchase projects, use Transit Asset Management (TAM) Plan information and/or other quantitative/qualitative analysis, in lieu of the PPA tool data.

Project Benefit #1:

6. Related Performance Measures continued...

Project Benefit #2:

Project Benefit #3:

- 7. Air Quality Calculations (Required for all projects requesting CMAQ funding and/or STBG funding requests claiming air quality benefits).** Using the California Air Resources Board's (CARB's) cost effectiveness calculation tool, identify the quantifiable air pollutants/emissions reduction benefits anticipated for this project.

SECTION 3: PROJECT SUBMITTAL

Applicant agrees that the cost estimates presented in this application are accurate estimates for the project work described herein, and that the appropriate matching funds will be provided according to the program requirements established for the federal funding requested, if awarded.

Signed _____ Date

Printed Name and Title _____

ATTACHMENTS: SUPPORTING MATERIALS PROVIDED

Please list and briefly describe the documents, materials, and/or references you are attaching to support your funding request. **The SACOG PPA tool output file (or TAM Data tables for vehicle/equipment purchases) and CARB's cost effectiveness calculation tool output file are required.** Suggested attachments and supporting documentation include, but are not limited to, the project's schedule, project diagram/schematic, cost estimates, support letter, any documents supporting claimed performance benefits data (quantitative and/or qualitative), and/or a website link to supporting documents available online.

Congestion Mitigation and Air Quality (CMAQ) Funding Estimate			
Fiscal Years 2026 and 2027			
	Revenue	Revenue	Total Available
FFY 2020 to 2022 Estimate	\$14,822,286	\$11,886,889	(\$2,935,397)
FFY 2023 to 2025 Estimate	\$11,494,518	\$12,595,762	\$1,101,244
FFY 2026 to 2027 Estimate		\$8,821,529	\$8,821,529
Total Revenue			\$6,987,376
Discretionary Funding			
Spare the Air			\$200,000.00
Congestion Management Program			\$120,000.00
Total Discretionary Funding Cost			\$320,000.00
Available for Application-Based Programming			\$6,667,375.82

Surface Transportation Block Grant (STBG) Funding Estimate			
Fiscal Years 2026 and 2027			
	Revenue	Revenue	Total Available
FFY 2020 to 2022 Final Urban	\$11,270,844	\$11,101,664	(\$169,180)
FFY 2026 to 2027 Urban Estimate		\$7,484,292	\$7,484,292
FFY 2026 to 2027 Rural Estimate		\$2,329,052	\$2,329,052
Total Revenue			\$9,644,164
Discretionary Funding			
Freeway Service Patrol			\$580,000.00
Total Discretionary Funding Cost			\$580,000.00
Available for Application-Based Programming			\$9,064,164.00



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

Technical Advisory Committee Meeting Minutes

August 9, 2022 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Jonathan Wright, City of Auburn
Alex Kenefick, Caltrans
Mohan Bonala, Caltrans
Wes Heathcock, City of Colfax
Martin Jones, City of Colfax
Roland Neufeld, City of Lincoln
Daniel Choe, City of Rocklin
Justin Nartker, City for Rocklin
Ted Williams, City of Rocklin
Jake Hanson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville
Amber Conboy, Placer County
Will Garner, Placer County
Rich Moorehead, Placer County
Jaime Wright, Placer County

Staff

Rick Carter
Mike Costa
Jodi LaCosse
Mike Luken
David Melko
Solvi Sabol

2022 STBG / CMAQ Funding Program

Rick Carter said that FHWA found that several agencies, including PCTPA, were not complying with FHWA requirements for selecting CMAQ and STBG projects. We have since modified the guidelines to better define performance metrics and determine how projects are selected for funding. Rick explained the modifications to the STBG / CMAQ Funding Program guidelines.

Rick presented the funding table for FY 2026/27 for CMAQ. He provided an explanation of the projects that were funded from discretionary funding. The total available for programming for FY 2026/27 is \$6,667,376.

Rick presented the funding table for FY 2026/27 for STBG noting that there is discretionary funding of \$580,000 for Freeway Service Patrol. The total available for programming is \$9,064,154.

Rick went over the schedule explaining the call for projects will be released on August 29. Applications are due on October 21. The PCTPA Board will recommend the selected projects on January 25 and the

SACOG Transportation Committee and SACOG Board will adopt the projects list between February – March, 2023.

FY 2022/23 Final Apportionments: Local Transportation Fund (LTF), State of Good Repair (SGR) and State Transit Assistance (STA)

a. Local Transportation Fund (LTF): David Melko shared the FY 2022/23 Final LTF apportionment. For the preliminary LTF, HDL had forecast a 1.2% growth rate however they don't believe retail sales will continue at the rate previously forecast. As such, they are assuming a nearly flat 0.1% increase. The final LTF apportionment for FY 2022/23 is \$31.6 million. Mike reminded the TAC that claims will include a \$100,000 cumulative contribution from the south county agencies for the funding strategy for FY22/23 and \$400,000 for FY23/24. David added that we are swapping \$124k in PCTPA CMAQ dollars with \$124k in Roseville LTF dollars in order the fund Freeway Service Patrol. This needs to be reflected in Roseville's LTF claim. The claim packet for LTF and SGR has been updated and will be available on website after August 24th. The apportionments will go do the PCTPA Board this month.

b. State Transit Assistance (STA): David Melko presented the FY 2022/23 STA noting that there is 4.5% off the top amount allocated to WPCTSA. Jurisdictions have about \$3.7 million which will be distributed based on population.

c. State of Good Repair (SGR): David Melko explained the SGR follows the same formula distribution as STA. This is one component of SB 1 which provides funding for transit maintenance, rehabilitation and capitol project activities that maintain the public transit system. The final SCO estimate is \$560,793. The Cities of Colfax, Lincoln, and Rocklin and the Town of Loomis allocate their share to Placer County for transit related projects. Placer County in turn credits these jurisdictions back for services provided by Placer County. David asked for a list of projects that will be funded by SGR as soon as possible because they require PCTPA Board approval and need to be submitted to Caltrans by September 1st.

Airport Land Use Commission

a. Placer County General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency Extension Request

David Melko explained that Placer County requested a six-month extension to bring their General Plan and Zoning Ordinance to the ALUC for a consistency determination. Placer County needs time to complete the outreach process to rezone approximately 300 parcels into an expanded Airflight Overflight Combining Zone which surrounds the Auburn Municipal Airport. Staff is recommending approval of the extension request. The TAC concurred with staff's recommendation.

b. Placer County Beekeeping Code Amendments Consistency Determination

David Melko said that Placer County submitted to ALUC proposed Beekeeping Code Amendments to determine consistency. Zoning Text Amendments require a mandatory referral to the ALUC as it affects airport influence areas. Placer County can't take final action to approve their Amendments until the ALUC determines consistency. Staff is recommending that the ALUC find Placer County Beekeeping Amendments consistency with the ALUCP. The TAC concurred.

Sierra College – Western Placer Consolidated Transportation Services Agency (WPCTSA) Memorandum of Understanding for the Implementation and Reimbursement of the Fareless Student Transit Pass and Transportation Network Company (TNC) Ride Subsidy Pilot Program

Mike Costa explained that a pilot program is being implemented with Sierra College and the transit operators in Placer County (Auburn Transit, Placer County Transit, and Roseville Transit) to offer free

fares on their respective public transportation systems to currently enrolled Sierra College students. The program is set to launch on August 22, 2022. The MOU between Sierra College and WPCTSA which is being brought to WPCTSA Board this month, establishes a funding mechanism which is intended to offset the reimbursement expenses that will be paid to the transit operators for some of their lost fare revenues due to the free rides. Sierra College will reimburse each transit operator up to 50% of the estimated average transit fare cost for each students boarding the respective operator's bus. The WPCTSA will pay Sierra College up to 50% of the reimbursement costs they paid out to the operators on a quarterly basis. There are separate agreements between Sierra College and each transit operator. These agreements were approved by the Sierra College Board of Directors on August 9th and are subsequently being approved by each transit operator's respective governing authority in August.

The other component to the program and included as part of the MOU with Sierra College, provides a discount per trip subsidy for students riding to and/or from a Sierra College campus via a transportation network company (TNC) service, such as Uber or Lyft. Specifically, this TNC trip subsidy will be available to students who are attending evening classes at a Sierra College campus when many transit operations are not running. The MOU establishes the funding mechanism which allows the WPCTSA to quarterly reimburse Sierra College for up to 50% of the ride subsidy amounts that Sierra College pays to the participating TNC vendors. It is anticipated that this component of the program will start in the fall of this year.

Mike added that program costs associated with this program were approved by the WPCTSA Board in June of this past year as part of the FY 2022/23 Final Budget. The yearly cost of the program was budgeted at \$200,000. Sierra College and the transit operators are also providing funding for this program through their respective resources. This is a three-year pilot program.

Mike commended all the transit providers and Sierra College for the collaborative effort on this program. The TAC concurred with bringing this item to the Board this month for approval.

Letter of Task Agreement (LOTA with Jacobs (CH2M Hill) for Highway 65 Widening Alternate Modes Feasibility Study

Rick Carter explained said we are bringing a LOTA to our Board under the Consent Calendar which will authorize Jacobs (CH2M Hill) to provide a feasibility to look at alternative mode options for Highway 65 Widening Phase 1. Rick added that encouraging non-single occupant vehicle travel alternates into the existing project will hopefully improve the project's grant competitiveness. The study cost is not to exceed \$196,686 and is scheduled to be complete by June of next year.

Other Info / Upcoming Deadlines

a) TDA Performance Audits: Mike Costa said we are bringing the FY 2018/19 – 2020/21 Triennial Performance Audits to the Board for acceptance this month. These audits are required to be conducted every three years by any RTPA and transit operator funded through TDA. He explained that one of the themes highlighted in the audits was the negative impacts on transit ridership because of the COVID-19 pandemic. There was state legislation passed suspending farebox recovery standards which is anticipated to remain in play until 2023. Mike noted that there will be a need to coordinate and collaborate with the operators to reexamine the performance metrics of routes. He added that commuter services may not fully recover given new commute options, and PCTPA will analyze what it will look like post-COVID. These audits for PCTPA, the WPCTSA, and Placer County's three transit operators will be going as a Consent item to the Board this month. The TAC concurred with bringing this item to the Board this month for approval.

b) Update on Executive Director Recruitment: Mike Luken said the recruitment brochure for the Executive Director is out and available on our website. First interviews with the Ad Hoc Committee will occur on September 21st, with final interviews held with the full Board on September 28th. If things go well, we expect to have a new Executive Director on November 1st.

Mike said that we hired a new Senior Transportation Planner, Cory Peterson, who comes to us from TJKM consultants with prior experience with Solano Transportation Authority.

c) Caltrans District 3: Alex Kenefick is Placer County's current Caltrans liaison. His tenure as Placer County's liaison will only be for a short time as there is currently a reorganization that is occurring at Caltrans.

PCTPA Board Meeting: August 24, 2022
Next TAC Meeting: September 13 @ 3:00 pm

The TAC meeting concluded at approximately 4:25 p.m.

:ss:mc:ML

4TO: PCTPA Board of Directors

DATE: August 24, 2022

**FROM: Solvi Sabol, Planning Administrator
David Melko, Senior Transportation Planner
Mike Costa, Senior Transportation Planner**

SUBJECT: STATUS REPORT

1. Freeway Service Patrol (FSP)

The FY 2021/22 4th quarter (April – June 2022) statistical summary for Placer FSP is attached. For the 4th quarter there were 626 total assists. This compares to 787 assists the same quarter last year. During the current 4th quarter, thirty-two (32) survey comments were submitted. All motorists rated the service as “excellent.”

Placer’s FSP tow contractor, Extreme Towing, asked for a temporary suspension from Sunday service as well as removing the service truck starting February 1, 2022, through June 30, 2022, due to difficulty in recruiting qualified drivers. Extreme Towing was able to hire a qualified service truck driver and the service was reinstated on May 16, 2022. The service truck patrols SR 65 from I-80 to Twelve Bridges and I-80 from Riverside to Highway 49, Monday through Friday during the PM shift. The Sunday service continues to be suspended.

Below is a comment received on July 22nd from a thankful motorist regarding Placer FSP drivers, Justin Haman and Mike Ebert:

Never knew this service existed. Had a blow out on my 5th, and before I was even out of my truck Justin and Mike were there! They were both very professional and taught me how to properly lift a 5th for tire replacement!!! They even offered traffic control until I left. I am very grateful for they help and expertise, and I was shocked to even believe this was a free service in California. Much thanks to FSP program and Justin and Mike for allowing me to continue my trip in minimal down time.

2. Interstate 80 Auxiliary Lanes Project Funding

The California Transportation Commission at its June 29-30 meeting, allocated to Caltrans \$29,067,588 in federal and State funding arranged by PCTPA. The funding will be used for engineering support and construction of the Interstate 80 Auxiliary Lanes project.

Approved project funding allocations are as follows:

- Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA): \$1,632,588
- Senate Bill 1 Solutions for Congested Corridors Program (SCCP): \$9,503,000
- Covid Relief Regional Improvement Program (RIP): \$1,632,000
- Senate Bill 1 Trade Corridor Enhancement Program (TCEP): \$16,300,000

PCTPA Board of Directors
Status Report
August 24, 2022
Page 2

3. Transit Ridership and CTSA Call Center Operations Quarterly Report

The following tables summarize the current ridership for each of Placer County’s transit services, and the performance statistics for the South Placer Transit Information and Call Center. Staff will continue to provide this report quarterly to keep the Board apprised of ridership and operational performance trends for transit-related operations in Placer County.

Quarterly Ridership Trends by Transit Operator

Transit Operator	FY 2020			FY 2021					FY 2022				
	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2020	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2021	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Oct-Dec)	Total FY 2022
Auburn Transit													
Total (all services)	6,180	3,638	26,688	3,685	3,372	3,131	4,089	14,277	3,379	3,705	4,604	7,713	19,401
Placer County Transit													
Fixed Route	50,629	25,532	202,647	26,579	29,718	31,094	31,623	119,014	36,130	38,781	37,313	44,574	156,798
Dial-A-Ride	6,616	3,291	23,999	4,244	4,271	3,474	3,717	15,706	4,133	4,667	4,103	4,458	17,361
Vanpool	5,401	978	17,909	910	1,382	1,190	1,302	4,784	1,066	895	630	636	3,227
Commuter	18,496	1,960	58,720	1,528	1,268	1,038	1,545	5,379	1,575	2,546	2,287	2,945	9,353
Total (all services)	81,142	31,761	303,275	33,261	36,639	36,796	38,187	144,883	42,904	46,889	44,333	52,613	186,739
TART													
Total (all services)	167,867	27,376	372,127	53,351	46,874	50,483	50,097	200,805	61,899	62,031	105,196	52,762	281,888
Roseville Transit													
Fixed Route	34,607	19,527	140,713	25,196	23,833	22,951	26,885	98,865	22,703	26,004	26,294	28,034	103,035
Dial-A-Ride	5,773	2,571	22,300	3,362	3,505	3,538	4,092	14,497	4,545	4,111	4,015	4,044	16,715
Commuter	32,029	2,954	108,317	3,422	2,685	2,399	3,806	12,312	4,534	4,955	5,072	6,230	20,791
Total (all services)	72,409	25,052	271,330	31,980	30,023	28,888	34,783	125,674	31,782	35,070	35,381	38,308	140,541
Western Placer CTSA													
Placer Rides - Volunteer	1,071	543	4,301	752	603	603	739	2,697	545	721	737	1,641	3,644
Placer Rides - Last Resort	1,119	667	3,980	575	683	819	751	2,828	63	53	214	315	645
Total (all services)	2,190	1,210	8,281	1,327	1,286	1,422	1,490	5,525	608	774	951	1,956	4,289
Region-Wide													
Total (all services)	329,788	89,037	981,701	123,604	118,194	120,720	128,646	491,164	140,572	148,469	190,465	153,352	632,858
Annual Totals	981,701					491,164					632,858		

Call Summary Data	FY 2020			FY 2021					FY 2022				
	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2020	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2021	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2022
Calls Answered	10,279	6,404	40,023	9,948	7,818	6,772	8,534	33,072	7,649	7,559	7,444	8,778	31,430
% Calls Answered within 90 seconds	90%	87%	88%	80%	83%	85%	83%	83%	88%	83%	86%	84%	85%
% Calls Answered within 3 minutes	95%	93%	94%	89%	91%	92%	91%	91%	93%	88%	93%	91%	91%
% Calls Answered within 6 minutes	99%	99%	99%	98%	98%	98%	97%	98%	99%	91%	99%	98%	97%
Calls Abandoned	716	705	3,617	811	974	674	973	3,432	631	634	794	911	2,970
Average Speed Calls Answered	0.33	0.44	0.38	0.69	0.52	0.45	0.62	0.56	0.37	0.29	0.44	0.48	0.39
Average Incoming Call Time	1.79	1.40	1.79	1.45	1.43	1.51	1.83	1.55	1.72	1.31	1.42	1.42	1.46
Calls Transferred Out	2,370	1,857	9,606	2,173	1,909	1,694	2,198	7,974	1,965	2,066	1,849	2,099	7,979

SS:DM:rrc:MC:ML

PCTPA FSP 4th Quarter, (Apr-June 2022) Statistical Summary

Total Assists = 626

79	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	54.0%	337	Found by You	69.49%	435	Yes, very	100.0%	31
Sport Utility Vehicle/Crossover	22.0%	137	Dispatched by CHP	19.17%	120			
Pickup Truck	15.1%	96	Partner Assist	10.22%	64	How did FSP know you needed help?	Percent	Count
Blank	0.6%	4	Revisit	0.64%	4	Driver saw me	100.0%	28
Other	1.9%	12	Directed by CHP Officer	0.48%	3	Others	0.0%	3
Motorcycle	1.5%	9						
Truck - Over 1 Ton	1.9%	12	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
Big Rig	1.3%	8	Quick Fix / Repair	21.09%	132	Excellent	100.0%	31
RV/Motorhome	1.2%	8	Towed to Drop Zone	14.38%	90			
Truck - Under 1 Ton	0.5%	3	Towed Off Freeway	11.50%	72	How did you hear about FSP?	Percent	Count
	100.0%	626	Traffic Control	14.86%	93	Hadn't heard until today	66.7%	28
Vehicle Problem	Percent	Count	Partner Assist	7.83%	49	Was helped previously	11.1%	2
Accident	15.97%	100	Tagged Vehicle	6.55%	41	Have seen trucks driving around	22.2%	1
Mechanical	26.68%	167	None - Not Needed	7.83%	49	Brochure	0.0%	0
Flat Tire	23.16%	145	Called for Private Assistance	5.43%	34	Other	0.0%	0
Out of Gas	11.66%	73	Other	4.63%	29			
Abandoned	7.51%	47	Debris Removal	1.12%	7	How long did you wait before FSP arrived?	Percent	Count
Partner Assist	0.48%	3	None - Motorist Refused Service	2.08%	13	Less than 5	38.71%	12
Driver Related	1.44%	9	Escort Off Freeway	2.08%	13	5 - 10 minutes	22.58%	7
Other	2.88%	18	Provided Transportation	0.64%	4	10 - 15 minutes	12.90%	4
Overheated	4.31%	27				15 - 20 minutes	6.45%	2
None - Not Needed	2.72%	17	Vehicle Location	Percent	Count	20 - 30 minutes	6.45%	2
Electrical	1.12%	7	Right Shoulder	81.99%	510	30 - 45 minutes	12.90%	4
Unsecured Load	1.12%	7	Left Shoulder	7.23%	45	Over One Hour	0.00%	0
Debris	0.64%	4	In Freeway Lane(s)	2.25%	14			
Car Fire	0.32%	2	Blank	0.64%	4	Other Metrics		
Locked Out	0.00%	0	Ramp/Connector	8.52%	53	Average Duration (Minutes)		13.1
	100.0%	626	Unable to Locate	0.00%	0	Overtime Assists		11
						Overtime Blocks		16
Source: http://www.sacfsp.com/admin			Total Comments	NA	31	Multi-Vehicle Assist		32

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: August 8, 2022
RE: July 2022 Communications & Public Outreach Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of July 2022.

PCTPA.net & Social Media

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

Topics included promotion of Roseville Transits' upcoming rider alerts and proposed transit route changes, City of Roseville traffic updates, Caltrans traffic updates, Gold Country Media, City of Rocklin Roundabout project updates, and Placer County Transportation Planning Agency updates as well.

Key social media post subjects included:

- Caltrans District 3 traffic alerts
- Regional Traffic updates
- State Route 49 American River Confluence Study Workshop Awareness
- US50 Trip to Green Pilot Program
- City of Roseville Traffic Updates and Alerts
- City of Rocklin Roundabout Bi-Weekly Construction Update
- Cycling through Placer County News Article
- Roseville Transportation Commission Proposed Transit Route Changes Meeting

Current social media page statistics include:

- Facebook – 1,868 Followers
 - *Previously: 1,857*
- Twitter – 1,327 Followers

- *Previously: 1,325*
- Instagram – 1,030 Followers
 - *Previously 1,027 Followers*

Key website analytics include:

- 1,766 users visited pctpa.net in June
 - 77% New Visitors, 23% Returning Visitors
- Total page views for the PCTPA website during April: 2,119
 - 20.8% of views were on the Main Page
 - 7.03% of views were on the Regio Road/Baseline Road PSR Page
 - 6.30% of views were on the Meet the Staff Page
 - 5.59% of views were on the Agendas 2022
 - 4.9% of views were on the Placer County Bike Map

Project/Programs Assistance

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

- Website and new staff updates
- Published Roving Reporter Pete Constant Interview
- Reached out to stakeholders for the Roseville Parkway Widening Project Meeting
 - Community Workshop is in the works for late Sept

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: July 5, 2022
RE: June 2022 Communications & Public Outreach Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of June 2022.

PCTPA.net & Social Media

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

Topics included promotion of Auburn's new microtransit system, City of Roseville traffic updates, Caltrans traffic updates, Gold Country Media, City of Rocklin Roundabout updates, and Placer County Transportation Planning Agency updates as well.

Key social media post subjects included:

- Caltrans District 3 traffic alerts
- Regional Traffic updates
- City of Roseville Traffic Updates
- City of Rocklin Traffic Updates
- Cycling through Placer County News Article
- Rocklin Road & Pacific Street Roundabout Project Update

Current social media page statistics include:

- Facebook – 1,857 Followers
 - *Previously: 1,852*
- Twitter – 1,325 Followers
 - *Previously: 1,323*
- Instagram – 1,027 Followers

- *Previously 1,029 Followers*

Key website analytics include:

- 2,000 users visited pctpa.net in June
 - 63% New Visitors, 37% Returning Visitors
- Total page views for the PCTPA website during April: 3,561
 - 81.2% of views were on the Main Page
 - 11.05% of views were on the Agendas 2022 Page
 - 5.30% of views were on the Meet the Staff Page
 - 4.50% of views were on the About Page
 - 4.3% of views were on the Placer County Bike Map

Project/Programs Assistance

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

- Continued with the Roving Reporter Interviews
- Reached out to stakeholders for the Roseville Parkway Widening Project Meeting
 - Community Workshop is in the works
- Working with King Engineering on the Placer County Land Development Manual Update stakeholder meetings



(703) 340-4666

www.keyadvocates.com

July 29, 2022

To: PCTPA

From: Sante Esposito

Subject: July Monthly Report

FY23 Transportation Appropriations

On June 22, the House Appropriations Committee released its FY23 Transportation Appropriations Bill that includes:

- \$775M for national infrastructure investments (RAISE/TIGER/BUILD), including \$30M for grants to assist areas of persistent poverty and \$100M for the Thriving Communities program;
- Research and technology funding to create more equitable access to transportation systems, combat climate change, and reduce greenhouse gas emissions;
- \$18.7B for the FAA, including \$1.6B for aviation safety and \$273M for airport improvement grants and projects;
- \$61.3B for the FHWA formula programs including \$1.8B for discretionary highway programs and projects;
- \$874M for FMCSA and \$1.2B for NHTSA to make cars, trucks and roads safer;
- \$3.8B for FRA including \$555M for the Intercity Passenger Rail grant program, \$630M for the CRISI grants program, and \$2.3B for Amtrak, including \$882M for the Northeast Corridor and \$1.5B for National Network grants;
- \$17.5B for the FTA, including \$13.6B for buses, \$3B for capital investment grants, and \$646M for transit infrastructure grants; and,
- \$987M for MARAD.

On July 28, the Senate Appropriations Committee released its FY23 Transportation Appropriations Bill that includes:

- \$1B for the RAISE grant program, \$3.2B for the Federal Highway Administration to support additional funding for PROTECT grants for resiliency projects, tribal high priority projects, bridge formula funding, and development of the Appalachian Development Highway System;
- \$2.6B for Amtrak;

- \$200M for the Federal-State Partnership for State-of-Good-Repair (SOGR) to fund the replacement, rehabilitation, or repair of major infrastructure assets providing intercity passenger rail service;
- \$535M for the Consolidated Rail Infrastructure and Safety Improvement (CRISI) program;
- \$2.51B for the Federal Transit Administration’s Capital Investment Grants program;
- \$527M for Transit Infrastructure Grants to advance investments into Bus and Buses Facilities, the Low or No Emissions Vehicle Program, Areas of Persistent Poverty, ferry programs, and research to accelerate zero emission technology; and
- \$234M for the Port Infrastructure Development program.

Senate Proposed “Build Back Better” Bill

On July 27, Senators Schumer and Manchin struck a deal on the Senate’s version of the “Build Back Better” bill, now the “Inflation Reduction Act of 2022.”

Apparently the Schumer-Manchin agreement would invest \$369 billion into energy and climate change programs, with the goal of reducing carbon emissions by 40% by 2030. Medicare would be empowered to negotiate the prices of certain medications, and it would cap out-of-pocket costs at \$2,000 for those enrolled in Medicare drug plans. The Health and Human Services Secretary would negotiate the prices of 10 drugs in 2026, and another 15 drugs in 2027 and again in 2028. The number would rise to 20 drugs a year for 2029 and beyond. It would also redesign Medicare's Part D drug plans so that seniors and people with disabilities wouldn't pay more than \$2,000 a year for medication bought at the pharmacy. And, the deal would require drug companies to pay rebates if they increase their prices in the Medicare and private-insurance markets faster than inflation. The agreement would also extend expiring enhanced subsidies for Affordable Care Act coverage for three years. Tax credits for electric vehicles are in. Electric Vehicle tax credits will continue at their current levels, up to \$4,000 for a used electric vehicle and \$7,500 for a new EV. However, there will be a lower income threshold for people who can use the tax credits.

To pay for the agreement, the bill would impose a 15% minimum tax on corporations, which would raise \$313 billion over a decade. The House version of the "Build Back Better" package would have levied the tax on the corporate profits that large companies report to shareholders, not to the Internal Revenue Service. It would have applied to companies with more than \$1 billion in profits and yielded a similar revenue-raising figure. The current deal also aims to close the carried interest loophole, which allows investment managers to treat their compensation as capital gains and pay a 20% long-term capital gains tax rate instead of income tax rates of up to 37%. Eliminating this loophole, which would raise \$14 billion over a decade, has been a longtime goal of Democrats. The package also calls for providing more funding to the IRS for tax enforcement, which would raise \$124 billion. Families making less than \$400,000 per year would not be affected and there would be no new taxes on small businesses.

What the deal means for the inclusion of other legislative items or a second round in September is unclear. Included in the House-passed bill are the following –

- \$4B for reduction of carbon in the surface transportation sector;
- \$4B for affordable and safe transportation access; and,
- \$6B for local surface transportation projects.

It does include new taxes.

Highway Bill (FAST Act reauthorization)

The Senate FAST Act reauthorization bill is included in the enacted BIF. It authorizes \$287B in highway spending, ninety percent of which would be distributed to the states by formula. It also authorizes \$10.8B for various programs addressing resiliency and \$2.5B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provides billions for curbing emissions, reducing congestion and truck idling. It also streamlines infrastructure permitting and sets a two-year target for environmental reviews. Lastly, the bill authorizes \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

President’s FY23 Proposed Transportation Budget

The budget provides \$68.9B for the Federal-aid Highway program, a \$19.8B increase from the 2021 enacted level. This includes \$9.4B provided by the Bipartisan Infrastructure Law for FY23 and which also supports \$8B for new competitive and formula grant programs to rebuild the Nation’s bridges; \$1.4B to deploy a nationwide, publicly-accessible network of electric vehicle chargers and other alternative fueling infrastructure; \$1.3B for a new carbon reduction grant program; and \$1.7B for a new resiliency grant program to enhance the resilience of surface transportation infrastructure to hazards and climate change. The budget also provides more than \$2.5B for the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration, an \$857M increase above the FY22 enacted level. Lastly, to strengthen the Nation’s transit systems, reduce emissions, and improve transportation access for people with disabilities and historically disadvantaged communities, the budget provides the Federal Transit Administration with \$21.1B, an \$8.2B increase over the FY22 level.

FY22 Transportation Appropriations

The bill provides a total of \$102.9B for DOT – an increase of \$16.2B above the FY21 level. It includes \$775M for national infrastructure investments (RAISE/TIGER/BUILD) grants; \$57.5B for Federal Highway Administration formula programs; \$2.4B for highway infrastructure programs and projects; \$856M for the Federal Motor Carrier Safety Administration and \$1.2 billion for the National Highway Traffic Safety Administration to make trucks, cars, and the Nation’s roads safer; \$625M for the Consolidated Rail Infrastructure and Safety Improvements grant program; \$2.3B for Amtrak; \$16.3B for the Federal Transit Administration, including \$13.4 billion for transit formula grants; \$2.3B for Capital Investment Grants; and, \$504.3M for transit infrastructure grants and projects.

Bill Tracking



(703) 340-4666

www.keyadvocates.com

June 30, 2022

To: PCTPA

From: Sante Esposito

Subject: June Monthly Report

FY23 “Transportation” Appropriations

On June 22, the House Appropriations Committee released its FY23 Transportation Appropriations Bill that includes:

- \$775M for national infrastructure investments (RAISE/TIGER/BUILD), including \$30M for grants to assist areas of persistent poverty and \$100M for the Thriving Communities program;
- Research and technology funding to create more equitable access to transportation systems, combat climate change, and reduce greenhouse gas emissions;
- \$18.7B for the FAA, including \$1.6B for aviation safety and \$273M for airport improvement grants and projects;
- \$61.3B for the FHWA formula programs including \$1.8B for discretionary highway programs and projects;
- \$874M for FMCSA and \$1.2B for NHTSA to make cars, trucks and roads safer;
- \$3.8B for FRA including \$555M for the Intercity Passenger Rail grant program, \$630M for the CRISI grants program, and \$2.3B for Amtrak, including \$882M for the Northeast Corridor and \$1.5B for National Network grants;
- \$17.5B for the FTA, including \$13.6B for buses, \$3B for capital investment grants, and \$646M for transit infrastructure grants; and,
- \$987M for MARAD.

Note: no Senate Appropriations Committee FY23 action to date.

“Build Back Better” Bills (BBB)

Reached out to staff of the Senate Democratic Leadership, Senate Environment and Public Works Committee (EPW), and House Majority Leader to get their latest on a Senate Build Back Better bill. Senate Democratic Leadership staff still optimistic on getting a bill although much scaled back from the House version (less funding than the House bill, exclusion of child care or if included, at a much reduced funding amount, and tax reform). Notwithstanding the view of some stakeholders that Memorial Day was the drop dead day for a bill deal, Leadership staff believes they have the rest of the year if need be, given that they hold a technical majority regardless of the November election results. In addition, they noted that discussions are still ongoing between the White House and Senate Democratic leaders regarding the Manchin situation. Staff of EPW also believes that there will be a Senate bill and is sticking to its December 2021

draft text as its title to such bill. Staff of the House Majority Leader said the House Democrats are anxious for a bill, have conveyed that to the Senate Democratic Leadership but can only wait to see what happens in the Senate. Included in the House-passed bill are the following –

- \$4B for reduction of carbon in the surface transportation sector;
- \$4B for affordable and safe transportation access; and,
- \$6B for local surface transportation projects.
-

It does include new taxes.

“Infrastructure Investment and Jobs Act” (BIF)

The \$1.2T law (P.L. 117-58) includes the following (it does not include any new taxes) –

- \$65B for Broadband
- \$17B for Ports
- \$25B for Airports
- \$7.5B for Zero and Low-Emission Buses and Ferries
- \$7.5B for Plug-In Electric Vehicle Chargers
- \$65B to Rebuild the Electric Grid
- \$21B for Superfund and Brownfield sites

Highway Bill (FAST Act reauthorization)

The Senate FAST Act reauthorization bill is also included in the enacted BIF. It authorizes \$287B in highway spending, ninety percent of which would be distributed to the states by formula. It also authorizes \$10.8B for various programs addressing resiliency and \$2.5B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provides billions for curbing emissions, reducing congestion and truck idling. It also streamlines infrastructure permitting and sets a two-year target for environmental reviews. Lastly, the bill authorizes \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

President’s FY23 Proposed “Transportation” Budget

The budget provides \$68.9B for the Federal-aid Highway program, a \$19.8B increase from the 2021 enacted level. This includes \$9.4B provided by the Bipartisan Infrastructure Law for FY23 and which also supports \$8B for new competitive and formula grant programs to rebuild the Nation’s bridges; \$1.4B to deploy a nationwide, publicly-accessible network of electric vehicle chargers and other alternative fueling infrastructure; \$1.3B for a new carbon reduction grant program; and \$1.7B for a new resiliency grant program to enhance the resilience of surface transportation infrastructure to hazards and climate change. The budget also provides more than \$2.5B for the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration, an \$857M increase above the FY22 enacted level. Lastly, to strengthen the Nation’s transit systems, reduce emissions, and improve transportation access for people with disabilities and historically disadvantaged communities, the budget provides the Federal Transit

Administration with \$21.1B, an \$8.2B increase over the FY22 level.

FY22 “Transportation” Appropriations

The bill provides a total of \$102.9B for DOT – an increase of \$16.2B above the FY21 level. It includes \$775M for national infrastructure investments (RAISE/TIGER/BUILD) grants; \$57.5B for Federal Highway Administration formula programs; \$2.4B for highway infrastructure programs and projects; \$856M for the Federal Motor Carrier Safety Administration and \$1.2 billion for the National Highway Traffic Safety Administration to make trucks, cars, and the Nation’s roads safer; \$625M for the Consolidated Rail Infrastructure and Safety Improvements grant program; \$2.3B for Amtrak; \$16.3B for the Federal Transit Administration, including \$13.4 billion for transit formula grants; \$2.3B for Capital Investment Grants; and, \$504.3M for transit infrastructure grants and projects.

Bill Tracking

Tracking bills that are marked up by committees and/or come to our attention.

Tracking bills that are marked up by committees and/or come to our attention.



MEMO

To: CCJPA Board Directors
From: Rob Padgette, Managing Director
Date: August 01, 2022
Subject: CCJPA Temporary Service Reduction - Monday, August 15 to Sunday, October 2, 2022

CAPITOL CORRIDOR
JOINT POWERS AUTHORITY
2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

I am writing to notify you of an upcoming temporary service reduction, which will go into effect from Monday, August 15 to Sunday, October 2, 2022. The trains that this change will impact are 540, 543, 548, and 549, which will be suspended during this time.

While this was a difficult decision, reoccurring service disruptions and operational constraints have necessitated the development of a plan that would allow us to continue to operate consistently in the short term.

In many of our recent updates, we have kept you apprised of an increasing number of incidents involving vehicles on the tracks, trespasser strikes, and others that have led to extended delays and, in some cases, train cancellations. While this alone would not require the need for a temporary schedule change, the mitigating operational issues warrant the reduction. As you may be aware, at the onset of a service disruption, crews operating the trains are granted relief and given post-incident assistance (including time off) to deal with the trauma of the incident; and, typically, extra board crew members will operate in their absence. Due to the pandemic, a staffing shortage had already been in place, and Amtrak managers have been stepping in to fill the gap—which is not an ideal situation, as it removes them from their primary duties.

Amtrak is working quickly to recruit and train additional crew members to bring trains back up to full staffing levels; however, to alleviate this operational hurdle and avoid unplanned train cancellations due to staff shortage, we must proactively reduce the schedule on a temporary basis so that we can deliver consistent service to our riders. We are already working on plans to communicate this change to our riders via multiple channels. As we look towards October 3, 2022, our intention is not only to restore the current service level, but to deliver one that is more robust than the one in effect today.

The safety of our riders and staff remains a primary concern with this decision, and we appreciate your support as we make the necessary shifts to ensure a core level of service while balancing the capacities of our workforce. We will utilize multiple communications channels to inform passengers of these schedule changes in advance.

If you have any questions, please do not hesitate to reach out to me.



Rob Padgette
Managing Director

CC:

Robert Powers
Matthew Burrows
Chris Gan
April Quintanilla
Shane Edwards

Alicia Trost
Byron Toma
Terri Hodges
Kyle Gradinger, Caltrans Division of Rail and Mass Transit
SCG Members

From: [Robert Padgette](#)
To: [Debra Allen](#); [Bevan Dufty](#); [Janice Li](#); [John McPartland](#); [Robert Raburn](#); [Rebecca Saltzman](#); [jholmes@placer.ca.gov](#); [bhoudesheldt@roseville.ca.us](#); [adowdincalvillo@auburn.ca.gov](#); [jsharris@cityofsacramento.org](#); [smiller@citrusheights.net](#); [kerri@atlanticcorrosionengineers.com](#); [folsomdamgrill@gmail.com](#); [SupervisorKennedy@saccounty.net](#); [mayorandcouncil@santaclaraca.gov](#); [sjain@santaclaraca.gov](#); [raul.peralez@sanjoseca.gov](#); [hprice@fairfield.ca.gov](#); [jimzspering@cs.com](#); [jpspering@solanocounty.com](#); [Ron.Rowlett@cityofvacaville.com](#); [lucasf@cityofdavis.org](#); [don.saylor@yolocounty.org](#); [gpartida@cityofdavis.org](#)
Cc: [Quigley, Aaron](#); [Byron Toma](#); [dkhalls@sta.ca.gov](#); [Robert Padgette](#); [David Melko](#); [jim.lawson@vta.org](#); [abernstein@yctd.org](#); [Manolo.gonzalez-estay@vta.org](#); [lham@sacrt.com](#); [MRosson@sacog.org](#); [rguerrero@sta.ca.gov](#); [yma@sta.ca.gov](#); [April Quintanilla](#); [Mag Tatum](#); [Matthew Burrows](#); [Robert Powers](#); [Katherine Ogburn](#); [Michael Jones](#); [Tiffany Posey](#); [Christopher Gan](#); [Michaela Morales](#); [BRoberts@placer.ca.gov](#); [CMCook@solanocounty.com](#); [tischow2@solanocounty.com](#); [christina.m.ramos@sanjoseca.gov](#); [ayanee.ramos@sanjoseca.gov](#); [tsmith@sacrt.com](#); [cgagnon@cityofdavis.org](#); [elaine.baltao@vta.org](#); [mlee@Santaclaraca.gov](#); [skauss@cityofsacramento.org](#); [mogaveror@saccounty.net](#); [Sara.Simmons@yolocounty.org](#); [tara.thronson@yolocounty.org](#); [jmasiclat@sta.ca.gov](#); [michelle.garza@vta.org](#); [Solvi Sabol](#); [board.secretary@vta.org](#); [mcormia@sacrt.com](#); [CCJPA Staff](#); [Robert Padgette](#)
Subject: CCJPA Board Update: Freight Rail Labor Relations Update – Potential Impact to Passenger Rail
Date: Tuesday, August 2, 2022 5:10:16 PM

Dear CCJPA Board of Directors:

I am writing to alert you of a critical issue that may impact Capitol Corridor operations, which will likely draw more widespread media attention soon. We want you to be aware that we are tracking this issue closely and will keep you posted on any significant changes.

As you may be aware, the [nation's Class I freight carriers](#), including Union Pacific, are currently in dispute over salary, benefits, time off, and work practices with their unions. If the freights and unions do not come to an agreement, a strike may commence on September 15. The established process mandates a 30-day cooling-off period after the issuance of the [Presidential Emergency Board recommendations, which is to be issued in mid-August.](#)

In the event of a strike, both freight and passenger operations on corridors managed by freight railroads would cease, including the Union Pacific lines on which Capitol Corridor operates. This would mean that Capitol Corridor service would be suspended during a strike. CCJPA staff will work closely with Amtrak to address the impact of a strike on operations.

In the past, Presidential Emergency Boards have often succeeded in creating a path to a voluntary agreement between the freights and unions, but there remains the risk that the unions will decide to strike. Amtrak is also working on Capitol Hill to increase awareness of options for Congressional action. For context, the last time labor negotiations reached this point in the process was in 2012, with a resolution reached before a strike occurred. The last strike occurred in 1992, which ended by Congressional action after 24 hours. Given the unpredictable nature of national politics, we certainly cannot assume similar action would happen today.

We will continue to keep you informed as this situation develops. If you have any questions, please do not hesitate to reach out to me.

Thanks,
Rob Padgette
Managing Director
Capitol Corridor Joint Powers Authority
Phone: 510-464-6990 Mobile: 510-821-3478



TRAIN PERFORMANCE

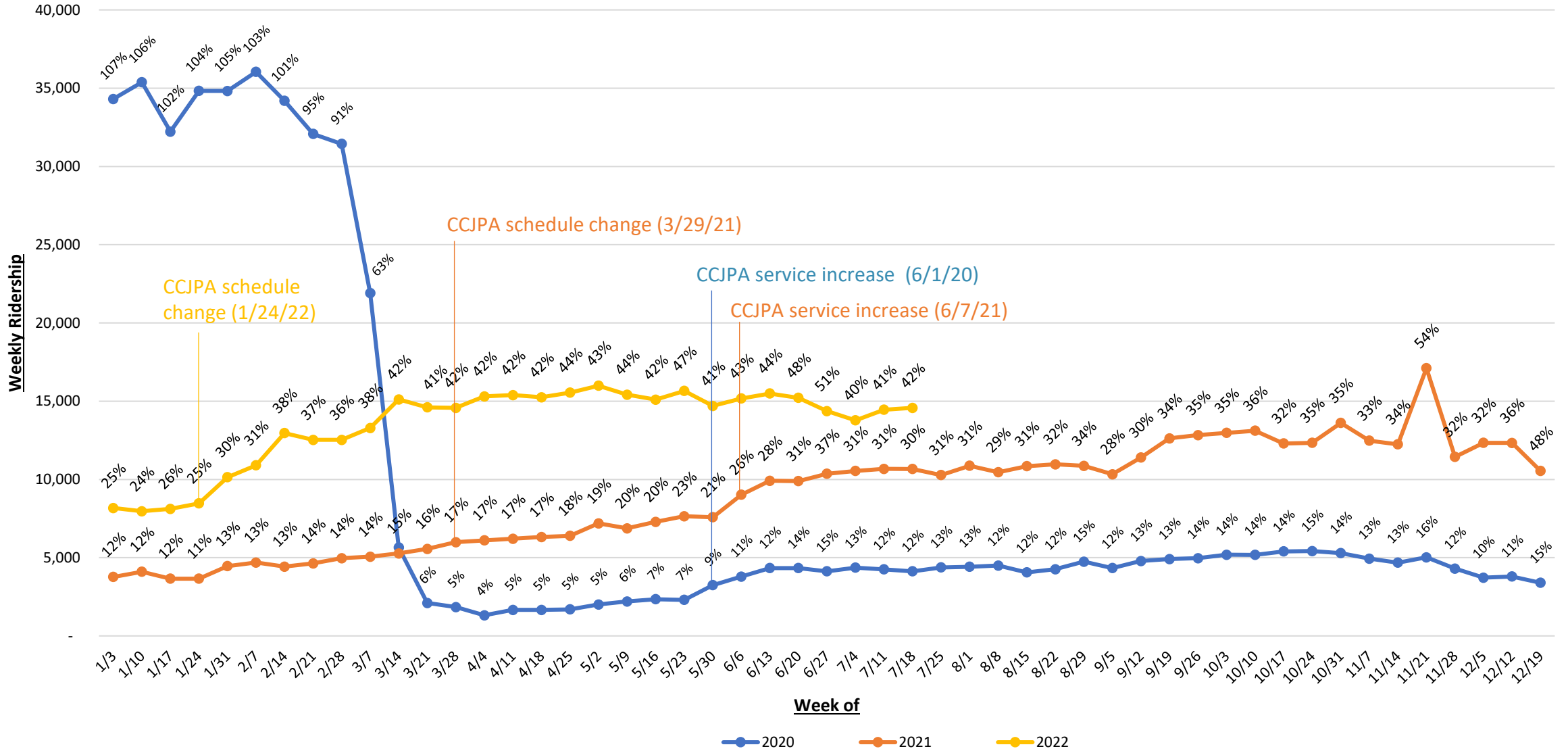
FY22 (Oct 2021-June 2022)

FY 22 Actuals & Percent Change from FY22 Business Plan, FY 21 Actuals, FY19 Actuals

Performance Model	Ridership*	Revenue*	End-Point OTP	Passenger OTP	System Operating Ratio*
Actual FY 22 Performance	506,185	\$ 12,342,515	83%	85%	32%
FY 22 Business Plan Forecasted	546,349	\$ 13,574,231	90%	90%	30%
<i>FY 22 Actual vs FY 22 Business Plan (% Change)</i>	-7%	-9%	-8%	-6%	7%
<i>FY 22 vs FY 21 Actual Performance (% Change)</i>	137%	135%	-8%	-8%	54%
<i>Actual FY 19 Pre-Pandemic Performance</i>	-162%	-130%	-7%	-3%	-90%

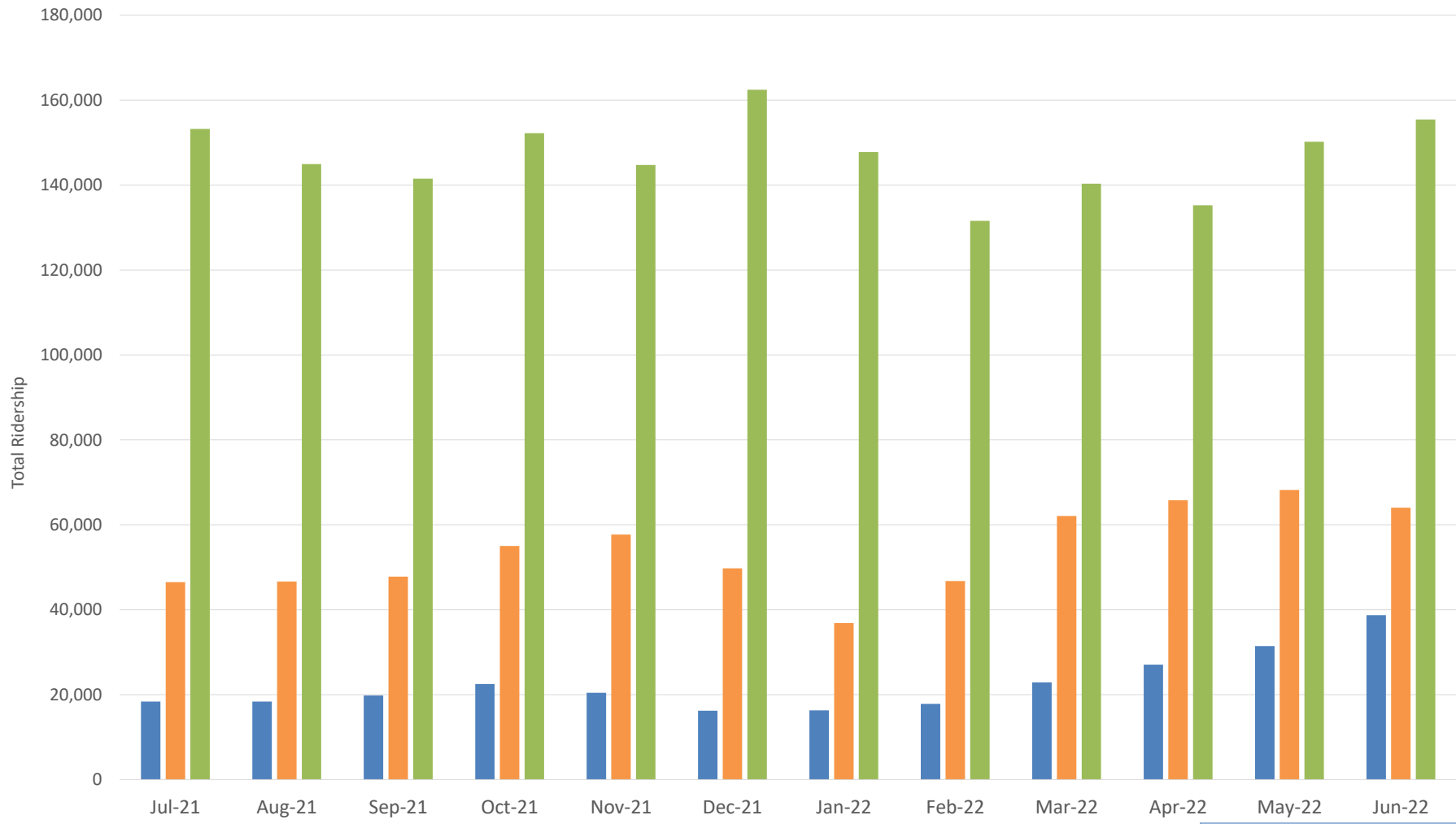
*These numbers are preliminary and will be updated

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



CAPITOL CORRIDOR RIDERSHIP (JULY 2021- JUNE 2022)

COMPARING PREVIOUS 12 MONTH PERIOD TO CURRENT 12 MONTH PERIOD



139.65% Overall 12-Month Growth
Ridership Last 12 Months=647,107
Ridership Prior 12 Months=270,017

■ Prior 12 Months ■ Current 12 Months ■ FY 19 Pre-Pandemic

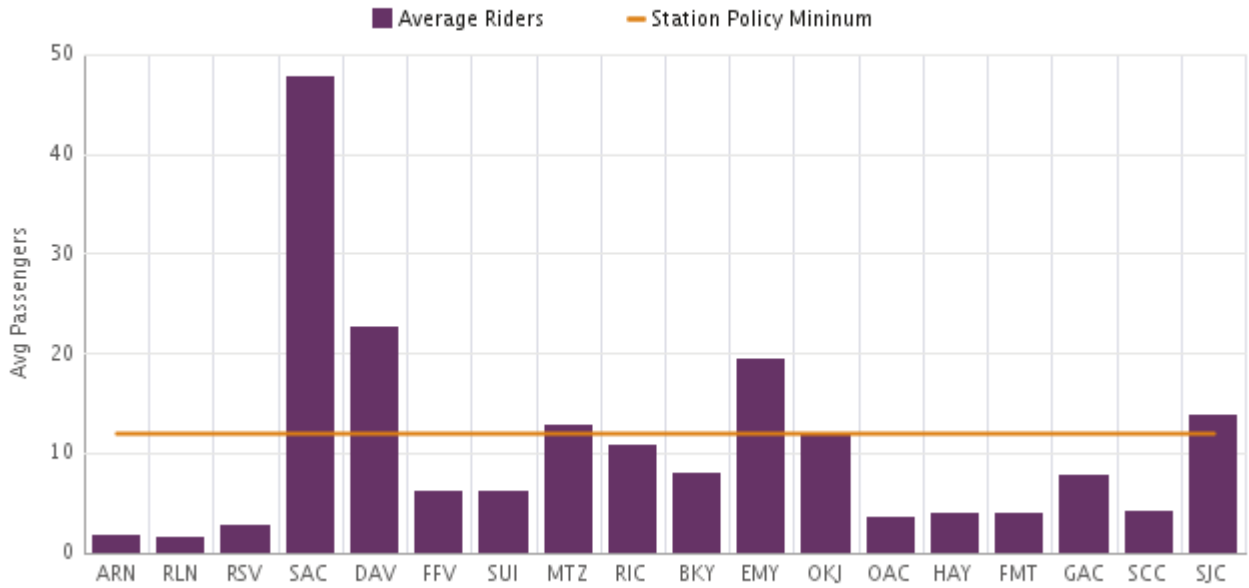


Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 22/October 1, 2021 - July 27, 2022

Total Number of Passengers on board by Station

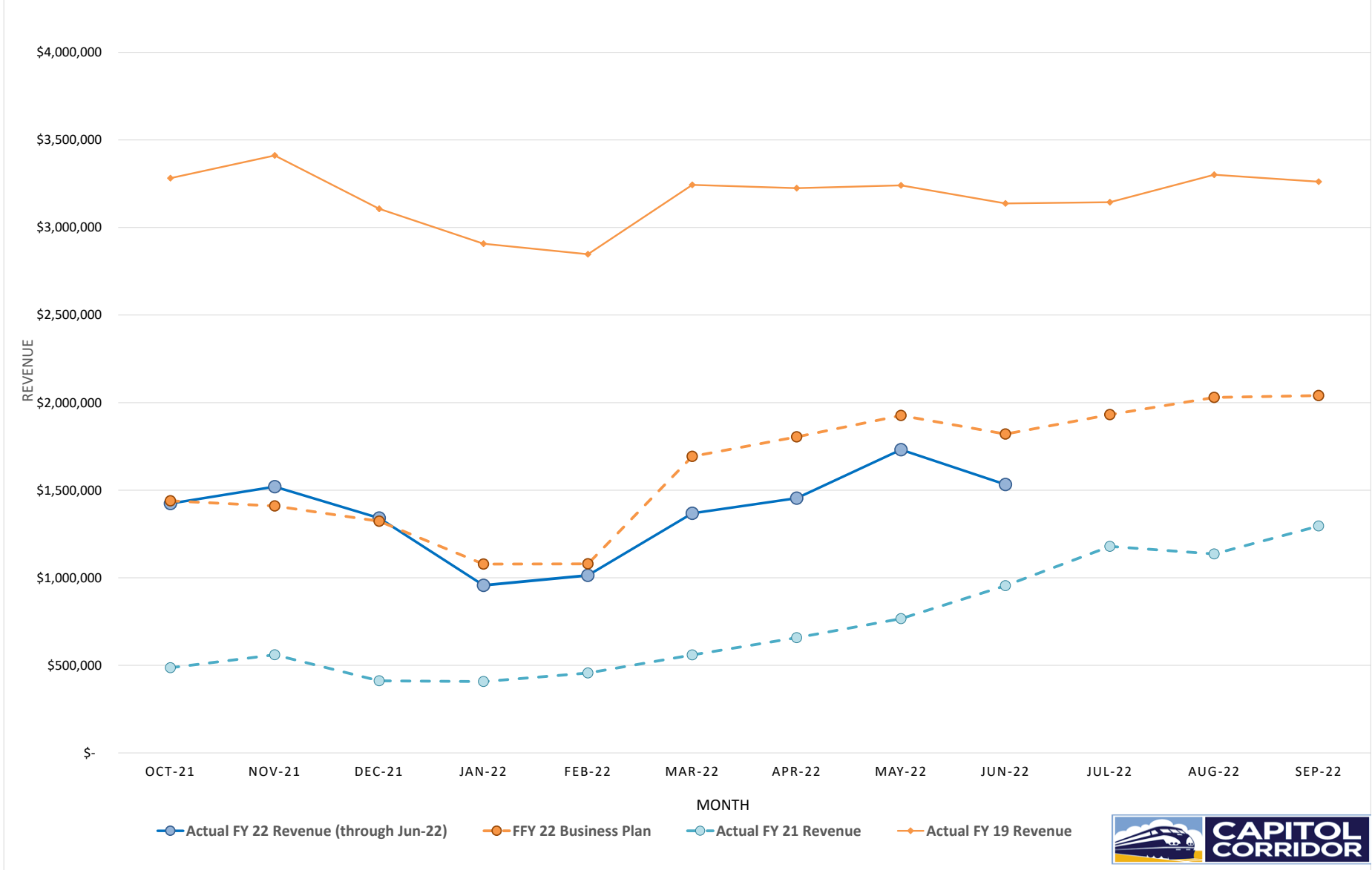


Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	913	0	2	N
BKY	33,406	33,621	8	N
DAV	99,607	90,949	23	Y
EMY	79,985	83,197	19	Y
FFV	25,827	26,152	6	N
FMT	10,182	9,290	4	N
GAC	20,698	18,567	8	N
HAY	10,682	9,540	4	N
MTZ	51,309	56,665	13	Y
OAC	9,789	11,298	4	N
OKJ	50,875	50,093	12	N
RIC	42,370	47,882	11	N
RLN	759	1	1	N
RSV	1,440	6	3	N
SAC	204,582	197,536	48	Y
SCC	11,841	9,576	4	N
SJC	41,181	28,694	14	Y
SUI	24,347	26,699	6	N

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

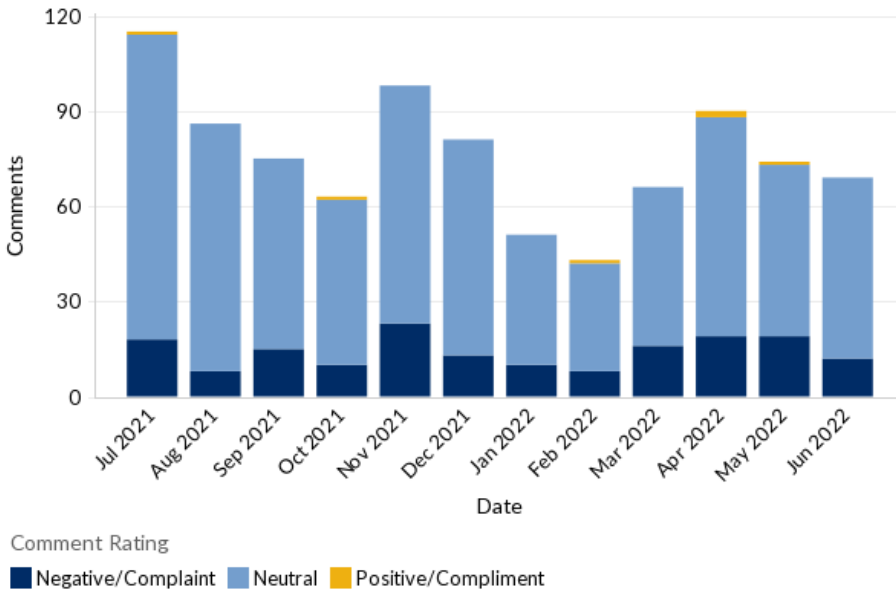
*Per train ridership thresholds parsed to reflect service frequency differences

CAPITOL CORRIDOR REVENUE (FFY 2021 - 2022)
 FY 22 ACTUALS, COMPARED TO FY 22 BUSINESS PLAN FORECASTS, FY 21 ACTUALS, FY 19



Customer Experience

Customer Comments



Company Store

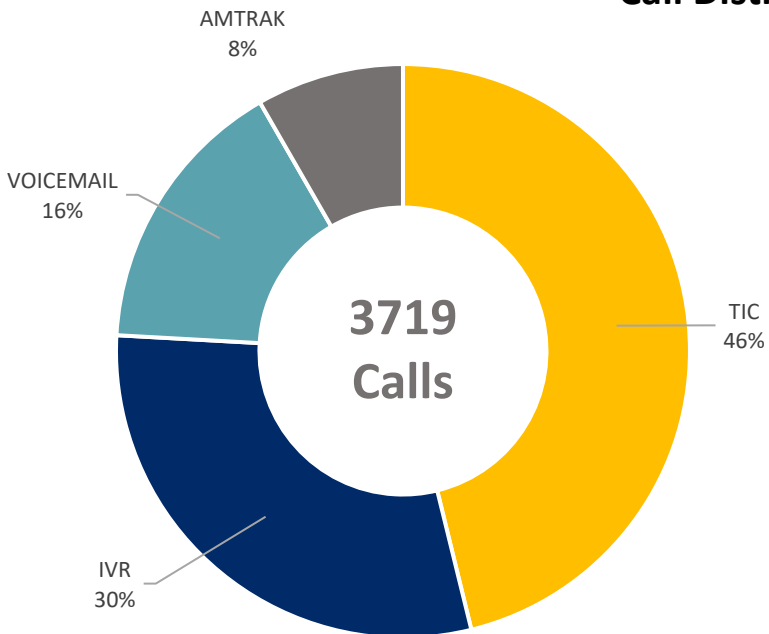
FY21 Total Sales	\$2,636.91
FY21 Avg Sales/Month	\$219.74

FY22*	Sales
July	\$195.82
August	\$71.66
September	\$83.81
October	\$110.25
November	\$368.01
December	\$358.01
January	\$132.44
February	\$58.81
March	\$37.53
April	\$93.91
May	\$137.15
June	\$209.55
Total	\$1,856.95

* No new merchandise since November 2020.

IVR– June 2022

Call Distribution



Initial Call Flow	Total
Live Agent	1483
Schedules	491
Articles Query (Rider Policies)#	440
Voicemail	374
Trip-Planning	245
Something Else+	214
Stop Information	149
Train Status	127
Amtrak Agent	57
Refunds	56
Travel Advisories	26
Service Alerts	4
Group Travel	6
Total	3672*

*Call total discrepancy exists when callers disconnect before being routed.

#Answer is a pre-written response.

+Callers can ask questions and IVR will use keywords to resolve.

