



A G E N D A

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

**Wednesday, May 25, 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.

Webinar access: <https://placer-ca-gov.zoom.us/j/99327594418>

You can also dial in using your phone: US: +1 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free), Webinar ID: 993 2759 4418

- A. Flag Salute**
- B. Roll Call**
- C. AB 361 Remote Teleconferencing** **Action**
Mike Luken Pg. 1
 - Pursuant to AB 361, the Board will consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further findings related to Board meetings pursuant to the provisions of AB 361.
- D. Approval of Action Minutes: April 27, 2022** **Action**
- E. Agenda Review** Pg. 5
- F. Public Comment**

**Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
May 25, 2022
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- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
Pg. 8
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.
1. FY 2022/2023 CMAQ/LTF Fund Trade: Freeway Service Patrol to Dry Creek Greenway Project – Phase 1 - \$124,058
 2. Reprogram FY 2024/2025 CMAQ Funds from Roseville’s Vernon St/Folsom Rd. Roundabout Project to Roseville’s Washington Blvd/All America City Blvd. Roundabout Project - \$370,426
 3. FY 2020/21 TDA Financial Audit (under separate cover)
 4. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Master Agreement - \$598,270.33 and Letter of Task Agreement 22-01 - \$237,764.27 **Pg. 10**
- H. Consent Calendar: Airport Land Use Commission (ALUC)** **Action**
Pg. 19
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.
1. City of Auburn General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency Extension Request **Pg. 20**
- I. Consent Calendar: Western Placer Consolidated Transportation Services Agency (WPCTSA)** **Action**
Pg. 21
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.
1. FY 2022-2023 Placer 211 Work Program - \$50,000 **Pg. 22**
- J. SR 49 Sidewalk Gap Closure Project Memorandum of Understanding with SPRTA for Right of Way Acquisition, Finding the Project Exempt from CEQA and Filing a Notice of Exemption** **Action**
Pg. 23
Mike Luken
- K. Final FY 2022/23 Overall Work Program (OWP) and Budget** **Action**
Pg. 33
Jodi LaCosse and Mike Luken
- Adopt Resolution 22-20 authorizing the Executive Director to submit the attached Final FY 2022/23 Overall Work Program (OWP) and Budget to Caltrans

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
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L. Executive Director’s Report	Info
M. Board Direction to Staff	
N. Informational Items	Info
1. PCTPA TAC Minutes – May 10, 2022	Pg. 38
2. Status Reports	
a. PCTPA – April 2022	Pg. 40
b. AIM Consulting – April 2022	Pg. 43
c. FSB Communications – April 22 2022	Pg. 45
d. Key Advocates – April 2022	Pg. 49
PCTPA Financials – March 31, 2022	Separate Cover
WPCTSA Financials - March 31, 2022	Separate Cover

Next Meeting – June 22, 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: May 25, 2022

FROM: Mike Luken, Executive Director

SUBJECT: AB 361 REMOTE TELECONFERENCING

ACTION REQUESTED

Adopt Resolution No. 22-19, 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. Given this Board memo goes out two weeks prior to the meeting, staff is keeping this on the Agenda just in case. If the Board desires to continue to meet utilizing the above-described relaxed teleconference meeting rules, AB 361 requires an ongoing finding every 30 days that the Board has reconsider the circumstances of the state of emergency and that the state emergency continues to impact the ability to “meet safely in person,” or that state or local officials continue to recommend measures to promote social distancing. Gov. Code § 54953(e)(3).

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

PCTPA Board of Directors
AB 361 Remote Teleconferencing
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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 May 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. 22-19

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 25, 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
Placer County Transportation Planning Agency

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)**

**April 27, 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
Jim Holmes
Bruce Houdesheldt
Paul Joiner
Suzanne Jones, Vice Chair
Dan Wilkins

STAFF

Rick Carter
Mike Costa
Aaron Hoyt
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 Solvi Sabol, Planning Administrator / Clerk to the Board

Upon motion by Joiner and second by Dowdin-Calvillo, the Board adopted Resolution No. 22-17, 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, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

Burruss supporting returning to full in-person Board attendance at the May meeting.

APPROVAL OF ACTION MINUTES – March 23, 2022

Upon motion by Dowdin Calvillo and second by Joiner, the action minutes of March 23, 2022, were approved by the following roll call vote:

AYES: Baker, Broadway, Burruss, Dowdin Calvillo, Holmes, 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 2021/22 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$886,427
2. PCTPA Federal Transit Administration (FTA) Section 5311 Program of Projects for FY 2021/22: \$680,504 and FY 2022/23: \$694,114
3. FY 2020/2021 TDA Financial Audits (under separate cover)

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

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

NOES/ABSTAIN: None

CONSENT CALENDAR: AIRPORT LAND USE COMMISSION (ALUC)

1. **9:00 A.M. PUBLIC HEARING:** Airport Land Use Commission Consistency Determination: Placer County 2022 Zoning Text Amendments
2. City of Lincoln General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency Extension Request

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

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

NOES/ABSTAIN: None

Per Board direction, future Public Hearings will be held as a separate item and not acted on through the Consent Calendar.

CONSIDERATION OF APRIL 2022 POLLING RESULTS AND PROVIDE STAFF DIRECTION FOR POTENTIAL 2022 SALES TAX MEASURE

Staff report presented by Mike Luken. Presentation provided by Curt Below, FM3 Research. Commentary provided by consultant for the transportation funding strategy effort provided Cherri Spriggs, FSB Public Affairs.

Public comment was received from the following individuals:

- Anthony Hernandez, Former Chair for Measure M campaign in 2016
- Willie Duncan, Superintendent/President, Sierra College
- John Tallman, Westpark Communities - Roseville
- Peter Eakland, City of Rocklin resident

Upon motion by Holmes and second by Jones, the Board directed staff to continue its transportation funding outreach strategy as proposed in the preliminary FY 2022/23 OWP for a potential November 2024 ballot by the following roll call vote:

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

NOES/ABSTAIN: None

FY 2021/22 OVERALL WORK PROGRAM AND BUDGET (OWP) AMENDMENT#2

Staff report presented by Jodi LaCosse, Fiscal Administrative Officer and Mike Luken, Executive Director

Upon motion by Houdesheldt and second by Joiner, the Board adopted Resolution No. 22-16 authorizing the Executive Director to submit FY 2021/22 Overall Work Program (OWP) and Budget Amendment #2 to Caltrans 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 that the following items:

- 1) We are working with several Board Members including Chair Baker and Directors Broadway, Burruss, and Houdesheldt, as we prepare for the Cap-to-Cap trip in Washington, DC. Chair Baker and Director Broadway are on the Transportation Team, Director Houdesheldt is on the Food and Agricultural Team, and Director Burruss is on the Air Quality team. We have significant appointments with the Deputy Administrator of the Federal Railroad Administration (FRA) and USDOT which are very important to the Third Track project. Director Houdesheldt who serves on the CCJPA Board and Yolo County Supervisor and CCJPA Chair, Don Saylor will be attendance along with Mike Luken and Sante Esposito, our federal lobbyist. The Administrator of the FRA will be in Northern California on Wednesday, May 4th and Dom Casey and Rick Carter may meet with him if his trip is able to come to Roseville.
- 2) The City of Rocklin, PCTPA and Local Laborers 185 hosted the joint meeting of the CTC, the Department of Housing and Community Development (HCD) and the California Air Resources Board (CARB) on Thursday, April 7th. We were able to meet with CTC Commissioner Jay Bradshaw and on April 26th and we met with a local CTC Commissioner, John “Rocco” Davis to emphasize local Placer projects.
- 3) The City of Roseville was successful at getting a Caltrans Sustainable Communities Planning Grant to do a comprehensive operational analysis for their transit system. As we start the Short-Range Transit Planning process, Roseville will be looking at revamping their entire transit system. Mike said that Placer County Transit will likely be considering a similar review of their system.
- 4) We are working with our partners on grant applications for the SB1 competitive program which happens in the fall. We are focusing in on the first and second phase of the Third Track project as well as the Sacramento Intermodal Station.
- 5) We will have some projects on the CTC agenda in June. These are items related to the Highway 49 Sidewalk Gap Closure project and the I-80 Auxiliary Lanes project which will be ready to list for construction soon and complete construction before a potential transportation sales tax would go on the ballot in 2024. We will also have Planning, Programming, and Monitoring (PPM) funding program on the agenda.

ADJOURN: The meeting adjourned at 10:35 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

TO: PCTPA Board of Directors

DATE: May 25, 2022

FROM: Mike Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the May 25, 2022, agenda for your review and action.

1. FY 2022/2023 CMAQ/LTF Fund Trade: Freeway Service Patrol to Dry Creek Greenway Project – Phase 1 - \$124,058

On February 26, 2020, the Board approved a list of transportation and air quality projects for FYs 2023 through 2025 for discretionary grant funding under the federal Congestion Mitigation and Air Quality (CMAQ) program. PCTPA's Freeway Service Patrol (FSP) program was approved for funding in FY 2022/2023 for \$124,058. Over the past five years PCTPA has used CMAQ funding to match State funding, with the funding directed to fund program operations. Caltrans has indicated the FSP program is no longer eligible for CMAQ operating assistance funding. Operating assistance under CMAQ federal regulations is subject to a five-year limitation. Staff proposes to trade the \$124,058 in CMAQ funds to the City of Roseville for a like amount in Local Transportation Funds (LTF). The City of Roseville has agreed to the proposed CMAQ/LTF fund trade. The City of Roseville will use the CMAQ funds on the Dry Creek Greenway Project – Phase 1, a project previously approved by the Board for CMAQ funds. Staff recommends Board approval to the CMAQ/LTF fund trade.

2. Reprogram FY 2024/2025 CMAQ Funds From Roseville's Vernon St./Folsom Rd. Roundabout Project to Roseville's Washington Blvd/All America City Blvd. Roundabout Project - \$370,426

The Washington Blvd project was awarded \$2,000,000 in CMAQ funds in September 2017. The Vernon Blvd project was awarded \$3,280,426 CMAQ in February 2020. In June 2021, the Board approved reprogramming \$2,900,000 from the Vernon Street project to the Washington Blvd project to cover some cost increases and allow the project to move forward with construction bids. The City of Roseville has recently received bids on their Washington Blvd project that exceed their budget. Roseville has requested \$370,426 of the remaining \$380,426 in FY2024/25 CMAQ funds on the Vernon Street project be reprogrammed to fund the cost increase on the Washington Blvd project. Staff recommends Board approval to the CMAQ reprogramming.

3. FY 2020/21 TDA Financial Audit (under separate cover)

Staff recommends acceptance of the Transportation Development Act (TDA) Financial Audits for fiscal year 2020/2021 for the City of Roseville. The TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those agencies receiving Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Low Carbon Transit Operations Program (LCTOP),

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and the State of Good Repair (SGR) funds. The City of Roseville audit has been submitted to the State Controller's Office as required.

4. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Master Agreement - \$598,270.33 and Letter of Task Agreement 22-01 - \$237,764.27

At the March 2022 meeting, the Board authorized the Chair and Executive Director to sign the I-80 Auxiliary Lanes Project Construction Cooperative Agreement with Caltrans. This agreement was executed by all parties in April. The Construction Cooperative Agreement requires PCTPA to make available for the duration of the project the consultant that prepared the final engineering and design plans to resolve any problems and/or changes. Dokken Engineering is the Engineer of Record for the project. According to Caltrans, project closeout is anticipated to occur by 2028. Dokken Engineering's existing Master Agreement expires June 30, 2022. A new five-year Master Agreement for engineering construction support services is proposed, from July 1, 2022 to June 30, 2027. The five-year cost of The Master Agreement is \$598,270.33 and is included in the project's construction support budget. Most of this five-year cost is anticipated to occur between FY 2022/23 through FY 2024/25, the period of actual construction activity. Funding will be provided by SPRTA.

Letter of Task Agreement 22-01 for \$237,764.27 reflects engineering construction support services needed during FY 2022/23. Anticipated services requested by Caltrans include bidding support and bid submittal review; response to the Caltrans Resident Engineer requests for information and change orders; review of contractor shop drawings; site visits and meetings with the contractor and the Resident Engineer. Dokken Engineering will also provide support to PCTPA as part of the agency's responsibility to implement various environmental mitigation and federal/state/local permitting.

Staff recommends approval of the Dokken Engineering Construction Support Services Master Agreement and the attached Letter of Task Agreement 22-01 for \$237,764.27. The PCTPA TAC concurs with the staff recommendation.

DM:RRC:ss



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

May 25, 2022

John A. Klemunes, Jr.
President
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630-4713

**SUBJECT: LETTER OF TASK AGREEMENT #22-01
BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND DOKKEN ENGINEERING**

Dear Mr. Klemunes:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Dokken Engineering (“Contractor”),” dated May 25, 2022 (“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 (LOTA) is the statement of contract specific requirements applicable to the work effort to be undertaken by Dokken Engineering and its subconsultants for the I-80 Auxiliary Lanes Project Construction Engineering Support Services.
2. Term: Contractor’s services are to commence July 1, 2022 and shall be completed no later than June 30, 2023. During the term of this contract, Dokken Engineering will not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Contractor shall perform Construction Engineering Support Services, attached hereto as Exhibit A (Scope of Work), and incorporated herein by this reference.
3. Compensation: As set forth in the Project Budget, attached hereto as Exhibit B, the amount to be paid to Dokken Engineering under this Agreement shall not exceed \$237,764.27 for Construction Engineering Support Services. Invoices shall be submitted in accordance with the approved rates and fees also included in Exhibit B. Per the Master Agreement, PCTPA will withhold ten percent (10%) of the payments due until successful completion of the work and the delivery and acceptance of all final products.
4. Personnel and Subconsultants: Dokken Engineering will manage the project and its team of subconsultants, as set forth in Exhibit A. Dokken Engineering represents that its personnel and



COST PROPOSAL SUMMARY
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
I-80 AUXILIARY LANES - CONSTRUCTION PHASE TASK ORDER #1

May 6, 2022

TASK DESCRIPTION	DOKKEN ENGINEERING	CALLANDER ASSOCIATES	GEOCON CONSULTANTS	GRAND TOTAL COST
TASK 1.0 - PROJECT MANAGEMENT	\$ 26,454.56	\$ -	\$ -	\$ 26,454.56
Task 1.1 - PCTPA Support	\$ 17,210.04	\$ -	\$ -	\$ 17,210.04
Task 1.2 - Resource Management	\$ 9,244.52	\$ -	\$ -	\$ 9,244.52
TASK 2.0 - SERVICES BIDDING TO AWARD	\$ 90,246.55	\$ 2,199.63	\$ 5,282.49	\$ 97,728.66
Task 2.1 - Bidding Support	\$ 62,931.48	\$ 950.07	\$ 2,389.70	\$ 66,271.24
Task 2.2 - Submittal Review	\$ 10,699.91	\$ 1,249.56	\$ 2,892.79	\$ 14,842.26
Task 2.3 - Environmental Mitigation Support	\$ 16,615.16	\$ -	\$ -	\$ 16,615.16
TASK 3.0 - REQUESTS FOR INFORMATION	\$ 96,923.84	\$ 4,218.14	\$ 3,045.98	\$ 104,187.97
Task 3.1 - Respond to Requests for Information (RFI's)	\$ 90,771.24	\$ 769.87	\$ 1,496.71	\$ 93,037.81
Task 3.2 - Site Visits and Meetings	\$ 6,152.61	\$ 3,448.27	\$ 1,549.28	\$ 11,150.16
TASK 4.0 - REVIEW OF SHOP DRAWINGS	\$ 9,182.06	\$ 211.02	\$ -	\$ 9,393.08
Task 4.1 - Review of Shop Drawings	\$ 9,182.06	\$ 211.02	\$ -	\$ 9,393.08
TOTAL COST	\$ 222,807.01	\$ 6,628.78	\$ 8,328.47	\$ 237,764.27

May 6, 2022

TASK DESCRIPTION	DOKKEN ENGINEERING												TOTAL HOURS	ESCALATION + MULTIPLIER*	OTHER DIRECT COST	TOTAL COST
	Elizabeth Diamond, PE Project Manager	Tim Osterkamp, PE Project Engineer	Amanda Konieczka, PE Project Engineer	Senior Engineer 2	Senior Engineer 1	Associate Engineer 1	Assistant Engineer 1	Senior CAD	Engineering Technician	Environmental Manager	Senior Environmental Planner	Environmental Planner				
FULLY BURDENED RATE	\$ 297.36	\$ 267.62	\$ 178.42	\$ 252.76	\$ 223.02	\$ 165.03	\$ 118.94	\$ 199.23	\$ 89.21	\$ 223.02	\$ 181.39	\$ 92.18				
TASK 1.0 - PROJECT MANAGEMENT	44.00	8.00	30.00		6.00					4.00			92.00	\$ 23,954.56	\$ 2,500.00	\$ 26,454.56
Task 1.1 - PCTPA Support	24.00	4.00	20.00		6.00					4.00			58.00	\$ 14,710.04	\$ 2,500.00	\$ 17,210.04
Task 1.2 - Resource Management	20.00	4.00	10.00										34.00	\$ 9,244.52	\$ -	\$ 9,244.52
TASK 2.0 - SERVICES BIDDING TO AWARD	36.00	12.00	96.00	28.00	20.00	72.00	100.00	20.00	32.00	8.00	40.00	40.00	504.00	\$ 90,246.55	\$ -	\$ 90,246.55
Task 2.1 - Bidding Support	24.00	8.00	80.00	20.00	12.00	60.00	100.00	20.00	32.00				356.00	\$ 62,931.48	\$ -	\$ 62,931.48
Task 2.2 - Submittal Review	4.00	4.00	12.00	8.00	8.00	12.00							48.00	\$ 10,699.91	\$ -	\$ 10,699.91
Task 2.3 - Environmental Mitigation Support	8.00		4.00							8.00	40.00	40.00	100.00	\$ 16,615.16	\$ -	\$ 16,615.16
TASK 3.0 - REQUESTS FOR INFORMATION	11.40	19.80	118.00	46.00	46.00	112.00	108.00	28.00	42.00				531.20	\$ 96,923.84	\$ -	\$ 96,923.84
Task 3.1 - Respond to Requests for Information (RFI's)	8.40	16.80	112.00	42.00	42.00	112.00	98.00	28.00	42.00				501.20	\$ 90,771.24	\$ -	\$ 90,771.24
Task 3.2 - Site Visits and Meetings	3.00	3.00	6.00	4.00	4.00		10.00						30.00	\$ 6,152.61	\$ -	\$ 6,152.61
TASK 4.0 - REVIEW OF SHOP DRAWINGS		4.80	3.20	9.60	9.60	4.80	4.80	4.80					41.60	\$ 9,182.06	\$ -	\$ 9,182.06
Task 4.1 - Review of Shop Drawings		4.80	3.20	9.60	9.60	4.80	4.80	4.80					41.60	\$ 9,182.06	\$ -	\$ 9,182.06
TOTAL HOURS	91.40	44.60	247.20	83.60	81.60	188.80	212.80	52.80	74.00	12.00	40.00	40.00	1168.80			
TOTAL COST	\$ 27,178.70	\$ 11,936.03	\$ 44,104.44	\$ 21,130.40	\$ 18,198.43	\$ 31,158.57	\$ 25,311.28	\$ 10,519.41	\$ 6,601.39	\$ 2,676.24	\$ 7,255.58	\$ 3,687.26		\$ 220,307.01	\$ 2,500.00	\$ 222,807.01

*See Consultant 10-H for detailed breakdown of Escalation & Multiplier

May 6, 2022

TASK DESCRIPTION	CALLANDER ASSOCIATES						GEOCON CONSULTANTS						GRAND TOTAL HOURS	GRAND TOTAL OTHER DIRECT COSTS	GRAND TOTAL COST			
	Melissa Ruth* Principal	Job Captain	Shawn Sanfilippo* Construction Manager	TOTAL HOURS	ESCALATION + MULTIPLIER*	OTHER DIRECT COST	TOTAL COST	Principal Engineer/Geologist	Senior Engineer/Geologist	Project Engineer/Geologist	Sr. Staff Engineer/Geologist	Engineering Field Technician				TOTAL HOURS	ESCALATION + MULTIPLIER*	TOTAL COST
FULLY BURDENED RATE	\$ 209.91	\$ 125.52	\$ 179.25					\$ 217.39	\$ 178.57	\$ 124.22	\$ 108.69	\$ 120.68						
TASK 1.0 - PROJECT MANAGEMENT					\$ -	\$ -	\$ -							\$ -	\$ -	92.00	\$ 2,500.00	\$ 26,454.56
Task 1.1 - PCTPA Support					\$ -	\$ -	\$ -							\$ -	\$ -	58.00	\$ 2,500.00	\$ 17,210.04
Task 1.2 - Resource Management					\$ -	\$ -	\$ -							\$ -	\$ -	34.00	\$ -	\$ 9,244.52
TASK 2.0 - SERVICES BIDDING TO AWARD	1.00	4.00	8.00	13.00	\$ 2,199.63	\$ -	\$ 2,199.63		16.00	12.00	8.00		36.00	\$ 5,282.49	\$ 5,282.49	553.00	\$ -	\$ 97,728.66
Task 2.1 - Bidding Support	1.00		4.00	5.00	\$ 950.07	\$ -	\$ 950.07		8.00	4.00	4.00		16.00	\$ 2,389.70	\$ 2,389.70	377.00	\$ -	\$ 66,271.24
Task 2.2 - Submittal Review		4.00	4.00	8.00	\$ 1,249.56	\$ -	\$ 1,249.56		8.00	8.00	4.00		20.00	\$ 2,892.79	\$ 2,892.79	76.00	\$ -	\$ 14,842.26
Task 2.3 - Environmental Mitigation Support					\$ -	\$ -	\$ -							\$ -	\$ -	100.00	\$ -	\$ 16,615.16
TASK 3.0 - REQUESTS FOR INFORMATION	0.35	2.40	20.80	23.55	\$ 4,205.64	\$ 12.50	\$ 4,218.14	1.70	9.60	3.40	2.40	2.00	19.10	\$ 3,045.98	\$ 3,045.98	573.85	\$ 12.50	\$ 104,187.97
Task 3.1 - Respond to Requests for Information (RFI's)	0.35	1.40	2.80	4.55	\$ 769.87	\$ -	\$ 769.87	0.70	5.60	1.40	1.40		9.10	\$ 1,496.71	\$ 1,496.71	514.85	\$ -	\$ 93,037.81
Task 3.2 - Site Visits and Meetings		1.00	18.00	19.00	\$ 3,435.77	\$ 12.50	\$ 3,448.27	1.00	4.00	2.00	1.00	2.00	10.00	\$ 1,549.28	\$ 1,549.28	59.00	\$ 12.50	\$ 11,150.16
TASK 4.0 - REVIEW OF SHOP DRAWINGS	0.40	0.40	0.40	1.20	\$ 211.02	\$ -	\$ 211.02							\$ -	\$ -	42.80	\$ -	\$ 9,393.08
Task 4.1 - Review of Shop Drawings	0.40	0.40	0.40	1.20	\$ 211.02	\$ -	\$ 211.02							\$ -	\$ -	42.80	\$ -	\$ 9,393.08
TOTAL HOURS	1.75	6.80	29.20	37.75				1.70	25.60	15.40	10.40	2.00	55.10			1261.65		
TOTAL COST	\$ 367.34	\$ 853.56	\$ 5,234.02		\$ 6,616.28	\$ 12.50	\$ 6,628.78	\$ 369.56	\$ 4,571.33	\$ 1,913.00	\$ 1,130.41	\$ 241.36		\$ 8,328.47	\$ 8,328.47		\$ 2,512.50	\$ 237,764.27

*See Consultant 10-H for detailed breakdown of Escalation & Multiplier

I-80 Auxiliary Lanes – Construction Phase Task Order #1

SCOPE OF WORK

The following Scope of Work is for Task Order #1 under the Construction Phase Master Agreement for Engineering Support Services between the Placer County Transportation Agency (PCTPA) and Dokken Engineering.

As part of Task Order #1 Dokken Engineering will provided the services listed below in accordance with the scope detailed in the Master Agreement. It is anticipated Task Order #1 will cover these services during the July 1, 2022-June 30, 2023 fiscal year. Only Task 2, Services Bidding to Award, is anticipated to be complete during that year. The other three tasks would continue into subsequent years, requiring additional Task Order authorization.

TASK 1.0 PROJECT MANAGEMENT

- Task 1.1 PCTPA Support
- Task 1.2 Resource Management

TASK 2.0 SERVICES BIDDING TO AWARD

- Task 2.1 Bidding Support
- Task 2.2 Submittal Review
- Task 2.3 Environmental Mitigation Support

TASK 3.0 REQUESTS FOR INFORMATION

- Task 3.1 Respond to Requests for Information (RFI's)
- Task 3.2 Site Visits and Meetings

TASK 4.0 REVIEW OF SHOP DRAWINGS

- TASK 4.1 Review of Shop Drawings

I-80 Auxiliary Lanes – Construction Phase Task Order #1

SCOPE OF WORK

The following Scope of Work is for Task Order #1 under the Construction Phase Master Agreement for Engineering Support Services between the Placer County Transportation Agency (PCTPA) and Dokken Engineering.

As part of Task Order #1 Dokken Engineering will provide the services listed below in accordance with the scope detailed in the Master Agreement. It is anticipated Task Order #1 will cover these services during the July 1, 2022-June 30, 2023 fiscal year. Only Task 2, Services Bidding to Award, is anticipated to be complete during that year. The other three tasks would continue into subsequent years, requiring additional Task Order authorization.

TASK 1.0 PROJECT MANAGEMENT

Task 1.1 PCTPA Support

Dokken will provide support to PCTPA during the construction phase of the project, assisting with questions and providing information as may be requested. The level of effort is based on approximately one coordination call every month until the project is awarded to a contractor, then quarterly through preparation of as-builts. Dokken would also assist with various general requests for information (separate from the construction coordination/inquires with Caltrans).

It is also anticipated that PCTPA/SPRTA will need help coordinating with the City of Roseville to process an abandonment of the Public Utility Easement (PUE) on the strip of land acquired from the Strauch/Stephenson property. This strip of land is currently owned by SPRTA but will need to be transferred to Caltrans and become part of the I80 right of way. It must be transferred free and clear so the PUE must be abandoned. The owner, now SPRTA, must apply to the City, the holder of the easement, to vacate the easement. The easement will be void of utilities once PG&E completes its work already under agreement to vacate a gas line. An Other Direct Cost (ODC) has been included for Dokken to work with a surveyor to prepare the required legal description. In addition, Dokken will prepare the application and follow the processing.

Task 1.2 Resource Management

Dokken will assign the resources necessary to provide the services detailed in the various tasks. Monthly progress reports will be prepared summarizing the work performed during the prior month.

Dokken will establish and apply internal accounting methods and procedures acceptable to the PCTPA and Caltrans for documenting and monitoring contract costs. Dokken Engineering will submit a consolidated monthly invoice in a format acceptable to the PCTPA and broken down in a manner consistent with the Scope of Work. Payments to the Consultant are to be in arrears. In other words, Dokken Engineering will have actually incurred and paid the costs before invoicing the PCTPA.

Invoices will include the following:

- Formatted to meet PCTPA requirements; and
- Signed by the Dokken Engineering Project Manager; and
- Have a unique invoice number

The PCTPA will have the right to delay payment, should the above requirements not be met.

Dokken will maintain all required records at our office for the duration of the project and for three years after completion of the project. The PCTPA, duly authorized representatives of Caltrans and other jurisdictional agencies will have access to any documents, books, papers, and records of Dokken Engineering (which are directly pertinent to the project) for the purpose of making an audit, examination, excerpts, and transcriptions. Dokken Engineering will comply with applicable federal and state requirements.

I-80 Auxiliary Lanes – Construction Phase Task Order #1

Deliverables: Progress Reports, Monthly Invoices, Project Files, PUE Abandonment Application during 2022/23

TASK 2.0 SERVICES BIDDING TO AWARD

Task 2.1 Bidding Support

Dokken will attend the Pre-Bid meeting if one is required.

Dokken will provide support to PCTPA and Caltrans during the advertising period including written responses to HQ and bidder questions, preparation of necessary addenda, and revising sheets. As the geotechnical engineer of record for the project, Geocon will review geotechnical-related bidder questions. Callander Associates will be engaged for questions related to their plans. All responses will be coordinated through Caltrans who is the implementing agency for the construction phase of the project, and PCTPA will be kept informed.

Task 2.2 Submittal Review

Dokken Engineering, if requested by Caltrans, will assist in reviewing information submitted by the apparent low bidder. This could include items such as reviewing unit prices bid and/or proposals submitted for cost saving measures. Dokken will engage their subconsultants Geocon and Callander as needed.

Task 2.3 Environmental Mitigation Support

Dokken will assist PCTPA with acquisition of required tree and waters mitigation prior to the start of construction. This will include working with the cities of Rocklin and Roseville to process tree mitigation applications and with a waters mitigation bank, to determine the mitigation payments needed. Dokken will work with the agencies to obtain draft agreements for PCTPA to process.

Deliverables: Responses to bidder questions related to design, bid review, mitigation purchase agreements.

TASK 3.0 REQUESTS FOR INFORMATION

The following tasks provide the services necessary by the design team to support the project once a contractor has been awarded the project.

Task 3.1 Respond to Requests for Information (RFI's)

Dokken will provide on-going consultation and interpretation of contract documents, as requested. Written responses will be provided to design related requests for information (RFI's), and supplemental or revised drawings may be issued to provide clarity to the Resident Engineer (RE) and Contractor. Developing plans for change orders is also made a part of this task. This work will be coordinated through Caltrans who will be the point of contact for the contractor.

Sub consultant, Callander and Geocon, will be available as requested to respond to RFI's transmitted to them from Dokken. Dokken will review the responses from our sub consultants for completeness and clarity prior to transmitting them to Caltrans and PCTPA. Responses will be recorded on the monthly progress report and retained for as-built plan preparation.

Dokken will maintain a log of open and recently closed RFI's to ensure timely response and progress on all RFI's.

Task 3.2 Site Visits and Meetings

Dokken will attend the pre-construction meeting scheduled and administered by Caltrans.

Dokken will schedule and attend periodic site visits throughout the project to answer questions, offer insight related to the numerous unique project conditions. Geocon and Callander will attend relevant meetings. Meetings are

I-80 Auxiliary Lanes – Construction Phase Task Order #1

sometimes necessary to coordinate resolution of issues. Dokken would work through PCTPA and Caltrans Resident Engineer to accept an invitation or request any meetings.

Arborist Review: Callander will provide observation of root and limb pruning of trees near JoAnne Lane as noted on exhibit provided for the RE file. Callander will provide recommendations on pruning limits related to adjacent construction. Callander will report to Caltrans project Construction Manager of any deviations from the plan or necessary removals and provide written field reports.

Environmental support services such as nesting bird surveys, environmental awareness training, installation or monitoring of Environmentally Sensitive Area (ESA) fencing, biological monitoring and permit monitoring and closeout are not included.

Materials testing and project inspection, including source inspections, are not included.

Deliverables: Responses to RFI's, site visits, meeting attendance during 2022/23

TASK 4.0 REVIEW OF SHOP DRAWINGS

TASK 4.1 Review of Shop Drawings

Dokken will review submittal drawings and stamp them as returned for corrections, approved as noted, approved or no exceptions taken. For the bridges, submittal reviews are anticipated for permanent structure elements such as piling, bearings, joint seals, overhead signs, light poles, and aesthetic. Any corrections will be clearly marked in red and returned to the Caltrans Resident Engineer. Subsequent reviews to confirm appropriate corrections to the shop drawings are anticipated. Submittals will be copied to PCTPA.

Review of shop drawings for bridge falsework or temporary shoring is not included.

Deliverables: Shop drawing review comments during 2022/23



MEMORANDUM

TO: Airport Land Use Commission

DATE: May 25, 2022

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below is the Consent Calendar item for the May 25, 2022, agenda for your review and action.

1. City of Auburn General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency Extension Request

On December 1, 2021, the Airport Land Use Commission (ALUC) conditionally approved the City of Auburn's General Plan and City's Municipal Code, Section 159, Zoning 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 City submitted a letter on May 6, 2022, requesting an additional 180-day extension to complete the legislative process to update its General Plan to ensure consistency with the ALUCP. Staff recommends approval of the City's extension request.

DM:RRC:ML:ss



CITY OF AUBURN

Economic and Planning Office

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

May 6, 2022

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

Re: City of Auburn General Plan Consistency Determination

Dear Mr. Luken,

The City of Auburn is requesting that the Placer Airport Land Use Commission (ALUC) provide the City with a 180 day extension to the initial 180 day's provided for the City to complete the legislative process to update its general plan to ensure consistency with the 2021 Airport Land Use Compatibility Plan (ALUCP). As we enter this next fiscal year, we anticipate having greater organizational capacity to complete projects such as this and will ensure that its completion is a priority.

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

Sincerely,

Jonathan Wright

Jonathan Wright
Economic and Planning Manager &
Interim Airport Manager

cc. John Donlevy Jr., Auburn City Manager
Gary Bell, City Attorney
Tonya Ward, Senior Planner



**Consolidated
Transportation
Services Agency**

MEMORANDUM

TO: WPCTSA Board of Directors

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: May 25, 2022

Below is the Consent Calendar item for the May 25, 2022 agenda for your review and action.

1. FY 2022-2023 Placer 211 Work Program - \$50,000
Placer County Department of Health and Human Resources (HHS) submitted a proposed work program for FY 2022/23 for the Placer 211 program. The WPCTSA Board approved a three-year funding agreement with HHS at their April 2020 meeting. Per that agreement, WPCTSA will allocate \$50,000 of LTF each fiscal year, for up to three years, to support HHS' development of countywide phone and online information system. This third and final allocation will be reflected in the FY 2022/23 WPCTSA budget, which is scheduled to be presented to the Board in June.

WPCTSA staff recommend approval of the FY 2022/23 Placer 211 Program, which was further supported by the TOWG during their review and discussions regarding the FY 2022/23 WPCTSA on May 2nd.

MC:RC:ML:ss

Dr. Rob Oldham

HHS Department Director
Chief Psychiatrist
Interim PH Officer

March 16, 2022

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

Dear Mr. Luken,

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

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

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

Sincerely,


Robert L. Oldham (Mar 16, 2022 14:58 PDT)

Dr. Rob Oldham

TO: PCTPA Board of Directors

DATE: May 25, 2022

FROM: Rick Carter, Deputy Executive Director

SUBJECT: SR 49 SIDEWALK GAP CLOSURE PROJECT MEMORANDUM OF UNDERSTANDING WITH SPRTA FOR RIGHT OF WAY ACQUISITION, FINDING THE PROJECT EXEMPT FROM CEQA AND FILING A NOTICE OF EXEMPTION

ACTION REQUESTED

1. Adopt Resolution #22-21 to direct the Chair to execute a Memorandum of Understanding (MOU) between the South Placer Regional Transportation Authority (SPRTA) and the Placer County Transportation Agency (PCTPA) authorizing SPRTA to acquire rights of way (ROW) for the SR 49 Sidewalk Gap Closure Project and requiring that PCTPA reimburse SPRTA for all SPRTA costs.
2. Adopt Resolution #22-22 Finding the SR 49 Sidewalk Gap Closure Project exempt from the California Environmental Quality Act (CEQA) and direct the filing of a Notice of Exemption.

BACKGROUND

PCTPA is proposing to construct sidewalk and accessible curb ramps at various locations between post miles 3.7 and 7.5 along State Route 49 (SR 49). The purpose of the SR 49 Sidewalk Gaps Closure Project (Project) is to improve pedestrian accessibility on SR 49 between Interstate 80 and Dry Creek Road. Approximately 3/4 of the Project limits are within unincorporated Placer County and 1/4 within the City of Auburn. PCTPA lacks authority to acquire ROW for the Project and seeks, as it has done in the past, to cooperatively use SPRTA's authority to acquire ROW. SPRTA's Joint Exercise of Powers Agreement (amended October 2003) grants SPRTA the authority to acquire ROW within member's jurisdictions for "Transportation Improvements" designated by SPRTA.

DISCUSSION

Memorandum of Understanding for ROW acquisition

PCTPA is the implementing agency for the environmental, design, and right of way phases of the SR 49 Sidewalk Gap Closure Project while Caltrans will advertise, award, and administer (AAA) the construction of the project. The proposed MOU (Attachment A to Resolution 22-21) identifies the roles and responsibilities of PCTPA and SPRTA regarding ROW acquisition for the project. SPRTA administers the Tier I and II development impact fee programs; the SR 49 Sidewalk Gap Closure Project is not within the boundaries of these fee programs and will not use these fee program funds. The MOU stipulates that PCTPA will reimburse SPRTA for all SPRTA costs.

As part of the ROW acquisition work, the SPRTA Board will establish ROW acquisition procedures. In addition, SPRTA staff are requesting the SPRTA Board delegate broad authority to the SPRTA Executive Director to acquire the ROW, including negotiating and executing purchase

PCTPA Board of Directors

SR 49 Sidewalk Gap Closure Project Memorandum of Understanding with SPRTA for Right of Way Acquisition, Finding the Project Exempt from CEQA and Filing a Notice of Exemption

May 25, 2022

Page 2

agreements that are within the parcel-by-parcel approved budget. Staff are also requesting the SPRTA Executive Director be delegated authority to execute various agreements and document to facilitate the relocations of conflicting utilities. The Board retains the authority and responsibility to approve the appropriation of funds for the acquisition of the property.

Finding the Project Categorically Exempt for CEQA

Caltrans is the Lead Agency for the Project under CEQA; both SPRTA and PCTPA are Responsible Agencies. As a Responsible Agency, PCTPA must rely on the Lead Agency's environmental document when acting on the Project but must prepare and issue its own findings regarding the Project.

PCTPA kicked off the Project in May 2018 by assembling a project development team (PDT) consisting of staff from PCTPA/SPRTA, Placer County, City of Auburn, Caltrans, and consultant staff. The PDT provided input on the design of the Project and other technical aspects required for federal and state approvals leading to construction. PCTPA and the consultant team submitted the Final Project Report and associated environmental documents to Caltrans on November 11, 2019. On December 4, 2019, the PCTPA Board received a presentation on the Final Project Report and associated environmental documentation. Caltrans approved the Final Project Report on December 6, 2019, signifying the completion of the Project Approval & Environmental Document phase of the Project. On December 6, 2019, Caltrans determined that the Project was Categorically Exempt under CEQA and is a Categorical Exclusion under NEPA (Exhibit A).

Staff has reviewed the Project to determine the required level of review under CEQA. The proposed Project is exempt from CEQA pursuant to State CEQA Guidelines Section 15301(c) (Existing Facilities). This exemption applies to minor alteration of existing public or private facilities when the alteration involves negligible or no expansion of an existing use.

The purpose of the SR 49 Sidewalk Gaps Closure Project is to improve pedestrian accessibility on SR 49 between Interstate 80 and Dry Creek Road. The Project consists of constructing sidewalk to fill in gaps in the sidewalk network, accessible curb ramps, and associated improvements at various locations between post miles 3.7 and 7.5 (between Interstate 80 and Dry Creek Road) along State Route 49 (SR 49). The proposed improvements would include the minor alteration of existing facilities within State, County and City of Auburn right of way, involving no expansion of existing uses. No special circumstances exist that would create a reasonable possibility that the proposed Project will have a significant adverse effect on the environment. Therefore, this Project is exempt. Resolution 22-22 finds the project exempt and directs staff to file a Notice of Exemption.

Staff recommends approval of Resolution 22-21 and 22-22. The PCTPA Technical Advisory Committee (TAC) concurred with the staff recommendation.

RRC:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION
AUTHORIZING THE CHAIR TO EXECUTE
A MEMORANDUM OF UNDERSTANDING
WITH SOUTH PLACER REGIONAL
PLANNING AGENCY FOR THE ACQUISITION
OF RIGHTS OF WAY FOR THE PROJECT**

RESOLUTION NO. 22-21

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 25, 2022 by the following vote on roll call:

AYES:

NOES:

ABSENT:

WHEREAS, the Placer County Transportation Planning Agency (“PCTPA”) is proposing, in coordination with Caltrans and the South Placer Regional Transportation Authority (“Authority”) the construction of the SR 49 Sidewalk Gap Closure Project (“Project”) to construct sidewalk and accessible curb ramps at various locations between post miles 3.7 and 7.5 (between Interstate 80 and Dry Creek Road) along State Route 49 within the County of Placer and the City of Auburn; and

WHEREAS, construction of the Project requires acquiring rights of way for the Project; and

WHEREAS, PCTPA desires to coordinate with the Authority for the purposes of acquiring rights of way for the Project; and

WHEREAS, the Authority is authorized to acquire real property in connection with the construction of the Project.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of Placer County Transportation Planning Agency that the Board Chair is directed to execute the Memorandum of Understanding Between Placer County Regional Planning Agency and South Placer Regional Transportation Authority for the Acquisition of Rights of Way for the SR 49 Sidewalk Gap Closure Project (Attachment A).

Brian Baker, Chair
Placer County Transportation Planning Agency

Executive Director

**MEMORANDUM OF UNDERSTANDING BETWEEN
PLACER COUNTY TRANSPORTATION PLANNING AGENCY AND
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY FOR
THE ACQUISITION OF RIGHTS OF WAY FOR THE SR 49 SIDEWALK GAP
CLOSURE PROJECT**

This Memorandum of Understanding (MOU) is made and entered into on May 25, 2022, by and between the Placer County Transportation Planning Agency (PCTPA) and the South Placer Regional Transportation Authority (SPRTA).

1. RECITALS:

WHEREAS, PCTPA in coordination with Caltrans is constructing the SR 49 Sidewalk Gap Closure Project (“Project”) to construct sidewalk and accessible curb ramps at various locations between post miles 3.7 and 7.5 along State Route 49 within the County of Placer and the City of Auburn; and

WHEREAS, SPRTA was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements located in the area of jurisdiction of SPRTA; and

WHEREAS, SPRTA is authorized by its Joint Exercise of Powers Agreement (JPA) dated April 5, 2002 and Amended October, 2003, to acquire real property in connection with the construction of projects benefitting its member agencies; and

WHEREAS, the Project is a transportation project which provides benefit to the County of Placer and is included in the list of Transportation Improvements approved by SPRTA; and

WHEREAS the Parties desire to work cooperatively pursuant to this MOU to complete the Project.

2. PURPOSE:

The purpose of this MOU is to document the agreement between PCTPA and SPRTA to provide for the acquisition of rights of way by SPRTA for PCTPA’s SR 49 Sidewalk Gap Closure Project, with reasonable rights of termination by either party.

3. DUTIES:

a. SPRTA agrees and consents to perform duties as necessary for the acquisition of rights of way for the SR 49 Sidewalk Gap Closure Project, in cooperation with PCTPA.

b. The parties agree that after acquisition of the necessary property by SPRTA, and the construction of the Project by PCTPA, the property and project will be

transferred to Caltrans, and SPRTA will have no responsibilities or obligations related to the property or the Project.

c. PCTPA agrees to fully reimburse SPRTA for all of SPRTA's costs associated with SPRTA's actions to acquire rights of way for the SR 49 Sidewalk Gap Closure Project.

4. TERM:

This MOU shall be effective as of the date first written above and shall remain in effect until terminated or upon completion of the SR 49 Sidewalk Gap Closure Project, whichever occurs first. Termination may be made by action of either PCTPA or SPRTA Board of Directors to withdraw from this MOU with sixty (60) day notice to the other party. PCTPA's obligation to fully reimburse SPRTA for all of SPRTA's costs shall survive termination of this MOU.

5. COMPENSATION:

PCTPA will compensate SPRTA for all documented actual SPRTA costs associated with SPRTA carrying out this MOU. The Staffing Agreement Between South Placer Regional Transportation Authority and Placer County Transportation Planning Agency executed on October 24, 2007, stipulates that PCTPA provides staff to perform the duties of SPRTA. Because PCTPA will be responsible for both providing staff time associated with SPRTA carrying out this MOU and paying those expenses, PCTPA will not bill SPRTA for PCTPA's staff time.

6. EFFECTIVE DATE:

This MOU is effective May 25, 2022.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)
299 Nevada Street
Auburn, CA 95603

Brian Baker, Chair

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)
299 Nevada Street
Auburn, CA 95603

Paul Joiner, Chair

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION
FINDING THAT NO FURTHER
ENVIRONMENTAL REVIEW IS REQUIRED
UNDER THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT FOR THE SR 49 SIDEWALK GAP
CLOSURE PROJECT**

RESOLUTION NO. 22-22

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 25, 2022 by the following vote on roll call:

AYES:

NOES:

ABSENT:

WHEREAS, the Placer County Transportation Planning Agency (“PCTPA”) is proposing, in coordination with Caltrans and the South Placer Regional Transportation Authority ("Authority"), the construction of the SR 49 Sidewalk Gap Closure Project (“Project”) to construct sidewalk and accessible curb ramps at various locations between post miles 3.7 and 7.5 along State Route 49 within the County of Placer and the City of Auburn; and

WHEREAS, the Authority Board of Directors has directed staff to proceed with the actions necessary for the acquisition of real property required for the construction of the Project; and

WHEREAS, the Authority was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements located in the area of jurisdiction of the Authority; and

WHEREAS, the Authority is authorized to acquire real property in connection with the construction of the Project; and

WHEREAS, Caltrans is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and both PCTPA and the Authority are Responsible Agencies pursuant to CEQA; and

WHEREAS, the Project is a project under CEQA, and

WHEREAS, Caltrans has previously determined that the project is Categorical Exempt pursuant to CEQA and received approval of a Categorical Exclusion under NEPA; and

WHEREAS, Section 15301(c) (Existing Facilities) of the State CEQA Guidelines (Chapter 3 of Division 6 of Title 14 of the California Code of Regulations) provides an exemption from CEQA for projects involving the minor alteration of existing public or private facilities when the alteration involves negligible or no expansion of an existing use.

NOW, THEREFORE, the Board of Directors of the Placer County Transportation Planning Agency hereby finds this Project is exempt from CEQA pursuant to State CEQA Guidelines Section 15301 and staff is directed to file a notice of exemption.

Finding: The Project is exempt from CEQA pursuant to section 15301(c) of the State CEQA Guidelines.

Evidence: The Project is exempt from CEQA under State CEQA Guidelines Section 15301(c). This exemption applies to the minor alteration of existing public facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The project consists of constructing sidewalk to fill in gaps in the sidewalk network, accessible curb ramps, and associated improvements at various locations between post miles 3.7 and 7.5 (between Interstate 80 and Dry Creek Road) along State Route 49. The proposed improvements would include the minor alteration of existing facilities within State, Placer County, and City of Auburn right-of-way, involving no expansion of existing uses. No special circumstances exist that would create a reasonable possibility that the proposed project will have a significant adverse effect on the environment. Therefore, the project is exempt.

Brian Baker, Chair
Placer County Transportation Planning Agency

Executive Director

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

3/Pla/49 Dist.-Co.-Rte. (or Local Agency)	3.7-7.5 P.M./P.M.	3H830 E.A/Project No.	6158(82) Federal-Aid Project No. (Local Project)/Project No.
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PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use *Continuation Sheet*, if necessary.)

Placer County Transportation Planning Agency (PCTPA) is proposing to construct sidewalks and accessible curb ramps at various locations between post miles 3.7 and 7.5 along State Route 49 (SR 49) in and near Auburn, in Placer County, California. The purpose of the SR 49 Sidewalk Gaps Closure Project (project) is to provide pedestrian accessibility on SR 49 between Interstate 80 and Dry Creek Road. The project will close sidewalk gaps between Elm Avenue and Dry Creek Road. The proposed project will increase accessible routes in this corridor to 75 percent from 39 percent after completion of Caltrans' project EA 03-2F340, and provide a contiguous accessible path from I-80 to Dry Creek Road.

CALTRANS CEQA DETERMINATION (Check one)

Not Applicable – Caltrans is not the CEQA Lead Agency **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
 Categorically Exempt. Class 1 . (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

Common Sense Exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)]

William Larson

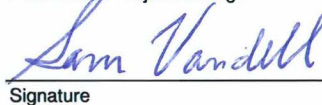
Print Name: Senior Environmental Planner or Environmental Branch Chief


Signature

12/6/19
Date

Samuel Vandell

Print Name: Project Manager


Signature

12/6/19
Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(3)**
- 23 CFR 771.117(d): activity (d)(__)**
- Activity __ listed in Appendix A of the MOU between FHWA and the State**

23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

William Larson

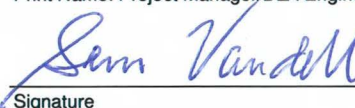
Print Name: Senior Environmental Planner or Environmental Branch Chief


Signature

12/6/19
Date

Samual Vandell

Print Name: Project Manager/DLA Engineer


Signature

12/6/19
Date

Date of Categorical Exclusion Checklist completion:

Date of ECR or equivalent :

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

Biology: Refer to Natural Environment Study – Minimal Impacts

The following measures would be implemented to avoid, minimize, and/or mitigate impacts to riparian and wetland habitat:

- Prior to construction, Placer County Transportation Planning Agency will obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, Section 401 Water Quality Certification from the Central Valley RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFW for permanent impacts to waters of the U.S./State. To compensate for permanent impacts to waters of the U.S./State within Rock Creek (0.035 acres) and at Wetland Ditch #2 (0.0002 acres), PCTPA will purchase credits from a USACE- approved mitigation bank at a minimum ratio of 2:1, pay in-lieu fees to an agency-approved fund, or implement appropriate permittee-responsible mitigation, in coordination with the permitting agencies.
- Environmentally sensitive areas (ESAs) will be designated on project plans and in project specifications to avoid additional impacts to riparian and wetland habitats within the ESL (see NESmi Figure 3-1). Design personnel will coordinate with environmental personnel during the development of the project to determine the exact locations of proposed ESA areas.

ESA information will be shown on contract plans and discussed in the Special Provisions.

ESA provisions may include, but are not limited to, the use of temporary orange fencing to delineate the proposed limit of work in areas adjacent to sensitive resources, or to delineate and exclude sensitive resources from potential construction impacts. Contractor encroachment into ESAs will be restricted (including the staging/operation of heavy equipment or casting of excavation materials). ESA provisions shall be implemented as a first order of work and remain in place until all construction activities are complete.

- Containment measures and construction site Best Management Practices (BMPs) will be employed to prevent any construction material or debris from entering surface waters or their channels. BMPs for erosion control will be implemented and in place prior to, during, and after construction in order to ensure that no silt or sediment enters surface waters.

Caltrans' Standard Specifications require the Contractor to submit a Water Pollution Control Plan (WPCP). This plan must meet the standards and objectives to minimize water pollution impacts set forth in section 7-1.010 of Caltrans' Standard Specifications. The WPCP must also be in compliance with the goals and restrictions identified in the Central Valley Region Basin Plan. These standards/objectives, also referred to as BMPs, include but are not limited to:

1. Where working areas encroach on live or dry streams, lakes, or wetlands, CVRWQCB-approved physical barriers adequate to prevent the flow or discharge of sediment into these systems shall be constructed and maintained between working areas and streams, lakes and wetlands. During construction of the barriers, discharge of sediment into streams shall be held to a minimum. Discharge will be contained through the use of CVRWQCB-approved measures that will keep sediment from entering protected waters.
 2. Oily or greasy substances originating from the Contractor's operations shall not be allowed to enter or be placed where they will later enter a live or dry stream, pond, or wetland.
 3. Asphalt concrete shall not be allowed to enter a live or dry stream, pond, or wetland.
- All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated nonsensitive upland habitat areas. The designated upland areas will be located in such a manner as to prevent any spill runoff from entering waters of the United States.
 - To avoid attracting predators of sensitive species, the proposed project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s).

To avoid spreading invasive plant species the following measures will be implemented:

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

3/Pla/49 Dist.-Co.-Rte. (or Local Agency)	3.7-7.5 P.M./P.M.	3H830 E.A/Project No.	6158(82) Federal-Aid Project No. (Local Project)/Project No.
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• Weed Abatement Program. In compliance with EO 13112 and guidance from the FHWA, the landscaping and erosion control plans included in the project will not use species listed as invasive. A weed abatement program shall be developed for the proposed project and incorporated into the Plans, Specifications, and Estimates (PS&E) package to avoid and/or minimize the importation of nonnative plant material during and after construction. At a minimum, the program shall include the following measures:

- During construction, invasive plant material will be removed from the proposed project work area. All removed invasive plant material will be disposed of properly in a landfill or other suitable facility.
- During construction, the Construction Contractor shall inspect and clean construction equipment at the beginning of each day and prior to transporting equipment from one project location to another.
- During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible.
- During construction, the Construction Contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust. During construction, soil, gravel, and rock will be obtained from weed-free sources.
- Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- After construction, affected areas adjacent to native vegetation will be revegetated with plant species that are native to the vicinity as approved by the District Biologist.
- After construction, all revegetated areas will avoid the use of species listed on the California Invasive Plant Council (Cal-IPC) California Invasive Plant Inventory that have a High or Moderate rating.
- Erosion control and/or revegetation sites will be monitored after construction to detect and control the introduction/invasion of nonnative species. The monitoring period will be determined in consultation with resource agencies.
- Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist.
- All woody invasive species will be removed from the proposed project limits.

The following measures would be implemented to avoid and minimize impacts to migratory birds:

- Restrict Timing of Woody Vegetation Removal: It is recommended that the removal of any woody vegetation (trees and shrubs) required for the project is completed between October 1st and January 31st prior to project construction, outside of the predicted nesting season for raptors and migratory birds in this area. Vegetation removal outside this time period may not proceed until a survey by a qualified contractor-supplied biologist determines that no migratory bird nests are present or in use.
- Nesting Bird Avoidance: If woody vegetation removal, structures construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds (February 1st to September 30th), a focused survey for active nests of such birds shall be conducted by a qualified contractor-supplied biologist within 15 days prior to the beginning of project-related activities. If active nests are found, PCTPA shall consult with USFWS regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918 and with CDFW to comply with provisions of the CFGC. If a lapse in project related work of 15 days or longer occurs, another survey and, if required, consultation with USFWS and CDFW will be required before the work can be reinitiated.

TO: PCTPA Board of Directors

DATE: May 23, 2022

FROM: Mike Luken, Executive Director

SUBJECT: **FINAL FY 2022/23 OVERALL WORK PROGRAM (OWP) AND BUDGET**

ACTION REQUESTED

Adopt Resolution 22-20 authorizing the Executive Director to submit the attached Final FY 2022/23 Overall Work Program (OWP) and Budget as presented and provided to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year. Staff prepared this draft and submitted to Caltrans per this schedule.

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

DISCUSSION

Work Program – Ongoing Activities

The FY 2022/23 work program reflects a continued focus on pre-construction project implementation, seeking funding for activities in the work program, and educating Placer residents on the impact and need for funding for transportation projects. The following are highlights from some of the major work elements in the final OWP:

- Intergovernmental Advocacy (WE13) – in addition to employing advocates at the state and federal level to seek funding and project regulatory relief, this work element funds activities including the Metro Chamber’s Cap to Cap Event, the new Placer Business Alliance Fall visit to Washington DC, and activities with area chambers of commerce.
- Communications and Outreach program (WE 14) – in addition to regular quarterly newsletters, social media activities and earned media, this activity includes working with Caltrans District 3 and SACOG who initiated a project study report for Managed Lanes (toll lanes) on Interstate 80. WE 14 will also include working with Washoe County, the Tahoe Basin and SACOG on Northern California Megaregion initiatives.
- Placer Parkway Phase 1 (WE 40) design is being completed by the County of Placer from Highway 65 to Foothills Boulevard. Final design is nearly complete, and the County is advancing the right-of-way acquisitions and utility relocation work. Construction will likely begin in 2024, assuming construction funding is secured.

- Placer Parkway Minor Realignment (WE40) - Staff is working with the Placer County, the City of Roseville and others to realign a small section of future phases of Placer Parkway to create a more cohesive habitat area by aligning a small portion of the project along Phillips Road.
- The I-80 Auxiliary Lanes Project (WE 43) was awarded construction funding under Cycle 2 of the SB1 Competitive Grant Program. The project is finalizing Caltrans approvals and will advertise for a construction contract in fall 2022. Construction is scheduled to begin in spring 2023 and conclude in Summer 2024.
- The State Route 49 Sidewalk Gap Closure project (WE 44) has completed 90% design and has started right-of-way acquisition for about 50 parcels. Construction is fully funded through a state grant. Construction is anticipated to start in Summer 2023.
- Riego Road/Baseline Road Widening (WE 47) from State Route 99 in Sutter County to Foothills Boulevard in Placer County (12 miles) has completed a project study report. The multi-county team is developing the framework for a regional fee program to provide local funds for construction and is examining the feasibility of installation of traffic signals as an interim measure to improve traffic congestion on the roadway.
- The Placer-Sacramento Action Plan (WE 46) has identified three projects for inclusion in Cycle 3 of SB 1 competitive funding program in 2022. These projects are the Third Track Project Phase 1; Phase 1 improvements to Sacramento Valley Station; and replacement (realignment and extension) of the two existing rail bridges and the addition of a third rail bridge for the Third Track Project over the Capital City Freeway just west of the American River. Efforts for FY 2022/23 will include finalizing the Action Plan report and submission of a grant application in December 2022. If successful, the grant would fund construction contract awards in late 2025.
- Funding Strategy (WE61) - Staff and local elected officials held fifteen workshops last year to update the expenditure plan. No changes were recommended to the expenditure plan by any of these meetings. Staff then embarked upon an outreach plan to implement the education of South Placer residents on the continued deficit in transportation funding for the South part of the County. This effort was hampered greatly by the Delta and Omicron variants and was placed on temporary hold last Fall before being restarted in December. Polling results were presented to the Board in April with direction to move efforts to a potential 2024 election. The work program will consist of outreach activities from July 2022 through June 2023. Considerable resources have and must continue to be expended over multiple years in this program to address the structural deficit in funding for transportation in Placer County. \$172,416 was transferred from the FY21-22 Budget to FY2022-23 as those funds could not be utilized due to the Variant's impact on outreach and will result in reducing additional funds needed in FY22-23. Roseville, Rocklin, Lincoln, and Placer County will contribute a smaller portion of their fair share of an additional \$100,000 in FY 2022/23 towards the funding strategy program from LTF funds. This is a decrease from \$400,000 per year committed by the four jurisdictions in FY 2020/21 and FY 2021/22. It is expected that the \$400,000 level of additional contribution will be needed again in FY23-24.

- The SPRTA Transportation Demand Model and Fee Update Project (WE100) started in January 2021. Over the last 18 months, the project updated the traffic model using Streetlight mobile phone data and implemented a robust internal and external outreach program to inform stakeholders. Staff and the consultant team are now preparing updates to the Tier 1 and Tier 2 fee programs and will engage the development community in the last part of the fiscal year on an update to the fee programs. This effort could carry into the FY2022/23 fiscal year.

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

Work Program – New or Substantially Revised Activities from 2021/22

Staff estimates a robust level of CTSA funded projects (WE 23) this fiscal year. Staff is presently selecting a firm whose technology will allow the implementation of a Microtransit pilot project in South Placer. On the heels of that significant transit project, the update to the Short-Range Transit Plans in some combination with comprehensive operational analyses will be implemented by our transit agencies and PCTPA Staff. PCTPA staff is working with the City of Roseville to implement the South Placer Transit Project, a frequent express service from Lincoln to the Roseville hospital campuses and the Watt Avenue Light Rail Station funded by a SB1 grant. Lastly with the pandemic hopefully subsiding, PCPTA staff will be working with Seniors First to market increased use of the “Placer Rides” volunteer rides program for medical and related appointments.

The Reno/Tahoe Rail Expansion Feasibility Study (WE35) will allow PCPTA and the Caltrans Division of Rail and Mass Transit (DRMT) to complete a passenger rail feasibility study to the Tahoe and Reno Areas. This project will be funded by Caltrans and a small amount of funding from participating jurisdictions. UPRR is working closely with DRMT and PCTPA on this project.

The State of California has implemented the Climate Action Plan for Transportation Infrastructure (CAPTI). This aggressive strategy to reduce vehicle miles traveled and greenhouse gas emissions presents a challenge to Placer’s strategy of implementing all modes of transportation infrastructure including a balanced approach of regional road widening within existing rights-of-way, proven expansion of transit systems for a suburban community and alternative transportation modes such as bicycle and pedestrian trails within and connection our communities. Our two major highway projects needed in the near term are the widening of Highway 65 and the completion of the upgrade of the I-80/Highway 65 Interchange. As both projects currently stand, they are not CAPTI compliant and with very recent funding priorities being discussed at USDOT, the projects must be changed for them to receive federal funding as well. This will require modifying the design plans of both projects and the final OWP has included significant resources to implement this change funded by resources from SPRTA.

- The I-80/65 Interchange (WE41). Staff continues to develop the second phase of the I-80/SR65 Interchange Improvements Project (WE 41), which includes additional ramp widenings and some ramp realignment work. Work for FY 2022/23 includes investigating the addition of new CAPTI compliant features. Because there is substantial interest in light and medium truck charging along the federally designated zero emissions highway of I-80, staff's investigation will emphasize truck charging facility locations and other options to reduce VMT and greenhouse gas emissions.
- The Highway 65 Widening Phase 1 (WE 42) project has completed environmental review and the design plans were developed to 95%. Staff and Caltrans have identified the rephasing of the Highway 65 widening to include managed lanes (toll lanes) and/or transit priority lanes in earlier phases of the project.

Modifications Requested by Caltrans

Caltrans requested several textual changes and clarifications to the preliminary OWP which have been made. One larger change was made to the OWP which staff would like to bring to the attention of the Board involves the Freeway Service Patrol (WE 80). To bring the project into compliance with CMAQ regulations which do not permit use of CMAQ funds for a period longer than five years, staff initiated a fund swap with the City of Roseville for LTF dollars for the upcoming budget. Specifics on the fund swap arrangement with the City of Roseville were approved under this month's PCTPA Consent Calendar. Longer term impacts on potential funding sources or the scope of work for the Freeway Service Patrol will need to be analyzed in coming months to ensure the program is structured properly given available funding.

Staffing

Staffing levels remain the same as in the FY 2020/21 OWP with 7.0 full time equivalent staff; including plans to refill the Senior Planning position vacated in April 2022.

Budget

Staff is pleased to again provide the Board with a balanced budget of \$7,037,972 which is a 29% increase from Amendment 2 of FY 2021/22 OWP mostly due to design and right of way work in Work Element 44 (SR 49 Sidewalk Gap Closure) and use of carry-over funds for Work Element 61 (Regional Transportation Funding Program). The contingency in this final budget remains the same at \$1,066,881. As in previous years, the contingency fund is used for cash flow. Staff implemented a line of credit in FY2021/22 for emergency purposes. The final FY21-22 OWP also projects a maximum cost of living increase of 3% consistent with increases by member agencies. A policy change to implement this change in COLA procedures will be brought to the Board for consideration at the June meeting.

The FY 2022/23 budget includes approximately 59% (\$4,137,212) of reimbursed work and grants, such as SPRTA administration, CTSA administration, I-80 Auxiliary Lanes, Highway 49 Sidewalks, Riego/Baseline Road Widening, Placer Parkway Realignment, building management, and Freeway Service Patrol.

ML:JL:ss



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



OVERALL WORK PROGRAM AND BUDGET

FINAL
FISCAL YEAR 2022/23

May 25, 2022

WORK ELEMENT	TITLE	PAGE NO.
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OVERALL WORK PROGRAM FOR 2022/23

OVERVIEW

The FY 2022/23 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

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

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

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

The 2022/23 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Western Placer Consolidated Transportation Services Agency (WPCTSA) Administration:

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

PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2022/23 OWP. The organization of PCTPA is summarized in Figure 1.

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

GEOGRAPHIC LOCATION

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

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2021 populations: Auburn (14,433), Colfax (2,172), Lincoln (49,624), Loomis (6,808), Rocklin (70,469) and Roseville (146,875). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 103,151. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2021 DOF E-1 Report as updated in May 2021.

AGENCY COORDINATION

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

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

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

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

COMMUNITY PARTICIPATION

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

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

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

FY 2022/23

PCTPA Organizational Chart

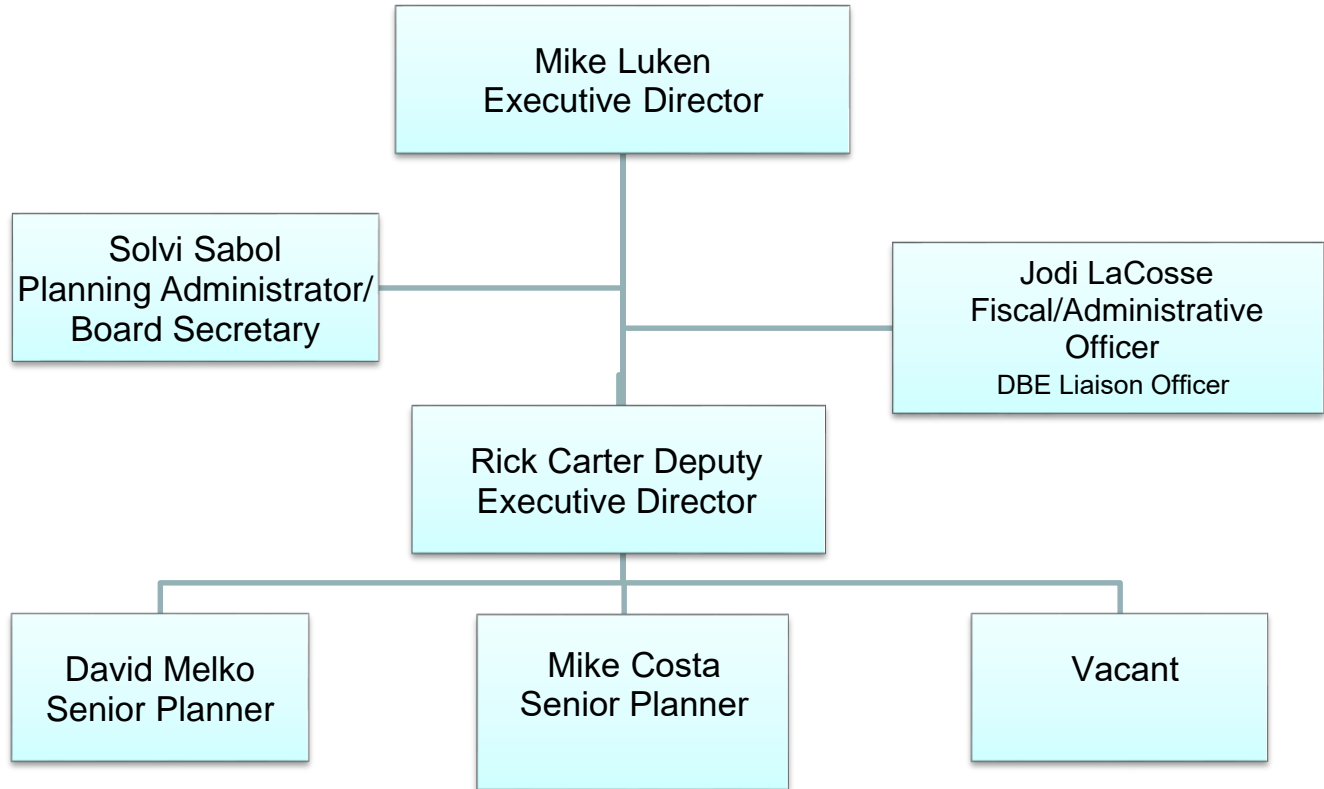
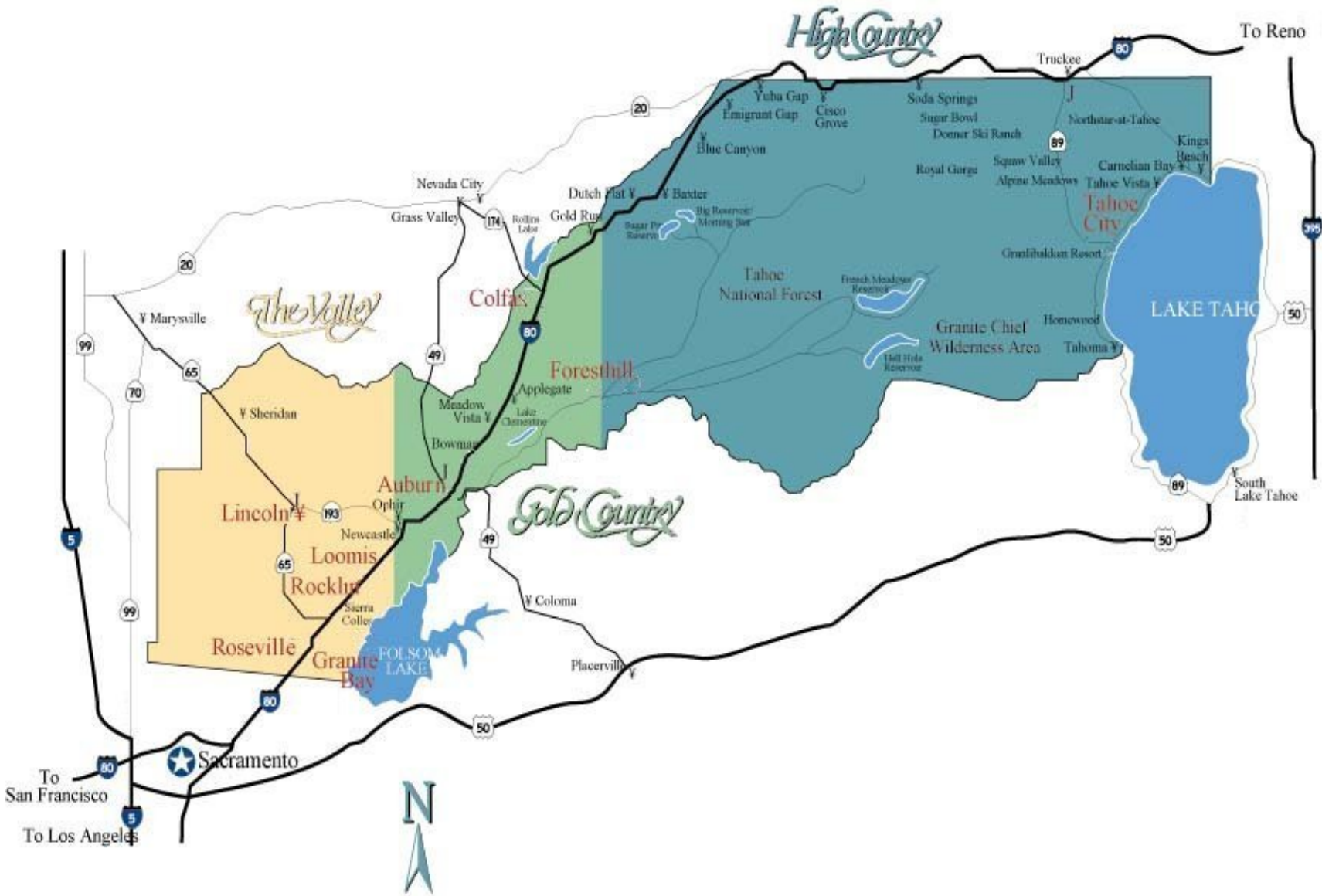


Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

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

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

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

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

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

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

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

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

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

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

Increase the accessibility and mobility of people and for freight

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

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

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

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

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

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

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

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

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

Promote efficient system management and operation

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

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

Emphasize the preservation of the existing transportation system

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

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

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

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

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

Enhance travel and tourism

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

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

CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

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

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

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

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

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

WORK PROGRAM:

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2022/23 operating budget **Ongoing**
- Provide general front desk support, including greeting visitors, answering phones, opening and directing mail, and responding to inquiries **Ongoing**
- Participate in staff meetings to coordinate administrative and technical activities **Monthly**
- Prepare quarterly financial reports for auditors and PCTPA Board **Quarterly**
- Prepare timesheets to allocate staff time to appropriate work elements **Ongoing**
- Perform personnel duties, including employee performance reviews, recognitions, and/or disciplinary actions **Annually/as needed**
- Recruit and hire new employees **As needed**
- Administer PCTPA benefit programs **Ongoing**
- Update Administrative Operating Procedures and Personnel Policies to reflect changes in State and Federal law **As Needed**
- Prepare payroll and other agency checks **Bi-weekly**
- Prepare quarterly and annual tax reports **Quarterly**
- Maintain transportation planning files, correspondence and data **Ongoing**
- Maintain ongoing bookkeeping and accounting **Ongoing**

WORK ELEMENT 05 (continued)

AGENCY ADMINISTRATION: INDIRECT LABOR

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

PRODUCTS:

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

REVENUES		EXPENDITURES	
Various – proportionately spread across all other work elements/fund types	\$324,779	PCTPA	\$324,779

WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM

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

PREVIOUS WORK:

- FY 2020/21 closeout with Caltrans staff **August 2021**
- FY 2021/22 Overall Work Program and Budget amendments **October 2021 and April 2022**
- Preliminary Draft FY 2022/23 Overall Work Program and Budget **March 2022**
- Final FY 2022/23 Overall Work Program and Budget **May 2022**

WORK PROGRAM:

- Prepare FY 2022/23 Overall Work Program and Budget close out documents **July 2022 – August 2022**
- Prepare amendments to FY 2022/23 Overall Work Program (OWP) and Budget **August 2022 - October 2022, January - April 2023, or as needed**
- Prepare FY 2023/24 Overall Work Program and Budget **January 2023 – May 2023**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

- Conduct FY 2021/22 closeout with Caltrans staff **August 2022**
- Quarterly progress reports on FY 2022/23 Overall Work Program **Quarterly**
- FY 2022/23 Overall Work Program and Budget amendments **October 2022, April 2023, or as needed**
- Preliminary Draft FY 2023/24 Overall Work Program and Budget **February 2023**
- Final FY 2023/24 Overall Work Program and Budget **May 2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$39,885	PCTPA	\$66,744
Rural Planning Assistance Funds	<u>\$25,000</u>		
TOTAL	\$66,855		\$66,855
Percent of budget: 0.92%			

WORK ELEMENT 11

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

BACKGROUND: As the Regional Transportation Planning Agency, the most basic responsibility of PCTPA is to administer TDA funds and related programs. Currently, PCTPA administers TDA funds of approximately \$20 - 30 million annually. These funds operate public transit, maintain and construct local roads, and construct bicycle and pedestrian paths. Under the TDA, PCTPA is also responsible for carrying out the annual unmet transit needs process, fiscal audits, performance audits, transit planning, and transit coordination.

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2022 – October 2022**
- Review and summarize all comments received regarding unmet transit needs **December 2022**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2022 – January 2023**
- Prepare a report recommending a finding on unmet transit needs **January 2023 - February 2023**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2022/23 **September 2022**
- Prepare a mid-year status update on FY 22/23 LTF and STA actual revenues to estimates **March 2023**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2023/24 **February 2023**
- Assist claimants with the preparation of project lists, annual claims, and local program administration **Ongoing**
- Provide for the review, approval, and processing of all LTF and other TDA claims and financial transactions **Ongoing**
- Update policies governing review, approval, and processing of all LTF and other TDA claims to ensure timely compliance with TDA law **As needed**
- Maintain a financial status report of TDA and STA claims **Ongoing**
- Provide for an annual financial and compliance audit of PCTPA and each claimant by an independent auditing firm **September 2022 – March 2023**
- Update and administer five year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Annually**
- Facilitate and monitor activities of the Transit Operators Working Group (TOWG) **Bi-Monthly**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**
- Coordinate with Sierra College on potential college student transit pass **Ongoing**
- Begin scoping and consultant procurement for short range transit planning effort (contract funded through the WPCTSA) **October 2022 -June 2023**

PRODUCTS:

- Final Findings of Apportionment for FY 2022/23 **September 2022**
- Preliminary Annual Findings of Apportionment for FY2023/24 **February 2023**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2023**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2023**
- Consultant contract for short range transit plan development **April 2023**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- TOWG meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$193,531	PCTPA	\$148,551
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	\$43,480
TOTAL	\$193,531		\$193,531
Percent of budget: 2.75%			

WORK ELEMENT 12 INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

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

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

WORK PROGRAM:

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

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$64,372	PCTPA	\$74,472
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
TOTAL	\$84,372		\$84,372
Percent of budget: 1.20%			

WORK ELEMENT 13 INTERGOVERNMENTAL ADVOCACY

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

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

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

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual virtual Cap-to-Cap and State legislative advocacy effort **July 2022 – September 2022, January 2023 – June 2023**
- Participate in the Placer Business Alliance Washington DC trip – **October 2022**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Complete a request for approval and recommend the Board hire/rehire a Federal Advocate **October 2022**
- Develop annual Federal legislative and advocacy platform **November 2022 – February 2023**
- Develop annual State legislative and advocacy platform **November 2022 – February 2023**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **Ongoing/as needed**
- Membership in local chambers of commerce including Auburn, Lincoln, Loomis, Rocklin, Roseville, and Sacramento **Ongoing**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

PRODUCTS:

- Attend Self-Help Counties Focus on the Future Conference **November 2022**
- 2023 Federal Legislative Platform **February 2023**
- 2023 State Legislative Platform **February 2023**
- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2023**
- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$181,798	PCTPA	\$54,549
Interest	<u>2,000</u>	Travel and Conference Expenses	10,000
		Legislative Tracking Services	4,650
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	3,399
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	<u>\$75,000</u>
TOTAL	\$183,798		\$183,798
Percent of budget: 2.61%			

WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH

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

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

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

This work element covers the more general public outreach and input that is both important and required by federal and/or state regulations for administering transportation planning and project/program/service delivery activities. Outreach for specific efforts, including transit and rail, I-80/SR 65 Interchange, SR 65 Widening, I-80 Auxiliary Lanes, SR 49 Sidewalks Gap Closure, and the Regional Transportation Funding Strategy are covered under those work elements. Advocacy and lobbying, including policy advocacy outreach or requests for project funding, are covered under Work Element 13: Intergovernmental Advocacy.

WORK PROGRAM:

- Develop and distribute informational pieces to the public, such as brochures, about Agency activities and responsibilities **Ongoing**
- Provide outreach and presentations to interested groups, such as Municipal Advisory Committees, Chambers of Commerce, neighborhood associations, and business groups, on Agency activities and responsibilities **Ongoing/as requested**
- Provide information about transportation options for the general public, including distribution of schedules and informational pieces about transit trip planning, at the Agency offices **Ongoing**
- Administer and update the Agency's Title VI and Disadvantaged Business Enterprise (DBE) programs as required by the federal and/or state regulations pertaining to the funding that the Agency receives for delivering its transportation projects, programs, and services. **Ongoing/as needed**
- Solicit and facilitate input of public on transportation issues by specifically including Agency website address, e-mail address, phone number, , and physical address in all outreach materials. **Ongoing**
- Seek opportunities for partnerships with jurisdictions, tribal governments, community groups, and others to provide greater breadth of outreach **Ongoing**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Board members, jurisdictions, the public, and other appropriate parties **Ongoing**
- Provide prompt responses to public inquiries and concerns, including raising them to Advisory Committee or Board attention as appropriate **Ongoing**
- Major update of the current agency website - www.pctpa.net **July-December 2022**
- Post Board agenda, minutes, and meeting recordings on agency web site **Monthly**
- Provide outreach and respond to inquiries by the media to provide information and analysis of transportation issues that face Placer County and highlight agency activities and input opportunities, including television, radio, newspapers, and other media **Ongoing**
- Develop and implement social media program to highlight transportation programs, projects, issues, and other information pertinent to the traveling public **Ongoing**
- Develop and distribute "e-newsletter" with updates on transportation projects and programs, spotlighting current and upcoming transportation issues **Bi-monthly**
- Hold meetings, workshops, and/or events to capture public attention, disseminate information, and/or solicit input about transportation issues **Ongoing**
- Bring attention to milestones on transportation projects and programs through signage, events, social media, websites, and other appropriate methods **Ongoing/As needed**
- Develop marketing and outreach materials for programs that provide transportation options in Placer County **Ongoing**
- Create, maintain and update agency websites that provide education and information regarding transportation options in Placer County **Ongoing**
- Provide support for alternatively fueled vehicles, including EV charging station **Ongoing**
- Actively participate as a member of the TNT/TMA and support public education and outreach activities applicable to the Truckee-North Tahoe area **Ongoing**

PRODUCTS:

- Information pieces, such as Power Point presentations and brochures, about Agency activities and responsibilities **Ongoing**
- PCTPA "e-newsletter" **Quarterly**
- Social media postings **Ongoing**
- Posting of video recordings of Board meetings **Monthly**
- Major Update and regular Agency web site updates June-December 2022 **going**
- Board agenda postings on website **Monthly**
- Project and event signage **As needed**
- Title VI and/or DBE Program updates **As needed**
- Meeting notifications and advertising **As needed**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

- Project and event website construction and maintenance **As needed**
- Fact sheets, program and project summaries, and other printed materials **As needed**
- Nevada Station Electric Vehicle Station operation reports **Ongoing**
- TNT/TMA progress reports and invoices **Quarterly**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$186,157	PCTPA	\$110,757
CMAQ	<u>40,500</u>	Communications Consultant (Item funded by CMAQ)	47,500
		Graphics Consultant	\$25,000
		Grant Writer	\$25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support (Item funded by CMAQ)	<u>2,000</u>
TOTAL	\$226,657		\$226,657
Percent of budget: 3.22%			

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

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

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

WORK PROGRAM:

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

PRODUCTS:

- Reprocure Property Management Firm **July 2022**
- Accounts receivable, accounts payable, balance sheets, and other accounting records **Ongoing**
- Tenant leases **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	<u>\$17,587</u>	PCTPA	<u>\$17,587</u>
TOTAL	\$17,587		\$17,587
Percent of budget: .25%			

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION

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

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

PCTPA actively participated with SACOG and our other regional partners in the update of the six-county Metropolitan Transportation Plan (MTP), which was adopted in November 18, 2019. Technical reasons for this joint effort include reference to the PCTPA/SACOG Memorandum of Understanding (MOU) dated April 11, 2001, which states SACOG provides air quality conformity and other federal requirements for the RTP. The next iteration of the SACOG MTP is anticipated for adoption in early 2024.

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

Staff kicked off the development of the 2050 RTP in FY 2022/23 with a presentation to the PCTPA Board in February. Although adoption of the plan is not required until December 2024, staff plans to reevaluate the structure and contents of the plan to emphasize linkages between policies and outcomes and to make it more user friendly. The 2050 RTP will also be developed in coordination and on a slightly delayed schedule with the SACOG MTP/SCS, being referred to as the 2024 Blueprint. This approach will ensure consistency between the planning efforts due to the complexity and dynamic planning environment in the Sacramento Region. The parallel schedules of the two efforts creates an opportunity to maximize efficiencies and effectiveness in addressing Placer's needs and goals. The technical coordination with SACOG will consist of the following activities:

- Model Development and Support – PCTPA (SACOG Project #SAC108)
 - This project includes SACOG staff time for Placer County-related travel demand and transportation modeling, data assembly, analysis, and monitoring work.
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive and complete datasets quantifying and describing land use, transportation, and demographic characteristics for Placer County.
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - SACOG is required to update the long-range, six county Metropolitan Transportation Plan/Sustainable Communities Strategy at least every four years. The next update of the plan is scheduled to be completed February 2024. In FY 2022/23 SACOG in partnership with federal, state, and local partners, will be developing land use and transportation scenarios (called pathways) and holding a robust public input process.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - As required under the FAST Act, and/or any other subsequent regulations implemented under the new Infrastructure Investment and Jobs Act (IIJA), SACOG is required to update and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Activities will include inclusion of Placer County data into the metrics and updates to the Project Performance Assessment tool created by SACOG.

PREVIOUS WORK:

PCTPA

- Conducted a project kick-off meeting with the PCTPA Board of Directors – **February 2022**
- Initiated review and development of goals, policies, and objectives – **July 2021 - June 2022**
- Began development of public participation plan – **July 2021– June 2022**
- Coordinated with SACOG on data collection, jurisdiction one-on-one meetings, and 2024 Blueprint Framework – **July 2021 – June 2022**

SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2021 – June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - Placer County 2020 Base Year allocation for housing and employment for 2024 MTP/SCS long range transportation plan. **January 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Developed Regional six-county growth projections for the 2024 MTP/SCS update **December 2021**
 - Plan Process Map, Policy Framework, and Outreach Strategy. **February 2022**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - CMAQ Performance Plan. **September 2021**
 - Pavement and Bridge Performance Targets included in MTP (PM2). **November 2021**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- System Performance Targets (PM3) included in MTP. **November 2021**
- Year 2 Safety Performance Targets (PM1). **February 2022**
- Version 2 Project Performance Assessment Tool. **April 2022**

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Begin development of 2050 RTP chapter outlines **July 2022 – June 2023**
- Prepare and release a request for proposals to secure a consultant to prepare an environmental impact report associated with the RTP – **March 2023**
- Coordinate with SACOG on the development of draft transportation project lists **July 2022 – June 2023**
- Coordinate with SACOG on anticipated transportation funding through 2050 – **July 2022 – June 2023**
- Review and coordinate with SACOG on Blueprint 2024 scenario planning – **July 2022 – June 2023**
- Develop materials and coordinate with SACOG to host elected officials workshops required of the Blueprint 2024 – **Fall 2022**

SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. **July 2021 – June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - Provide data analysis and mapping assistance to Placer County's various plan updates, including demographics, environmental layers, and transportation data for all jurisdictions and special districts. **July 2021 – June 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Develop and evaluate three distinct pathways (or scenarios) designed to test various land use and transportation strategies and investments to inform the final action, financial, and policy elements of the Blueprint Plan. **July – October 2022**
 - Engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. **Monthly**
 - Prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. **August 2022 – March 2023**

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- Prepare and the SACOG board will adopt a preferred pathway (scenario) for the Final Plan. **December 2022 – June 2023**
- Begin development of a Final Plan Document for Blueprint as well as associated technical reports. **December 2022 – June 2023**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Monitor safety performance data and set targets for PM1. **February 2023**
 - Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. **As needed**
 - Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. **As needed**
 - Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. **As needed**
 - Update project performance assessment (PPA) tool and interactive spatial performance metric display. **As needed**
 - Develop Draft CMAQ Performance Plan. **July – December 2022**

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **Bi-Monthly**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- Draft RTP transportation project lists - **Fall 2022**
- Draft RTP transportation funding assumptions - **Spring 2023**
- Select Consultant to prepare RTP 2050 Environmental Impact Report – **June 2023**

SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Support provided and outcomes memo **September 2022, December 2022, March 2023, June 2023**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - New MTP online transportation tool for jurisdiction planners and stakeholders to evaluate transportation projects in the upcoming 2024 MTP/SCS. **July 2022 – June 2023**
 - New online Census Hub on the SACOG Open Data Portal with new data from the 2020 Decennial Census, provide demographics and analysis for land use and transportation planning. **July 2022 – June 2023**
 - New online dashboard for Regional Trails and ATP, will provide data for analysis and future studies. **July 2022 – June 2023**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Final Land Use and Transportation Pathways. **October 2022**
 - Public Workshops. **November 2022**
 - Elected Official Information Sessions. **March 2023**
 - Preferred Pathway Framework. **June 2023**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Establish Regional Targets or Support Statewide PM1 Safety Targets for 2022 - SACOG Board Action. **March 2023**
 - Update Project performance assessment (PPA) tool and interactive spatial performance metric display. **June 2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$250,396	SACOG	\$475,232
Rural Planning Assistance	397,000	PCTPA	\$179,163
Planning, Programming, and Monitoring (PPM)	<u>60,000</u>	Consultant	30,000
		Community Engagement Software	20,000
		Legal	1,000
		Meetings, Travel, and Notifications	2,000
TOTAL	\$707,396		\$707,396
Percent of budget: 10.05%			

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

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

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

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

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the CTSA JPA **Ongoing**
- Oversee the implementation of CTSA as delineated in the Joint Powers Agreement, including Placer Rides, Transit Ambassador, and the South Placer Transportation Call Center, Bus Pass Subsidy, and Mobility Management programs per Memoranda of Understanding **Ongoing**
- Market the new Placer Rides program in coordination with Seniors First, and conduct additional outreach regarding CTSA-funded programs/services **Ongoing**
- Develop and print coordinated transit schedules **Ongoing**
- Develop and keep updated www.sptransitinfo.org **Ongoing**
- Implement WPCTSA SRTP recommendations as needed **Ongoing**
- Develop agenda items for CTSA Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested groups, and citizens **Ongoing**
- Coordinate with SACOG on Federal and/or State funding opportunities available for the region's social service transportation providers as well as implementing and/or updating the SACOG Human Services Coordination Plan. **Ongoing**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2022/23 Budget updates **As needed**
- CTSA FY 2023/24 Budget **June 2023**
- Contracts for CTSA transit services **Annually/as needed**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Reports, audits, and other documentation required of CTSAs **July 2022 – June 2023/as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	\$133,701	PCTPA	\$133,701
TOTAL	\$133,701		\$133,701
Percent of budget: 1.90%			

WORK ELEMENT 24 TRANSIT PLANNING

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

BACKGROUND:

PCTPA actively works with its member agencies and transit operators to improve the public transit system in Placer County. With an increased focus on alternatives to driving alone at the state and federal level, PCTPA's work to expand travel options in Placer County has become a larger part of the agency's work. The COVID-19 epidemic only exacerbated the need for Placer County to rethink how it provides transit services. This Work Element includes general transit planning and coordination, as well as the implementation of key regional transit services, such as the South Placer Transit Project and the Placer County-Roseville-Auburn microtransit pilot program. The South Placer Transit Project would connect South Placer County to the high-frequency Sacramento Light Rail transit system and provide Lincoln residents an efficient alternative to driving and increased congestion and the continued need for enhanced transit services in the Highway 65 Corridor. The new route would begin and end with a stop in the City of Lincoln, continue along the Highway 65 corridor with stops at Sutter Roseville Medical Center and Kaiser Permanente Roseville, and terminate at the Watt/I-80 light rail station in Sacramento County. Sacramento Regional Transit's light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. The microtransit pilot program will utilize mobile software technology to support new, on-demand transit service in areas of Placer County, Roseville, and Auburn that may currently be underserved and/or underutilized with existing public transit options.

WORK PROGRAM:

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

PRODUCTS:

- South Placer Transit Project Implementation Plan **Ongoing**
- Microtransit Pilot Program implementation **Ongoing**

WORK ELEMENT 24 (continued)
TRANSIT PLANNING

REVENUES		EXPENDITURES	
Western Placer CTSA	\$70,147	PCTPA	\$69,647
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$70,147		\$70,147
Percent of budget: 1.00%			

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

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

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

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

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

A key task for the ALUC is coordinating implementation of the Airport Lane Use Compatibility Plan (ALUCP) with the cities of Auburn and Lincoln and Placer County.

WORK PROGRAM:

- Participate in interagency aviation meetings **As Needed**
- Review development projects for consistency with ALUCP **Ongoing**
- Provide staff support for aviation agencies, local jurisdictions and ALUC **Ongoing**
- Administer programs for local jurisdictions **Ongoing/as needed**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **As needed**
- Annually adjust the ALUC fee structure based on CPI. **July 2022**

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

PRODUCTS:

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule**
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC meeting agendas **As needed**
- Annually adjustment of ALUC fee structure July 2022

REVENUES		EXPENDITURES	
LTF	\$43,161	PCTPA	\$36,662
ALUC Fees	5,000	Legal	1,000
		Airport Conformity Consultant	\$10,000
		Meetings, Travel, and Notifications	\$500
TOTAL	\$48,161		\$48,161
Percent of budget: 0.68%			

WORK ELEMENT 33 BIKEWAY PLANNING

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

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

PCTPA staff continues to coordinate with local agencies on the implementation of the 2019 Regional Bikeway Plan for the unincorporated areas of the county by pursuing grants as well as the local bikeway plans to secure grant funding for feasibility studies and construction. PCTPA will continue to update, print, and distribute the Countywide Bikeway Map as it has annually since 2010. Staff will also continue to monitor bicycle planning and implementation needs, and coordinate with SACOG, Caltrans, and jurisdictions on bicycle issues.

WORK PROGRAM:

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on bicycle funding opportunities and grant programs and enhance coordination efforts with Caltrans to identify and program complete streets enhancements to the state highway system in Placer County **Ongoing**
- Coordinate with local jurisdictions, including the City of Folsom, on securing grant funding to complete the Dry Creek Greenway Trail **Ongoing**
- Coordinate with local jurisdictions to develop and secure grant funding for regional bikeway connections to the City of Lincoln and City of Auburn, as identified in the Placer-Sacramento Gateway Plan **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2023 – May 2023**

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

- Using enhanced computer software capabilities, update countywide bikeway maps in-house
- **Ongoing**
- Print and distribute updated countywide bicycle maps **Ongoing**
- Coordinate efforts with Caltrans District 3 on the implementation of their district 3 Active Transportation Plan **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$41,509	PCTPA	\$31,008
CMAQ	<u>2,000</u>	Meetings, Travel, and Notifications	<u>5,500</u>
TOTAL	\$43,509		\$43,509
Percent of budget: 0.62%			

WORK ELEMENT 35

RAIL PROGRAM

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

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

The long-standing focus of Placer’s rail program is to enhance rail service to Placer County. One manifestation of that priority has been work to extend passenger service to Reno. A Reno Rail Conceptual Plan was completed in FY 2004/05, and efforts had been on hold. However in 2021, the Tahoe Mobility Forum raised the possibility of looking at this issue again. Caltrans Division of Rail and Mass Transit (DRMT) will be funding the Sacramento to Reno Service Planning Study. PCTPA will be working closely with Caltrans DRMT and performing the first/last mile analysis and a survey of potential user interest in the potential service to Tahoe and Reno.

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

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

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

WORK PROGRAM:

Participate in CCJPA and other interagency rail committees and meetings **Monthly**

- Coordinate with state and federal agencies and legislators to ensure and enhance the long-term viability of rail service in Placer County **Ongoing**

WORK ELEMENT 35 (continued)
RAIL PROGRAM

- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**
- Monitor and expedite improvements to rail facilities and services in Placer County, including Third Track project **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service, including changes to Amtrak bus services **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Placer stations, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Participate with Placer County, Washoe County RTC, Nevada County Transportation Commission, TRPA, CCJPA, and Caltrans in the Tahoe/Reno Rail Study **July 2022 – June 2023**
- Work with CCJPA on annual marketing program for Placer County **July 2022 – June 2023**

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**
- Sacramento to Reno Service Planning Study (Passenger Rail). This study will include first-last mile rail technical memorandum and customer interest assessment to be completed by PCTPA staff. **June 2023**
- CCJPA marketing materials and video(s) focused on Placer County **July 2022 – June 2023**

REVENUES		EXPENDITURES	
LTF	\$0	PCTPA	\$47,678
CMAQ	7,500	Legal	500
CCJPA	\$7,500	Marketing Consultant	\$15,000
Reno Tahoe Rail Grant – Partnering Local Agency Funding	\$48,677	Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$63,677		\$63,677
Percent of budget:	0.90%		

WORK ELEMENT 40

PLACER PARKWAY (*Multi-year project*)

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

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

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

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

WORK PROGRAM:

- Evaluate a proposed shift in the identified corridor and provide environmental review of the proposed corridor if necessary. **July 2022 – June 2023**
- Assist Placer County and other partners in developing and obtaining a construction level environmental clearances. **Ongoing**
- Participate with Placer County on Project Development Team (PDT) for Placer Parkway Phase 1 **Per County schedule**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Placer Parkway in their planning efforts **Ongoing**

PRODUCTS:

- Tier 1 environmental document revision (addendum, subsequent or supplemental) **July 2022 – June 2023, if needed**

WORK ELEMENT 40 (continued)
PLACER PARKWAY (Multi-year project)

REVENUES		EXPENDITURES	
SPRTA Mitigation Fees	\$58,524	PCTPA	\$111,131
Developer Contribution	\$115,106	Consulting / ROW Acquisition	60,000
		Legal	2,000
		Meetings, Travel, and Notifications	500
TOTAL	\$173,630		\$173,630
Percent of budget: 2.47%			

WORK ELEMENT 41

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

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

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

A project initiation document (PID) for the I-80/SR 65 Interchange Improvements was completed in 2009 by Caltrans District 3. This document provided planning level alignment alternatives, as well as scope, schedule, and cost estimates. The interchange improvements received both federal and state environmental clearance in September 2016.

Phase 1 of the I-80/SR 65 interchange completed construction in September 2019, including a third lane on northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard. The work for FY 2022/23 is expected to focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, as well as pursuing funding for construction of Phase 2.

WORK PROGRAM:

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to close out construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2022 – June 2023**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **July 2022 – June 2023/as needed**
- Maintain and update the project website, www.8065interchange.org **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**

PRODUCTS:

- Coordination with Caltrans and regulatory agencies to settle construction claims and close out environmental monitoring for Phase 1 construction **Ongoing**
- Consider design modifications necessary to align with grant funding opportunities **Ongoing**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	298,531	PCTPA	\$96,031
		Consulting / ROW Acquisition	200,000
		Legal	2,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	298,531		\$298,531
Percent of budget: 4.24%			

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

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

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

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

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

WORK PROGRAM:

- Provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **July 2022 – June 2023/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- Consider design modifications necessary to align with grant funding opportunities **Ongoing**
- Pursue grant funding opportunities for construction of Phase 1 **As needed**

PRODUCTS:

- Grant funding applications **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$298,331	PCTPA	\$96,031
		Consulting / ROW Acquisition	200,000
		Permit Fees	1,800
		Meetings, Travel, and Notifications / Permit Fees	500
TOTAL	\$298,331		\$298,331
Percent of budget:	4.24%		

WORK ELEMENT 43

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

PURPOSE: To begin construction of the I-80 Auxiliary Lanes project. Caltrans pays for and provides staff support through Expenditure Authorization 03-3F230.

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

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

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

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA completed the Project Approval and Environmental Documents (PA&ED) phase in May 2014, and both state and federal environmental approval for the project was obtained in October 2016. Final design and right of way acquisition phases were initiated in February 2018. Construction funding was awarded by the CTC in December 2020. Construction is anticipated to occur in FY 2022/23.

The work for FY 2022/23 is expected to include preparation of project bid documents, advertisement, award and approval of contractor contract, start of construction, and implementation of mitigation requirements.

WORK PROGRAM:

- Work with SACOG, Caltrans, SPRTA, and jurisdictions to ensure inclusion of the I-80 Auxiliary Lanes in their planning efforts **Ongoing**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to complete project bid documents, project construction, and implementation of project mitigation requirements. July 2022 – June 2023
- Develop consultant contract amendments for bidding and construction support. July 2022 – September 2022 With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, area business groups, area homeowners, citizen groups, and other interested parties **July 2022 – June 2023 / as needed**

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

PRODUCTS:

- I-80 Auxiliary Lanes project bid documents. **In accordance with project schedule**
- Consultant contract amendments for bidding and construction support **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
		PCTPA	\$101,651
Federal HIP	<u>\$145,500</u>	Design and Right of Way Consultant	\$283,000
SPRTA	<u>\$281,750</u>	Meetings, Travel, and Notifications	\$1,000
		Permit Fees	2100
		Legal	7500
		PG&E ROW	<u>32,000</u>
TOTAL	\$427,250		\$427,250
Percent of budget:	6.07%		

WORK ELEMENT 44

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

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

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

The standalone Highway 49 Sidewalk Gap Closures project completed the necessary environmental clearance in December 2019. Continued effort to complete the design, and right of way phases will support construction of the project using a \$14.4 million Active Transportation Program (ATP) state grant.

During FY 2022/23, PCTPA and the consultant team will finalize the Plans Specifications & Estimates (PS&E), and complete the right-of-way engineering phases in preparation for Caltrans to prepare and release a bid package for construction in FY 2023/24.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to design (PS&E) improvements per consultant contract **July 2022 – June 2023**
- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties on the right of way phase per consultant contract **July 2022 – July 23**
- With the consultant team, provide information and make presentations on the Highway 49 Sidewalk Gap Closures effort to elected officials, business groups, citizen groups, and other interested parties **July 2022 – June 2023/as needed**

PRODUCTS:

- Final Design Plans **March 2023**
- Right of Way Acquisition **February 2023**
- Right of Way Certification **March 2023**
- Ready to List **FY2023/24**
- Consultant assistance with construction bid package **FY 2023/24**

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

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

REVENUES		EXPENDITURES	
LTF Bike/Ped	\$194,500	PCTPA	\$91,223
CMAQ	\$1,674,659	Design & ROW consultant	1,842,386
ATP	\$75,000	Permit Fees	1,750
		Meetings, Travel, and Notifications	1,000
		Legal	<u>\$7,500</u>
TOTAL	\$1,943,859		\$1,943,859
Percent of budget: 27.62%			

WORK ELEMENT 46

MOBILITY ACTION PLAN *(Multi-year project)*

PURPOSE: To identify projects for potential state and federal funding anticipated in 2022 and 2023.

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

The Action Plan will utilize innovative community engagement, extensive multimodal simulation modeling, and continuous stakeholder coordination. The Action Plan will be used to compete for state and federal grant funding anticipated in winter 2022/23.

PREVIOUS WORK:

- Awarded consultant contract **April 2020** (PCTPA)
- Worked closely with project partners to identify the top 3 projects for upcoming funding opportunities **January 2022** (Consultant and PCTPA)
- Began modeling performance benefits of projects prioritized in the draft Mobility Action Plan **January 2022** (Consultant)
- Conducted outreach to stakeholder partners. **February 2022 – March 2022** (PCTPA and Consultant)
- Developed public outreach videos highlighting priority projects and solicited public input **May 2022** (Consultant).
- Continued performance analysis refinement **October 2021 – June 2022** (Consultant)

WORK PROGRAM:

- Administer Caltrans grant **July 2022 – February 2023** (PCTPA)
- Work closely with project partners to advance priority projects along the corridor that would compete best in state and federal grant programs **July 2022 – December 2023** (Consultant and PCTPA)
- With the consultant team, provide information and make presentations on the PSMAP effort to elected officials, business groups, citizen groups, and other interested parties **As needed** (Consultant and PCTPA)
- Deliver final Action Plan to PCTPA Board **December 2022** (Consultant)

PRODUCTS:

- Draft Placer-Sacramento Action Plan (PSAP) **September 2022**
- Final Placer-Sacramento Action Plan (PSAP) **December 2022**
- Consultant contract amendments **As needed**

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

REVENUES		EXPENDITURES	
LTF	\$149,396	PCTPA	\$109,895
Caltrans Sustainable Communities Grant	\$71,000	Consultant	\$110,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$220,396		\$220,396
Percent of budget: 3.13%			

WORK ELEMENT 47

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

PURPOSE: Facilitate a proactive multi-jurisdictional approach between the Participating Agencies and PCTPA to address cumulative transportation impacts from pending and approved land development within the South Placer and Sutter region.

BACKGROUND: Beginning in January 2020, staff from the three Participating Agencies and PCTPA formed a Project Development Team (PDT) to initiate a Project Study Report (PSR) to scope Riego Road/Baseline Road improvements from SR 99 to Foothills Boulevard. In conjunction with the PDT, a Strategy Team was formed, consisting of corridor development interests. The PSR, approved in October 2020, indicated that Riego Road/Baseline Road needs to be widened and improved to support future planned and approved development, and to provide for a reliable and safe east-west connection to meet anticipated traffic demands in the South Placer and South Sutter region. The PSR process also established a high-level project cost estimate and timeline for the project's environmental review process, the subsequent engineering and design phase, and a construction start date. Completion of the PSR allows the Participating Agencies and PCTPA to pursue local, state, and federal funding for environmental, design, right-of-way, and construction of the Riego Road/Baseline Road improvements.

At the conclusion of the PSR, the PDT recognized that it would be in their best interest to continue to work cooperatively to design, fund, finance, and determine the timing of construction of Riego Road/Baseline Road improvements located in their respective jurisdictions. The PDT also recognized that it would be in their best interest to work cooperatively to obtain State and federal transportation funding, and to develop a fair and equitable method to fund and finance costs of certain regional transportation improvements necessary to address cumulative traffic impacts within the South Placer and South Sutter region. These regional transportation improvements could include Riego Road/Baseline Road, State Route 99/70, Watt Avenue, and Placer/Sutter Parkway. The Participating Agencies executed a MOU, which authorized PCTPA to coordinate the efforts amongst the Participating Agencies to evaluate options and develop a regional transportation funding and financing plan for the South Placer and South Sutter region. Upon consensus on the plan by the PDT,

PCTPA will develop an RFP for any needed consultant services, schedule, and cost estimate to prepare an analysis and reports in support of the plan, and to permit consideration of the plan by the Participating Agencies' elected bodies.

WORK PROGRAM:

- Develop an RFP for consultant services the regional transportation funding and financing plan.
July 2022 – September 2022 Prepare the regional transportation funding and financing plan
July 2022 – June 2023
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties **July 2022– June 2023/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening and other regional projects in their planning efforts **Ongoing**

WORK ELEMENT 47 (continued)

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

PRODUCTS:

- Regional transportation funding and financing options evaluation including Riego Road/Baseline Road Widening. Consultant work product. **In accordance with work program**
- Regional transportation funding and financing options and PA&ED consultant contract(s) **To Be determined**
- Newsletters, press releases, and outreach materials **Ongoing**

REVENUES		EXPENDITURES	
Agency Contribution	\$294,880	PCTPA	\$114,880
		Consultant / ROW	180,000
TOTAL	\$294,880		\$294,880
Percent of budget: 4.19%			

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

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

Another major transportation funding program that PCTPA programs, under the requirements of our designation as Placer's Regional Transportation Planning Agency (RTPA), is the Regional Transportation Improvement Program (RTIP). PCTPA determines how to program the RTIP funds allocated to the county, known as Regional Choice funds. PCTPA also advocates for the allocation of Caltrans' ITIP funds for shared priorities on state highways, including SR 65, SR 49, and I-80. While in recent years, with the advance of Placer's share of RTIP funds for the SR 65 Lincoln Bypass, as well as the fluctuations that result in a diminishing effectiveness of the gas tax revenues that fund the STIP, this is becoming a much smaller portion of PCTPA's funding efforts. However, with the passage of SB 1, it appears the RTIP debt may be paid off sooner, likely bringing this funding source back into play in the 2028 STIP Cycle.

Federal funding is equally volatile. Over the past decade, the shrinking cost effectiveness of the Federal gas tax has required more state and local funding to make ends meet. A very positive boost to Federal funding levels occurred in November 2021, with the passage of the Infrastructure Investment and Jobs Act (IIJA). IIJA effectively replaces the FAST Act and provides a new, five-year authorization of surface transportation funding for highways, transit, and rail programs with an approximately 56% increase in this funding source alone compared to the previous FAST Act legislation. Overall, IIJA introduces \$550 billion of new funding opportunities above the current baseline Federal funding programs, with significant funding increases targeted to new competitive grant programs. Staff will continue to monitor changes to existing, and the introduction of new, funding programs in the IIJA, and will be coordinating with PCTPA's member jurisdictions to continue

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

to obtain and maintain the maximum amount of transportation funding for our local and regional transportation priorities, including transit improvements, Highway 65 widening, the I-80/SR 65 Interchange, SR 49 Sidewalk Gap Closures, Placer Parkway, rail capacity improvements, and various I-80 improvements. Not only do these projects enhance mobility for residents, they also enhance and expand efficient local, regional, and – in the case of I-80 and rail, national goods movement.

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

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

Under AB 1012, agencies are also held responsible for ensuring State and Federal funding is spent promptly and projects delivered within specified time limits. This requirement is backed up by “use it or lose it” timely use of funds deadlines. Some of the major projects subject to these provisions are those receiving funding through the (STBG) and CMAQ programs.

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

WORK PROGRAM:

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare grant and funding applications, including State SCCP, TCEP, LPP, and ATP; and Federal RAISE grants **Per Federal/State schedules**
- Serve as information clearinghouse for various grant programs **Ongoing**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- Provide staff support and advice for local jurisdictions in developing grant applications
Ongoing
- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- Analyze STBG and CMAQ applications and recommend programming to SACOG per Memorandum of Understanding **July 2022 -September 2022**
- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **Ongoing**
- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, STBG, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Carbon Transit Operations Program applications **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly/as needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC program funding schedules**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop application for SB 1 grant programs, including Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**
- Coordinate with Caltrans on the Highway 49 Safety Audit Review and Implementation with Caltrans **Ongoing per Caltrans schedule**

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Amendments and applications to Low Carbon Transit Operations Program **As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- Coordinate with agencies on supporting FTA Section 5310 projects and funding applications **As needed, per Caltrans schedule**
- FTA Section 5311 Program of Projects and Application **August 2022**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2023**
- FHWA Strategic Partnership Grant application **March 2023**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**
- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Per Caltrans/CTC schedules**
- CMAQ and STBG Projects selected for funding **August 2022**
- SB 1 program reports **Per Caltrans/CTC schedules**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$46,821	PCTPA	\$109,821
STIP Programming (PPM)	<u>64,000</u>	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	\$110,821		\$110,821
Percent of budget: 1.57%			

WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM

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

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

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

Covid-19 variants in Fiscal Year 2021-2022 presented a major challenge to our work program. Support for the need for a funding mechanism remains steady but has not returned to 2019 levels of support near the 2/3 needed for a special tax. Our charge is to regroup and redouble our efforts to provide the public with more information about the planning and funding challenges involved in addressing our critical transportation needs. Enhanced and creative efforts to provide that kind of outreach and information is a key to the success of our Regional Transportation Funding Program efforts moving forward.

WORK PROGRAM:

- Continue to monitor traffic volumes, monitor economic conditions, and update/refine the Regional Transportation Funding Outreach Program, including opportunities, needs, and constraints for post-COVID-19 return of traffic congestion estimated approximately June 2022 **July 2022 – June 2023**
- Develop and provide informational materials and fact sheets on transportation needs and funding to interested parties, including community and business groups, and the general public. **Ongoing**
- Continue to identify opportunities to leverage state and federal dollars to enhance local transportation funding efforts **Ongoing**
- Investigate opportunities for innovative funding, such as bonding and public-private partnership for specialized transit services, Placer Parkway, I-80 improvements, and other potential candidate projects **Ongoing**

PRODUCTS:

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

WORK ELEMENT 61 (continued)
REGIONAL TRANSPORTATION FUNDING PROGRAM

- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Updated Sales Tax Revenue Projections **May-June 2023.**

REVENUES		EXPENDITURES	
LTF	\$571,297	PCTPA	\$105,940
LTF Contribution from South County Agencies	<u>100,000</u>	Legal	10,000
		Outreach Consultant/Direct Costs / Events / Printing	490,507
		Mall Kiosk Rent	24,000
		Polling Consultant	35,750
		Meetings, Travel, and Notifications, Misc Costs	5,100
TOTAL	\$671,297		\$671,297
Percent of budget:			
9.54%			

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

WORK ELEMENT 80 (continued)
FREEWAY SERVICE PATROL

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$216,362	PCTPA	\$70,362
FSP State Allocation	394,800	FSP contractor	530,000
		Sacramento Transportation Authority Support	5,800
		Legal	1,000
		FSP Brochures	2,000
		Meetings, travel, and notifications	<u>2,000</u>
TOTAL	\$611,162		\$611,162
Percent of budget: 8.68%			

WORK ELEMENT 100

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)

ADMINISTRATION

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

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

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

PCTPA and SPRTA members approved a comprehensive travel demand forecasting model (TDF) and Tier I and II Regional Impact Fee update in June 2022. With this major milestone successfully completed, staff will enter a maintenance mode of assisting member agencies with the implementation of the TDF model and fee program. Staff has retained an on-call contract with a consultant to assist with technical questions.

WORK PROGRAM:

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

WORK ELEMENT 100 (continued)
SPRTA ADMINISTRATION

PRODUCTS:

- SPRTA Implementation Plan updates **As needed**
- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2022/23 Budget updates **As needed**
- SPRTA FY 2022/23 Budget **June 2022**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**

FY 21/22

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$150,424	PCTPA	\$125,424
		On-Call Model and Fee Assistance Consultant	<u>\$25,000</u>
TOTAL	\$150,424	TOTAL	\$150,424
Percent of budget: 2.14%			

COMMONLY USED ACRONYMS

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

Table 1

**Budget Summary
FY 2022/23**

Expenditures	FY 2022/23 Proposed	FY 22/23 Feb Draft	Difference
Salary	\$959,220	\$1,000,196	(\$40,976)
Benefits	\$584,272	\$594,634	(\$10,362)
Direct (Table 2)	\$4,930,054	\$4,653,294	\$276,760
Indirect (Table 3)	\$564,426	\$574,751	(\$10,324)
Total	\$7,037,972	\$6,822,874	\$215,098
Revenues	FY 2022/23 Proposed	FY 22/23 Feb Draft	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,117,858	\$1,117,858	\$0
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUC Fees	\$5,000	\$5,000	\$0
STIP Planning Funds	\$144,000	\$144,000	\$0
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$394,800	\$394,800	\$0
SB 1 FSP Grants	\$0	\$0	\$0
CMAQ Grants - FSP 21-22	\$0	\$94,000	(\$94,000)
LTF - FSP 22-23	\$218,058	\$124,058	\$94,000
Building Administration	\$17,587	\$18,083	(\$496)
Capitol Corridor Marketing Match	\$7,500	\$7,500	\$0
Interest	\$2,000	\$2,000	\$0
SPRTA Administration	\$150,424	\$154,055	(\$3,632)
SPRTA - I80/SR 65 IC	\$298,531	\$301,426	(\$2,895)
SPRTA - Placer Parkway	\$58,524	\$61,959	(\$3,434)
SPRTA - SR 65 Widening	\$298,331	\$301,226	(\$2,895)
SPRTA - I-80 Aux Lanes	\$281,750	\$284,710	(\$2,960)
HPP Section 1702 - I-80 Auxiliary Lanes	\$0	\$0	\$0
HIP Grant - I-80 Auxiliary Lanes	\$145,500	\$145,500	\$0
CMAQ Grant - SR 49 Sidewalks	\$1,674,359	\$1,456,211	\$218,148
LTF Ped/Bike Discretionary - SR 49 Sidewalks	\$194,500	\$194,500	\$0
ATP State Funding - SR 49 Sidewalks	\$75,000	\$75,000	\$0
Caltrans Sustainable Communities Grant	\$71,000	\$71,000	\$0
Western Placer CTSA JPA Administration	\$133,701	\$137,508	(\$3,807)
CTSA - Transit Planning	\$70,147	\$222,150	(\$152,003)
Baseline/Riego Road-Staff/Consultant Reimburse	\$294,880	\$298,224	(\$3,344)
Reno/Tahoe Rail Extension	\$50,000	\$50,000	\$0
Placer Parkway Amendment	\$115,106	\$115,106	\$0
LTF Additional Contribution from Jurisdictions-WE61	\$100,000	\$100,000	\$0
LTF Carryover	\$172,416	\$0	\$172,416
Total	\$7,037,972	\$6,822,874	\$215,098
Contingency Fund Balance	FY 2022/23 Proposed	FY 2022/23 Feb Draft	Difference
PCTPA	\$1,016,881	\$1,016,881	\$0
Nevada Station	\$50,000	\$50,000	\$0
Total	\$1,066,881	\$1,066,881	\$0
Revenue to Expenditure Comparison	FY 2022/23 Proposed	FY 2022/23 Feb Draft	Difference
Surplus/(Deficit)	\$0	\$0	(\$0)

Table 2

Direct Costs				
FY 2022/23	FY 2022/23	FY 22/23		
	Proposed	February Draft	Difference	Source
TDA Fiscal Audits (WE 11)	\$43,480	\$43,480	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$0	\$0	\$0	LTF
Federal Advocacy Services (WE 13)	\$75,000	\$75,000	\$0	LTF
State Advocacy Services (WE 13)	\$30,000	\$30,000	\$0	LTF
CalCOG Membership (WE 13)	\$3,399	\$3,399	\$0	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Legislative Tracking Services (WE 13)	\$4,650	\$4,650	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$2,000	\$2,000	\$0	CMAQ, LTF
TNT/TMA Membership (WE 14)	\$6,400	\$6,400	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$47,500	\$47,500	\$0	LTF
Graphics Consultant (WE14)	\$25,000	\$25,000	\$0	LTF
Grant Writer (WE14)	\$25,000	\$25,000	\$0	LTF
RTP Update consultant (WE 20)	\$30,000	\$30,000	\$0	LTF
Community Engagement Software (WE20)	\$20,000	\$20,000	\$0	OTHER JURISD.
SACOG Payment (WE 20)	\$475,232	\$475,232	\$0	LTF, RPA
Transit Consultant - Short Range Transit Plan (WE 24)	\$0	\$100,000	(\$100,000)	CTSA
Transit Consultant - Marketing CTSA & Microtransit (WE 24)	\$0	\$50,000	(\$50,000)	CTSA
ALUCP Update Consultant (WE 27)	\$0	\$0	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing (WE 33)	\$5,000	\$5,000	\$0	LTF
Capitol Corridor Marketing (WE 35)	\$15,000	\$15,000	\$0	CCJPA
Placer Parkway Consultant (WE40)	\$60,000	\$60,000	\$0	Developer Reimb.
SR 65/I80 Interchange Reconfiguration Consultant (WE41)	\$200,000	\$200,000	\$0	SPRTA
SR 65 Widening Reconfiguration Consultant (WE42)	\$200,000	\$200,000	\$0	SPRTA
SR 65 Widening Permit Fees (WE 42)	\$1,800	\$1,800	\$0	SPRTA
I-80 Auxiliary Lanes Permit Fees (WE 43)	\$2,100	\$2,100	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - Design (WE 43)	\$0	\$0	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)	\$0	\$0	\$0	HPP, RPS9, HIP
I-80 Auxiliary Lanes - Caltrans Advertise/Award (WE 43)	\$0	\$0	\$0	HPP, RPS9, HIP
I-80 Auxiliary Lanes Consultant - Construction Management (WE 43)	\$283,000	\$283,000	\$0	HPP, RPS9, HIP, SPRTA
I-80 Auxiliary Lanes - PG&E ROW (WE 43)	\$32,000	\$32,000	\$0	SPRTA,HIP
SR 49 Sidewalk Permit Fees (WE 44)	\$1,750	\$1,750	\$0	CMAQ
SR 49 Sidewalk Consultant - Design (WE 44)	\$275,000	\$136,000	\$139,000	CMAQ/LTF
SR 49 Sidewalk Consultant - ROW (WE 44)	\$400,000	\$318,150	\$81,850	CMAQ/ATP
SR 49 Sidewalk - ROW Capital (WE 44)	\$969,166	\$969,166	\$0	CMAQ
SR 49 Sidewalk - Caltrans Advertise/Award (WE 44)	\$150,000	\$150,000	\$0	CMAQ
SR 49 Sidewalk - Env. Mitigation (WE 44)	\$48,220	\$48,220	\$0	CMAQ
PSAP Consultant (WE 46)	\$110,000	\$110,000	\$0	Caltrans Grant
Riego/Baseline (WE 47)	\$180,000	\$180,000	\$0	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50,61 80)	\$27,100	\$27,100	\$0	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$33,000	\$33,000	\$0	HPP, SPRTA
Sales Tax Consultant (WE 61)	\$0	\$0	\$0	LTF
Outreach Consultant (WE 61)	\$123,494	\$45,000	\$78,494	LTF
Paid Digital Ads/Streaming (WE 61)	\$251,856	\$62,347	\$189,509	LTF
Video Production (WE 61)	\$15,000	\$50,000	(\$35,000)	LTF
Direct Mail (WE 61)	\$0	\$0	\$0	LTF
Mall Kiosk Rent/Design (WE 61)	\$24,000	\$24,000	\$0	LTF
Billboards-Static/Electronic (WE 61)	\$0	\$25,000	(\$25,000)	LTF
Website (WE 61)	\$5,000	\$5,000	\$0	LTF
SR 65 Traffic Camera (WE 61)	\$0	\$0	\$0	LTF
Events (WE 61)	\$72,000	\$20,000	\$52,000	LTF
Economic Impact Analysis (WE 61)	\$0	\$0	\$0	LTF
Polling Consultant (WE 61)	\$35,750	\$92,000	(\$56,250)	LTF
Sales Tax Update (WE 61)	\$2,157	\$0	\$2,157	LTF
Funding Program Bonding Consultant (WE 61)	\$0	\$0	\$0	LTF
Printing (WE 61)	\$21,000	\$21,000	\$0	LTF
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$530,000	\$530,000	\$0	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee On-Call Consultant (WE 100)	\$25,000	\$25,000	\$0	SPRTA
TOTAL	\$4,930,054	\$4,653,294	\$276,760	

LTF = Local Transportation Fund
CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds
STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

Table 3

Indirect Cost Budget FY 2022/23				
	FY2022-23	FY 2022/23		
CALTRANS ICAP INDIRECT	Preliminary	February Draft	Variance	Variance %
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$15,000	\$15,000	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$55,000	\$55,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$14,000	\$14,000	\$0	0.00%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$5,000	\$5,000	\$0	0.00%
MEMBERSHIP/TRAINING	\$7,000	\$7,000	\$0	0.00%
OFFICE SUPPLIES	\$3,000	\$3,000	\$0	0.00%
POSTAGE & DELIVERY	\$2,500	\$2,500	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$15,000	\$15,000	\$0	0.00%
ACTUARIAL	\$8,910	\$8,910	\$0	100.00%
FISCAL AUDIT	\$18,400	\$18,400	\$0	100.00%
INDIRECT LABOR - <i>Note 1</i>	\$324,779	\$335,104	(\$10,324)	-3.08%
Subtotal	\$498,589	\$508,914	(\$10,324)	-2.03%
INDIRECT COST ADJUSTMENT FROM FY 20/21	(\$120,895)	(\$120,895)	\$0	0.00%
ICAP ALLOWABLE TOTAL	\$377,694	\$388,019	(\$10,324)	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
OFFICE SPACE	\$169,732	\$169,732	\$0	0.00%
SUBTOTAL	\$186,732	\$186,732	\$0	0.00%
INDIRECT COST BUDGET TOTAL	\$564,426	\$574,751	(\$10,324)	-1.80%

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

Table 4

Revenue - 2022/23 OWP											
	Work Element	Current Year LTF 2021/22	Rural Plan Assist	STIP	Caltrans Sustainable Communities Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other	
5	Agency Admin - Indirect	\$0								\$ 324,779	(1)
10	Agency Admin - OWP	\$39,855	\$25,000								
11	TDA Implementation	\$193,531									
12	Intergovernmental Coordination	\$64,372		\$20,000							
13	Intergovernmental Advocacy	\$181,798								\$2,000	(2)
14	Communications/Outreach	\$186,157					\$40,500				
15	Building Administration	\$0								\$17,587	(4)
20	SACOG/MPO Planning Integration	\$250,396	\$397,000	\$60,000							
23	CTSA Administration	\$0							\$133,701		
24	Transit Planning	\$0							\$70,147		
27	Airport Land Use Commission	\$43,161								\$5,000	(6)
33	Bikeway Planning	\$41,509					\$2,000				
35	Capitol Corridor/Rail	\$0					\$7,500			\$56,177	(3)(15)
40	Placer Parkway	\$0				\$58,524				\$115,106	(9)
41	I-80/SR 65 Interchange	\$0				\$298,531					
42	SR 65 Widening	\$0				\$298,331					
43	I-80 Auxiliary Lanes	\$0				\$281,750				\$145,500	(10)
44	SR 49 Sidewalks	\$0					\$1,674,359			\$269,500	(13)(5)
46	Mobility Action Plan	\$149,396			\$71,000						
47	Riego/Baseline Widening	\$0								\$294,880	(11)
50	Project Programming and Reporting	\$46,821		\$64,000							
61	Transportation Funding Program	\$569,974								\$101,323	(14)
80	Freeway Service Patrol	\$216,362						\$394,800			
100	SPRTA Administration	\$0				\$150,424					
	Unallocated Revenue/Reserve	\$0									
	Total	\$1,983,332	\$422,000	\$144,000	\$71,000	\$1,087,560	\$1,724,359	\$394,800	\$203,848	\$1,007,073	

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor Marketing Match; (4) Building Admin Reimburse; (5) LTF Ped/Bike; (6) ALUC fees; (7) FTA Section 5304 including Local Match; (8) Cities of Auburn and Lincoln; (9) Developer Reimbursement; (10) Federal HIP Funding; (11) Counties of Placer and Sutter, City of Roseville; (12) Local Agency Funding; (13) ATP Federal Funding (14) Addtl LTF-Rsvl, Rock, Linc, Cnty for \ (15) Reno/Tahoe Rail

Table 5

Expenditures - 2022/23 OWP		Caltrans ICAP rate		Total Rate (see Table 3)	SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
		PY	Staff	Indirect							
5 Agency Admin - Indirect	1.36	\$324,779							(1)	\$324,779	see Table 3
10 Overall Work Program	0.17	\$47,489	\$11,621	\$5,745						\$64,855	0.92%
11 TDA Implementation	0.43	\$108,774	\$26,617	\$13,160		\$43,480		\$500	\$1,000 (6)	\$193,531	2.75%
12 Intergovernmental Coordination	0.19	\$54,458	\$13,326	\$6,588					\$10,000 (6)	\$84,372	1.20%
13 Intergovernmental Advocacy	0.12	\$39,943	\$9,774	\$4,832		\$105,000			\$24,249 (3),(8),(10)	\$183,798	2.61%
14 Communications/Outreach	0.29	\$81,100	\$19,845	\$9,811		\$97,500			\$18,400 (2),(7),(9)	\$226,657	3.22%
15 Building Administration	0.05	\$12,878	\$3,151	\$1,558					(6)	\$17,587	0.25%
20 SACOG/MPO Planning Integration	0.54	\$131,190	\$32,102	\$15,871	\$475,232	\$50,000		\$1,000	\$2,000 (6)	\$707,396	10.05%
23 CTSA Administration	0.38	\$97,901	\$23,956	\$11,844						\$133,701	1.90%
24 Transit Planning	0.19	\$50,998	\$12,479	\$6,170		\$0			\$500 (6)(12)	\$70,147	1.00%
27 ALUC/Aviation Planning	0.10	\$26,845	\$6,569	\$3,248		\$10,000		\$1,000	\$500 (6)	\$48,161	0.68%
33 Bikeway Planning	0.12	\$27,831	\$6,810	\$3,367					\$5,500 (6)(13)	\$43,509	0.62%
35 Capitol Corridor Rail	0.13	\$34,911	\$8,543	\$4,224		\$15,000		\$500	\$500 (6)	\$63,677	0.90%
40 Placer Parkway	0.21	\$81,374	\$19,912	\$9,845		\$60,000		\$2,000	\$500 (6)	\$173,630	2.47%
41 I-80/SR 65 Interchange	0.22	\$70,317	\$17,207	\$8,507		\$200,000		\$2,000	\$500 (6)	\$298,531	4.24%
42 SR 65 Widening	0.22	\$70,317	\$17,207	\$8,507		\$200,000		\$0	\$2,300 (6)(14)	\$298,331	4.24%
43 I-80 Auxiliary Lanes	0.27	\$74,432	\$18,214	\$9,005		\$315,000		\$7,500	\$3,100 (6)(14)	\$427,250	6.07%
44 SR 49 Sidewalks	0.27	\$66,797	\$16,345	\$8,081		\$1,842,386		\$7,500	\$2,750 (6)(14)	\$1,943,859	27.62%
46 Mobility Action Plan	0.29	\$80,469	\$19,691	\$9,735		\$110,000			\$500 (6)	\$220,396	3.13%
47 Riego/Baseline Widening	0.31	\$84,119	\$20,584	\$10,177		\$180,000			(6)	\$294,880	4.19%
50 Project Programming and Reporting	0.33	\$80,415	\$19,678	\$9,729					\$1,000 (6)	\$110,821	1.57%
61 Transportation Funding Program	0.25	\$77,573	\$18,982	\$9,385		\$550,257		\$10,000	\$5,100 (6)	\$671,297	9.54%
80 Freeway Service Patrol	0.20	\$51,522	\$12,607	\$6,233		\$530,000		\$1,000	\$9,800 (4),(6),(11)	\$611,162	8.68%
100 SPRTA Administration	0.35	\$91,840	\$22,473	\$11,111		\$25,000				\$150,424	2.14%
Total	7.00	\$1,543,492	\$377,694	\$186,732	\$475,232	\$4,333,623	\$0	\$33,000	\$88,199	\$7,037,972	100.00%

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

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,400 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses (4) FSP brochure; (5) transportation event sponsorship; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage; (10) CalCOG membership; (11) STA Payment; (12) PCN and CalACT memberships; (13) Bike Map printing; (14) Permit Fees

Table 6

Summary of Staff Hours and Costs FY 2022/23

	Staff Hours	Staff Hour %	Person Years	Staff Costs	Staff Cost %
Agency Administration: Indirect	2832	19.45%	1.36	\$324,779	17.38%
Agency Admin - OWP	350	2.40%	0.17	\$47,489	2.54%
TDA Implementation	901	6.19%	0.43	\$108,774	5.82%
Intergovernmental Coordination	390	2.68%	0.19	\$54,458	2.91%
Intergovernmental Advocacy	257	1.77%	0.12	\$39,943	2.14%
Comm/Outreach	610	4.19%	0.29	\$81,100	4.34%
Building Administration	105	0.72%	0.05	\$12,878	0.69%
SACOG/MPO Plan Integration and Support	1128	7.75%	0.54	\$131,190	7.02%
CTSA Administration	780	5.36%	0.38	\$97,901	5.24%
South Placer Transit Project	395	2.71%	0.19	\$50,998	2.73%
ALUC/Aviation Planning	210	1.44%	0.10	\$26,845	1.44%
Bikeway Planning	245	1.68%	0.12	\$27,831	1.49%
Capitol Corridor Rail	268	1.84%	0.13	\$34,911	1.87%
Placer Parkway EIR	439	3.02%	0.21	\$81,374	4.36%
I-80/SR 65 Interchange	465	3.19%	0.22	\$70,317	3.76%
SR 65 Widening	465	3.19%	0.22	\$70,317	3.76%
I-80 Auxiliary Lanes	560	3.85%	0.27	\$74,432	3.98%
SR 49 Sidewalks	560	3.85%	0.27	\$66,797	3.58%
Mobility Action Plan	602	4.13%	0.29	\$80,469	4.31%
Riego/Baseline Widening	654	4.49%	0.31	\$84,119	4.50%
Project Programming and Reporting	692	4.75%	0.33	\$80,415	4.30%
Regional Funding Program	514	3.53%	0.25	\$77,573	4.15%
Freeway Service Patrol	418	2.87%	0.20	\$51,522	2.76%
SPRTA Administration	720	4.95%	0.35	\$91,840	4.92%
Total	14560	100.0%	7.00	\$1,868,271	100.0%

Table 7
**Agency Salary and Pay Range
 FY 2022/23**

			FY 2022/23 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	16329	21882
Deputy Executive Director	Deputy Director	1	13011	17125
Senior Transportation Planner	Senior Planner	3	9691	12369
Associate Planner	Associate Planner	0	7640	9751
Assistant Planner	Assistant Planner	0	5857	7474
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	9775	12475
Planning Administrator/Board Secretary	Executive Assistant	1	7148	9123
			FY 2022/23 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	44.08	56.26
Planning Intern	Planning Intern	0	25.35	32.32

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVING THE FINAL
FISCAL YEAR 2022/23 OVERALL WORK
PROGRAM AND BUDGET**

RESOLUTION NO. 22-20

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held May 25, 2022, by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

WHEREAS, the Fiscal Year (FY) 2022/23 Overall Work Program and Budget (OWP) is the primary management tool for the PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

WHEREAS, the Draft FY 2022/23 OWP was approved on March 23, 2022, submitted to Caltrans for comment and Caltrans' comments were incorporated into the Final Document; and

WHEREAS, the Final FY 2022/23 OWP adjusts staff time, professional services, and funding between work elements based on projections for FY 2022/23.

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves the Final FY 2022/23 OWP.



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

Technical Advisory Committee Meeting Minutes

May 10, 2022 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Kevin Yount, Caltrans
Carl Moore, City of Colfax
Araceli Cazarez, City of Lincoln
Roland Neufeld, City of Lincoln
Merrill Buck, Town of Loomis
Keith Jukes, City of Rocklin
Justin Nartker, City for Rocklin
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville
Amber Conboy, Placer County
Will Garner, Placer County
Katie Jackson, Placer County
Richard Moorehead, Placer County
Jaime Wright, Placer County

Staff

Rick Carter
Mike Costa
Jodi LaCosse
David Melko
Solvi Sabol

Final FY 2022/23 Overall Work Program and Budget

Jodi LaCosse explained that we will be bringing the final FY 2022/23 Overall Work Program and Budget to the Board in May. This version has been adjusted from the draft presented in March to include a 3% Cost of Living Adjustment (COLA) increase instead of the 7.4% included in the draft. Next month, the Personnel Policies will reflect language which establish a cap on COLAs. Based on Caltrans Local Assistance comments, we will be adding language to outline consultant activities and previous work completed and will shift \$94,000 in CMAQ to LTF for the Freeway Service Patrol (FSP). Other changes include adjustments to direct project costs based on the most current information for the Highway 49 Gap Closure Project, transit planning and funding strategy projects. Lastly, Jodi said we expect a \$172,000 carryover for the Funding Strategy from FY 2021/22 to be used in FY 2022/23. This reduces the contribution for needed for this effort from the south county jurisdictions.

I-80 Aux Lanes Construction Support Services, Dokken Engineering Master Agreement and FY 2022/23 LOTA

David Melko explained that the Board authorized the Chair and Executive Director sign the I-80 Auxiliary Lanes Project Construction Cooperative Agreement with Caltrans. The agreement establishes that PCTPA will have the Engineer of Record, which is Dokken Engineering, available to resolve any issues that may arise. The project closeout is anticipated to occur by 2028. Dokken Engineering’s existing Master Agreement expires June 30, 2022. A new five-year Master Agreement for engineering construction support services is proposed, from July 1, 2022 to June 30, 2027. The five-year cost of The Master Agreement is \$598,270.33 and is included in the project’s construction support budget. Most of this five-year cost is anticipated to occur between FY 2022/23 through FY 2024/25. Funding will be provided by SPRTA.

We will be taking a Letter of Task Agreement for \$237,764.27 to the Board this month for FY 2022/23, which reflects engineering construction support services as needed from Caltrans and support to PCTPA as part of the agency’s environmental and permitting responsibilities. The TAC concurred.

Highway 49 Sidewalk Infill: MOU with SPRTA for ROW / Adopt Environmental Document

Rick Carter explained that PCTPA lacks the legal authority to acquire right-of-way (ROW). The Highway 49 Sidewalk Gap Closure project requires ROW on five parcels and 43 temporary construction easements. SPRTA will need to be the agency used for the acquiring the needed the ROW. PCTPA however, will be taking on all funding obligations. An MOU needs is being brought to both PCTPA and SPRTA Boards establishing the roles and responsibilities of each. PCTPA, as a Responsible Agency, will also need to file an NOE. The TAC concurred with staff’s recommendation.

Quarterly Status Report on Regionally Significant Transportation Projects

Mike Costa said the last time PCTPA provided a status report to the PCTPA Board for regionally significant projects was in September 2021. Mike will be sending out an email to Placer jurisdictions asking for updates to projects that are in the 2021 MTIP.

City of Auburn General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency Extension Request

David Melko said that we received a request from the City of Auburn asking for a 180-day extension to complete the process to update its General Plan to be consistent with the ALUCP. This will be going the Commission this month for approval. The TAC concurred with the extension request.

Other

PCTPA Board Meeting: Wednesday, May 25, 2022 at 9:00 am
Next TAC Meeting: Tuesday, June 7, 2022 at 3:00 pm

The TAC meeting concluded at approximately 3:25 p.m.

SS:ML

TO: PCTPA Board of Directors

DATE: May 25, 2022

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

SUBJECT: STATUS REPORT

1. Freeway Service Patrol (FSP)

The FY 2021/22 3rd Quarter, Jan-Mar 2022, statistical summary for Placer FSP is attached. For the 3rd Quarter, there were 637 total assists. This compares to 729 assists the same quarter last year. Sunday service was temporarily suspended starting February 1, 2022 through June 30, 2022 due to operator recruiting issues. During the month of January 2022, there were eleven (11) assists that occurred on Sundays. Nine (9) survey comments were submitted for the 3rd quarter. All motorists rated the service as “excellent.” A comment received from a motorist who received FSP assistance on March 8th: *“Teran was courteous and made me feel safe on the side of the freeway. Truly a hero!!!! So glad to be in California and Placer County where this type of service is (a) priority.”*

2. 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)	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	11,688
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	112,224
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	12,903
Vanpool	5,401	978	17,909	910	1,382	1,190	1,302	4,784	1,066	895	630	2,591
Commuter	18,496	1,960	58,720	1,528	1,268	1,038	1,545	5,379	1,575	2,546	2,287	6,408
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	134,126
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	229,126
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	75,001
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	12,671
Commuter	32,029	2,954	108,317	3,422	2,685	2,399	3,806	12,312	4,534	4,955	5,072	14,561
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	102,233
Western Placer CTSA												
Placer Rides - Volunteer	1,071	543	4,301	752	603	603	739	2,697	545	721	737	2,003
Placer Rides - Last Resort	1,119	667	3,980	575	683	819	751	2,828	63	53	214	330
Total (all services)	2,190	1,210	8,281	1,327	1,286	1,422	1,490	5,525	608	774	951	2,333
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	479,506
Annual Totals		981,701				491,164				479,506		

PCTPA Board of Directors
Status Report
May 25, 2022
Page 2

Quarterly Call Center Statistics

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)	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	22,652
% Calls Answered within 90 seconds	90%	87%	88%	80%	83%	85%	83%	83%	88%	83%	86%	86%
% Calls Answered within 3 minutes	95%	93%	94%	89%	91%	92%	91%	91%	93%	88%	93%	91%
% Calls Answered within 6 minutes	99%	99%	99%	98%	98%	98%	97%	98%	99%	91%	99%	96%
Calls Abandoned	716	705	3,617	811	974	674	973	3,432	631	634	794	2,059
Average Speed Calls Answered	0.33	0.44	38%	0.69	0.52	0.45	0.62	56%	37%	29%	44%	36%
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	1.47
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	5,880

SS:MC:ML

PCTPA FSP 3rd Quarter, (Jan-March 2022) Statistical Summary

Total Assists = 637 and Total Surveys = 9

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	52.9%	331	Found by You	66.3%	422	Yes, very	100.0%	9
Sport Utility Vehicle/Crossover	20.5%	128	Dispatched by CHP	22.0%	140			
Pickup Truck	18.5%	116	Partner Assist	9.7%	62	How did FSP know you needed help?	Percent	Count
Blank	1.8%	11	Revisit	0.9%	6	Driver saw me	100.0%	9
Other	2.1%	13	Directed by CHP Officer	1.1%	7	Others	0.0%	0
Motorcycle	1.9%	12						
Truck - Over 1 Ton	1.1%	7	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
Big Rig	2.6%	16	Quick Fix / Repair	19.8%	126	Excellent	100.0%	9
RV/Motorhome	0.5%	3	Towed to Drop Zone	12.9%	82			
Truck - Under 1 Ton	0.0%	0	Towed Off Freeway	11.3%	72	How did you hear about FSP?	Percent	Count
			Traffic Control	14.4%	92	Hadn't heard until today	66.7%	6
Vehicle Problem	Percent	Count	Partner Assist	4.4%	28	Was helped previously	11.1%	1
Accident	25.1%	160	Tagged Vehicle	7.7%	49	Have seen trucks driving around	22.2%	2
Mechanical	22.0%	140	None - Not Needed	9.1%	58	Brochure	0.0%	0
Flat Tire	22.0%	140	Called for Private Assistance	6.6%	42	Other	0.0%	0
Out of Gas	9.7%	62	Other	5.5%	35			
Abandoned	8.5%	54	Debris Removal	3.9%	25	How long did you wait before FSP arrived?	Percent	Count
Partner Assist	0.2%	1	None - Motorist Refused Service	1.1%	7	Less than 5	44.4%	4
Driver Related	1.9%	12	Escort Off Freeway	2.7%	17	5 - 10 minutes	44.4%	4
Other	3.2%	20	Provided Transportation	0.6%	4	10 - 15 minutes	11.1%	1
Overheated	0.6%	4				15 - 20 minutes	0.0%	0
None - Not Needed	2.8%	18	Vehicle Location	Percent	Count	20 - 30 minutes	0.0%	0
Electrical	1.7%	11	Right Shoulder	75.4%	472	30 - 45 minutes	0.0%	0
Unsecured Load	1.0%	7	Left Shoulder	8.3%	52	Over One Hour	0.0%	0
Debris	1.3%	8	In Freeway Lane(s)	6.2%	39			
Car Fire	0.0%	0	Blank	1.8%	11	Other Metrics		
Locked Out	0.0%	0	Ramp/Connector	10.1%	63	Average Duration (Minutes)		16.5
			Unable to Locate	0.0%	0	Overtime Assists		26
						Overtime Blocks		49
Source: http://www.sacfsp.com/admin			Total Comments	NA	22	Multi-Vehicle Assist		78

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: May 5, 2022
RE: April 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 April 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, live updates on the Keep Placer Moving Community Meetings, City of Roseville traffic updates, Caltrans traffic updates, Capitol Corridor Weekend Get Away in Placer Region video, City of Rocklin Roundabout and the ongoing promotion of our projects, Traveling Trivia and the Roving Reporter.

Key social media post subjects included:

- Caltrans District 3 traffic alerts
- Capitol Corridor Weekend Get Away in Placer Region video
- City of Auburn's New On-Demand Service
- Regional Traffic updates
- Traveling Trivia campaign
- Roving Reporter live interviews
- City of Rocklin Virtual Community Meeting #2
- City of Rocklin Roundabout Groundbreaking Event

Current social media page statistics include:

- Facebook – 1,852 Followers
 - *Previously: 1,851*
- Twitter – 1,323 Followers

- *Previously: 1,322*
- Instagram – 1,036 Followers
 - *Previously 1,029 Followers*

Key website analytics include:

- 1,734 users visited pctpa.net in April
 - 80% New Visitors, 20% Returning Visitors
- Total page views for the PCTPA website during April: 3,129
 - 41.42% of views were on the Main Page
 - 5.15% of views were on the Agendas 2022 Page
 - 2.72% of views were on the Meet the Staff Page
 - 2.59% of views were on the Placer County Bike Map Page
 - 2.17% of views were on the About Page

Project/Programs Assistance

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

- Reached out to local PIO's to schedule release a "Visit Placer County Video"
- Outreach for the Rocklin Road and 80 Interchange Stakeholder Meeting
 - Followed up with Stakeholders with meeting summary and videos
- Outreach for the Rocklin Road and 80 Interchange Community Meeting #2
 - Posted flyer on AIM and PCTPA social media pages
- Reached out to business to host boards for Traveling Trivia Questions
 - Over 100 businesses contacted
- Continued with the Traveling Trivia Campaign
- Continued with the Roving Reporter Interviews
- Created marketing materials and slogan for Traveling Trivia/Roving Reporter signage



May 4, 2022

TO: Mike Luken, Executive Director, Placer County Transportation Planning Agency
FROM: Nancy Eldred, Senior Account Executive, FSB Public Affairs
RE: April Summary of Activities for Funding Strategy Outreach Effort

Stakeholder Outreach – In Progress

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

Partner Collaboration – In Progress

- Continued Traffic Camera Partnership Outreach
- Participated in Meetings to Support Roving Reporter and Traveling Trivia Program
- Participated in Survey Meetings with Research Team
- Provided Program Update and Recommendations to PCTPA Board at April Board Meeting

Earned Media/Collateral Development/Paid Advertising/Events – Complete

- Traffic Camera Pitches
- Rocket TV
- Matching Funds Gold Country Media Column
- Planned and Held Community Meetings at Quarry Park, Sun City Lincoln and Sun City Roseville

Account Management – Complete

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Reformulated Program for Next Year
- Prepared monthly report

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PUBLIC AFFAIRS

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

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PUBLIC AFFAIRS

	<ul style="list-style-type: none"> ● Digital Billboards- ● Mall Kiosk- ● Elected, Civic and Stakeholder-Engagement ● KCRA Traffic Camera Coverage
November 2021	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV Traffic Camera/Promotions ● Earned Media ● Traditional Media Placements ● Mall Kiosk ● Elected, Civic and Stakeholder-Engagement ● Polling (Last Week) ● Sacramento Business Journal Interview ● Gold Country Media Infrastructure Bill-Series ● Drafted Stakeholder Email Verbiage
December 2021	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Polling Meetings ● Rocket TV ● Traffic Camera/Promotions ● Mall Kiosk ● Earned Media: Holiday Traffic ● Elected, Civic and Stakeholder-Engagement ● Polling Meetings
January 2022	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV ● Earned Media ● Traffic Camera/Promotions ● Stakeholder Meeting ● Mall Kiosk ● Earned Media: Winter Sports; Connectivity, Mobility ● Elected, Civic and Stakeholder-Engagement
February 2022	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV ● Earned Media ● Traffic Camera/Promotions ● AIM Marketing Program ● Production of new Digital Advertising-Content ● Assistance with Traveling Trivia and Roving Reporter

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PUBLIC AFFAIRS

	<ul style="list-style-type: none"> ● Client Budget Meeting ● Emergency Response Video Production ● Mall Kiosk Rewrap and Design ● Elected, Civic and Stakeholder Engagement
<p>March 2022</p>	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV ● Earned Media ● Traffic Camera/Promotions ● Rocklin, Roseville, Lincoln Community Events ● Paid Digital Advertising Launch ● AIM Marketing Program ● Mall Kiosk ● Elected, Civic and Stakeholder Engagement
<p>April 2022</p>	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV ● Earned Media ● Traffic Camera/Promotions ● Rocklin, Roseville, Lincoln Community Dinners ● Paid Digital Advertising ● AIM Marketing Program ● Mall Kiosk ● Board Presentation ● Reformulated Program Moving Forward ● Elected, Civic and Stakeholder Engagement



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April 29, 2022

To: PCTPA

From: Sante Esposito

Subject: April Issues Report

“Build Back Better” Bills (BBB)

The Senate situation is still a work in progress. The House-passed mega bill is dead in the Senate. The focus now in the Senate is on a version that highlights climate change and tax reform. However, the expectation is that even with that focus noncontroversial items will also be included. Included in the House-passed bill of interest 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 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.

FY23 Earmarks

Both Appropriations Committees have announced their schedule for receiving FY23 earmark requests. PCTPA has not requested any earmarks. However, PCTPA is supporting the request of Placer County (\$5M for the Placer Parkway – Padilla and \$5M for the Resort Triangle Improvements, Lake Tahoe – Feinstein) and Roseville (\$5M for the Dry Creek Greenway, Bike Ped Project – Sens. Feinstein and Padilla).

President’s FY23 Proposed “Transportation” Budget

The budget provides \$68.9B for the Federal-aid Highway program, a \$19.8 billion increase from the 2021 enacted level. This includes \$9.4 billion provided by the Bipartisan Infrastructure Law for 2023 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 2021 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 2021 enacted 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 funded from the Highway Trust Fund; \$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.