



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, April 27, 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@pctp.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/95177881962>

You can also dial in using your phone: US: +1 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) | Webinar ID: 951 7788 1962

- A. Flag Salute**
- B. Roll Call**
- C. AB 361 Remote Teleconferencing** **Action**
Solvi Sabol 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: March 23, 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
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- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. **Pg. 8**
1. FY 2021/22 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$886,427 **Pg. 10**
 2. PCTPA Federal Transit Administration (FTA) Section 5311 Program of Projects for FY 2021/22: \$680,504 and FY 2022/23: \$694,114 **Pg. 14**
 3. FY 2020/2021 TDA Financial Audits (under separate cover)
- H. Consent Calendar: Airport Land Use Commission (ALUC)** **Action**
 Below are the Consent Calendar items for the April 27, 2022, agenda for your review and action. Item 1 is calendared for consent as a public hearing and will be approved in one motion without discussion unless a member of the Commission or the public requests that the item be removed from the consent calendar at which time public hearing comments will be heard separately. **Pg. 28**
1. **9:00 A.M. PUBLIC HEARING:** Airport Land Use Commission Consistency Determination: Placer County 2022 Zoning Text Amendments **Pg. 30**
 2. City of Lincoln General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency Extension Request **Pg. 49**
- I. Consideration of April 2022 Polling Results and Provide Staff Direction for a Potential 2022 Sales Tax Measure** **Action**
Mike Luken **Pg. 50**
- Provide direction to staff on whether polling supporting a South County District and direct staff to:
 - a. Seek town council, city council and Board of Supervisor approval of the proposed expenditure plan as presented in this report during the month of May 2022.
 - b. Return to the PCLTA Board on June 22, 2022, for consideration of ordinance to place a transportation sales tax measure on the November 2022 ballot.
 - If polling is inconclusive at this time to support a 2022 measure, direct staff to continue its outreach strategy as proposed in the preliminary FY 2022/23 OWP for a potential November 2024 ballot.
- J. FY 2021/22 Overall Work Program and Budget (OWP) – Amendment #2** **Action**
Jodi LaCosse and Mike Luken **Pg. 53**
- Authorize the Executive Director to submit FY 2021/22 Overall Work Program (OWP) and Budget Amendment #2 to Caltrans as provided.

**Board of Directors Meeting Agenda
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K. Executive Director’s Report Info

L. Board Direction to Staff

M. Informational Items Info

1.	PCTPA TAC Minutes – April 12, 2022	Pg. 55
2.	Status Reports	
a.	AIM Consulting –March 2022	Pg. 58
b.	FSB Communications – March 2022	Pg. 60
c.	Key Advocates – March 2022	Pg. 64
d.	Capitol Corridor Monthly Service Performance Report	Pg. 66
	PCTPA Financials – March 2022 Receipts & Expenditures	<i>Separate Cover</i>

Next Meeting – April 27, 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

FROM: Solvi Sabol, Planning Administrator

SUBJECT: AB 361 REMOTE TELECONFERENCING

DATE: April 27, 2022

ACTION REQUESTED

Adopt 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.

BACKGROUND

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

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

DISCUSSION

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

The Governor’s state of emergency remains, and the Cal OSHA Regulations related to social distancing remain in place and were extended recently until May 5, 2022, as of this writing.

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

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

It is recommended that this April 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. 22-17

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 27, 2022 by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Signed and approved by me after its passage

Chair Baker
Placer County Transportation Planning Agency

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)**

**March 23, 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 Wilkins and second by Broadway, the Board adopted Resolution No. 22-13, 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, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

APPROVAL OF ACTION MINUTES – February 23, 2022

Upon motion by Houdesheldt and second by Broadway, the action minutes of February 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:

Public comment was received from Michael Garabedian, Placer Tomorrow and Peter Eakland, City of Rocklin resident.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. FY 2021/22 City of Roseville Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$159,040

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

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

NOES/ABSTAIN: None

I-80 AUXILIARY LANES PROJECT CONSTRUCTION COOPERATIVE AGREEMENT

Staff report and presentation presented by David Melko, Senior Transportation Planner

Public comment was received from Michael Garabedian, Placer Tomorrow

Upon motion by Dowdin Calvillo and second by Joiner the Board approved the action items as shown below by the following roll call vote:

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

NOES/ABSTAIN: None

Action Items:

1. Conditionally approve entering into a Cooperative Agreement with Caltrans for construction of the I-80 Auxiliary Lanes project subject to action by SPRTA to include the project in the Tier I Regional Transportation and Air Quality Mitigation Fee program update with a construction funding commitment not to exceed \$10 million.
2. Authorize the Chair and the Executive Director to execute said Cooperative Agreement.
3. Authorize the Executive Director to execute any future amendments to the funding summary or to shift funding contributions so long as it does not increase the overall PCTPA funding contribution. Any increase in PCTPA funding, if required, will require Board approval.

Preliminary Draft FY 2022/23 Overall Work Program (OWP) and Budget

Staff report and presentation presented by Mike Luken, Executive Director

Public comment was received from Peter Eakland, City of Rocklin resident and Michael Garabedian, Placer Tomorrow.

Upon motion by Dowdin Calvillo and second by Holmes, the Board approved the preliminary draft FY 2022/23 Overall Work Program (OWP) and Budget as provided to the Board by the following roll call vote:

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

NOES/ABSTAIN: None

Verbal Update and Direction on the Transportation Funding Strategy

Staff report and presentation provided by Mike Luken, Executive Director

Public comment was received from Michael Garabedian, Placer Tomorrow. No action was needed for this item.

EXECUTIVE DIRECTOR'S REPORT

Mike Luken reported that the following items:

- 1) The annual Sacramento Metro Chamber's Cap-to-Cap is scheduled from April 30 – May 4. Mike said both he and Chair Baker will be attending. A Cap-to-Cap premeeting is being held on Tuesday, April 5th at Sierra College and information on this was provided to the Board. There is a Business Alliance trip to Washington in November of 2022, and we plan on participating in this as well.
- 2) We are continuing to work closely with SACOG and the El Dorado Transportation Commission on the RSTBG/CMAQ issue which Rick Carter is managing. This group is working with CALCOG and meeting with FHWA and Caltrans staff well. While we are continuing to make progress, however related items that we were planning on bringing to the Board may be delayed a month or two.
- 3) We have a critical meeting with the President of Sierra College, Willy Duncan, and Board Member Houdesheldt and Broadway on efforts pertaining to the Sierra College student transit pass program.
- 4) Aaron Hoyt is resigning from PCTPA and moving onto the Nevada County Transportation Commission (NCTC) as their new Deputy Executive Director. Aaron provided comments on his time at PCTPA and expressed his appreciation to the Board for their leadership. Chair Broadway, Board Member Holmes, Joiner, Broadway, Houdesheldt, extended their gratitude for Aaron's professionalism and wished him the best in his new role at NCTC.

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

ML:ss

TO: PCTPA Board of Directors

DATE: April 27, 2022

FROM: Mike Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the April 27, 2022, agenda for your review and action.

1. FY 2021/22 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$886,427

Senate Bill 862 of 2014 created the LCTOP program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility by implementing new or expanded transit services. The LCTOP program is funded through California's Greenhouse Gas Reduction Fund, with revenues fluctuating annually based on the auction of credits pursuant to the funding program. According to the State Controller's Office Eligible Allocation for FY 2021/22, approximately \$192.24 million of LCTOP funding is available statewide, with \$886,427 available for Placer County.

The attached fund allocation identifies the formula allocation of funds and projects proposed for funding. The TOWG and TAC concurred to fund a third and final year of a multi-year program for the regionally benefiting South Placer Transit Project's operating costs as well as funding for the installation of zero-emission charging infrastructure at Roseville's bus maintenance depot. Both projects are administered by the City of Roseville, which will be responsible for implementing the LCTOP funding pursuant to the program's administrative guidelines.

All allocation request applications to claim the FY 2021/22 funding were due to Caltrans on March 25, 2022, for a joint review with the California Air Resources Board. The approved applications will then be submitted to the State Controller's Office (SCO) in June 2022. PCTPA staff has coordinated with Caltrans and the City of Roseville to submit the final PCTPA resolution supporting the allocation request applications following the Board's approval.

Staff recommends approval of the attached resolution 22-15 allocating the FY 2021/22 LCTOP funding for the South Placer Transit Project and Zero Emissions Bus Depot Project, to the City of Roseville, who will be the project sponsor for implementation and administration of the FY 2021/22 LCTOP funding allocation shown in the attachment.

The TOWG and TAC concurred with the funding allocation distribution and projects at their April 4, 2022, and April 12, 2022, meetings, respectively.

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2. PCTPA Federal Transit Administration (FTA) Section 5311 Program of Projects for FY 2021/22: \$680,504 and FY 2022/23: \$694,114

FTA Section 5311 funds provide operating or capital assistance for transit in rural areas. Placer County Transit and the City of Auburn are the only transit operators who provide rural service in PCTPA's jurisdiction. This current, two-year cycle of Section 5311 funding consists of FYs 2021/22 and 2022/23 apportionments, which will be included in two Program of Projects (PoPs) respectively. The proposed FY 2021/22 PoP totals \$680,504 and the proposed FY 2022/23 PoP totals \$694,114. Funds will be used to support operating assistance for rural transit services within the City of Auburn and unincorporated Placer County (including TART service in the North Lake Tahoe basin). Both jurisdictions agree to allocate available Section 5311 funds based on a formula of vehicle revenue hours, vehicle revenue miles and ridership: Placer County = \$1,216,064 and City of Auburn = \$158,554. The TAC concurred with the FTA Section 5311 Program of Projects for the FYs 2021/22 and 2022/23 apportionments at their meeting on April 12, 2022. Staff recommends approval of the attached resolution 22-16 and PoP.

The TOWG and TAC concurred with the funding allocation distribution and PoPs at their April 4, 2022, and April 12, 2022, meetings, respectively.

3. FY 2020/2021 TDA Financial Audits (under separate cover)

Staff recommends acceptance of the final Transportation Development Act (TDA) Financial Audits for fiscal year 2020/2021 for the cities of Auburn, Lincoln and Rocklin, the Town of Loomis, Placer County, PCTPA, and WPCTSA. 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), and the State of Good Repair (SGR) funds. All audits have been or will be submitted to the State Controller's Office as required.

ML:RRC:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2021/2022 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION ESTIMATE
(EXCLUDING TAHOE BASIN)
April 2022

PUC 99313 Allocation	\$774,930
PUC 99314 Allocation	\$111,497
Total LCTOP Allocation ⁽¹⁾	\$886,427
Allocation to WPCTSA	\$0
Total PUC 99313 Allocation Available to Jurisdictions	\$774,930

FY 2021/2022 Jurisdiction LCTOP Fund Allocation

Jurisdiction	January 2021 Population ⁽²⁾	PUC 99313 Population Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County ⁽³⁾	103,151	26.21%	\$203,121	\$91,289	\$294,410
Auburn	14,433	3.67%	\$28,421	\$368	\$28,789
Colfax	2,172	0.55%	\$4,277	\$0	\$4,277
Lincoln	49,624	12.61%	\$97,718	\$0	\$97,718
Loomis	6,808	1.73%	\$13,406	\$0	\$13,406
Rocklin	70,469	17.91%	\$138,765	\$0	\$138,765
Roseville	146,875	37.32%	\$289,221	\$19,840	\$309,061
TOTAL	393,532	100.00%	\$774,930	\$111,497	\$886,427

Notes: (1) 2021/2022 Low Carbon Transit Operations Program Eligible Fund Allocation, California State Controller Division of Accounting and Reporting, February 18, 2022.

(2) Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 7, 2021.

(3) Western Slope of Placer County's and Tahoe Basin's population removed from Placer County population, per DOF estimates provided on May 15, 2021

PUC = Public Utilities Code

FY 2021/2022 LCTOP Project Summary

Jurisdiction/Lead Agency	Project Title	99313 Fare Revenue Allocation	99314 Fare Revenue Allocation	FY 2021/22 Allocation Amount
Roseville	South Placer Transit Project ⁽¹⁾	\$676,704	\$111,497	\$788,201
Roseville	Zero Emissions Bus Depot Project	\$98,226	\$0	\$98,226
	FY 2021/2022 LCTOP Allocation	\$774,930	\$111,497	\$886,427

Notes: (1) FY 2021/2022 is the third allocation in a multi-year funding plan to deliver the South Placer Transit Project. Roseville will serve as the grant recipient to implement the regional project and adhere to the reporting requirements of the grant as agreed.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: ALLOCATION OF LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDING FOR THE SOUTH PLACER TRANSIT PROJECT AND ZERO EMISSIONS BUS DEPOT PROJECT (\$886,427)

RESOLUTION NO. 22-15

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 27, 2022 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair Baker
Placer County Transportation Planning Agency

Executive Director

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

WHEREAS, the Placer County Transportation Planning Agency is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

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

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

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

WHEREAS, the Placer County region, excluding the Tahoe Basin, was allocated \$886,427 of FY 2021/22 LCTOP funds pursuant to the Public Utilities Code Sections 99313 and 99314 eligible allocation distribution formulas; and

WHEREAS, the Placer County Transportation Planning Agency is a Contributing Sponsor to multiple agencies and also an eligible recipient of LCTOP funds; and

WHEREAS, the Placer County Transportation Planning Agency wishes to delegate authorization to execute these documents and any amendments thereto to Michael W. Luken, Executive Director.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that it hereby authorizes the submittal of the following projects and allocation requests by the following project sponsors/lead agency to the Department for FY 2021/22 LCTOP funds (Section 99313):

1. *Project Name: South Placer Transit Project*

Project Sponsor/Lead Agency: City of Roseville

Amount of Total LCTOP Funds: \$788,201

Contributing Sponsors: PCTPA: \$676,704 (99313)

City of Auburn: \$368 (99314)

County of Placer: \$91,289 (99314)

City of Roseville: \$19,840 (99314)

Benefit to Priority Populations: The project improves the accessibility to those living in disadvantaged communities, low income communities and low-income households by offering frequent bus service to key destinations within Placer County, as well as to light rail in Sacramento County.

Description: The South Placer County Transit Project will provide bus service between the city of Lincoln and the Watt/I-80 light rail station. The new bus service will begin in Lincoln before continuing along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The bus will then travel on Interstate 80 to the Watt/I-80 light rail station.

2. *Project Name: Zero Emissions Bus Depot Project*

Project Sponsor/Lead Agency: City of Roseville

Amount of Total LCTOP Funds: \$98,266

Contributing Sponsors: PCTPA: \$98,266 (99313)

Benefit to Priority Populations: The Zero Emissions Bus Depot Project will be constructed to charge Roseville's future electric bus fleet. Roseville Transit will be transitioning its current diesel buses to zero emission electric buses. This transition will provide numerous benefits to communities and the environment, including improving people's health and reducing air and noise pollution, as well as reducing the disproportionate burden that this pollution places on underserved communities. Among the buses charging at the Bus Depot will be the South Placer Express buses. The South Placer Express Project improves the accessibility to those living in disadvantaged communities, low income communities and low-income households by offering frequent bus service to key destinations within Placer County, as well as to light rail in Sacramento County. The Bus Depot provides the necessary infrastructure for the South Placer Express buses, as

well as Roseville's future electric buses, to run throughout the region.

Description: Roseville Transit, along with all other state transit agencies, are beginning the fundamental change from combustible engines to zero emission buses (ZEB). The transition to electric buses calls for more than just replacement of diesel and gas buses. There's a need to establish a bus charging depot to keep buses charged throughout the day. The City of Roseville will be constructing a zero-emission bus depot at the Roseville Corporation Yard. The bus depot will replace the lawn area in the center of the City's corporation yard located at Hilltop Circle. The depot will create thirty bus stalls, with nine of the bus stalls being electrified with this project. The remaining bus stalls will have the electrical infrastructure installed to allow for the future electrification of the remaining stalls as Roseville Transit's fleet transitions to ZEBs. Construction of the Zero Emissions Bus Depot is anticipated to begin in late spring of 2022 and be completed in the fall of 2022.

BE IT FURTHER RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that the Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the Department, and agrees to comply with all conditions and requirements set forth in the Certification and Assurances and other applicable program statutes.



Program of Projects (POP)

FFY 2022 & FFY 2023

Due: April 29, 2022 at 2pm PST

Instructions:

PART 1 – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third-party contracts must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART 2 – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **PRE-AWARD AUTHORITY IS STRICTLY FORBIDDEN FOR ALL CAPITAL PURCHASES** Receiving an executed Standard Agreement (DOT-213A) is NOT procurement authorization.
- All vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service). Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement. (i.e. facility or shelter - include specifics, planning studies, preventative maintenance). **The PES does not satisfy the requirements for environmental review and approval.** When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by DRMT prior to bid release.

PART 3 - FLEXIBLE FUNDS (i.e. CMAQ, STP, or Federalized STIP*) if applicable:

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation (DRMT) will receive a confirmation once the transfer is completed.
- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.



Program of Projects (POP)

FFY 2022 & FFY 2023

Due: April 30, 2022 at 2pm PST

Agency Name: Placer County Transportation Planning Agency		
<input checked="" type="checkbox"/> 5311	<input type="checkbox"/> 5311(f)	<input type="checkbox"/> CMAQ

Regional Contact Info:

Regional Contact Name:	Mike Costa	Phone Number:	530-823-4029
Contact Title:	Senior Transportation Planner	Date:	04/01/2022

General Information:

County or Region:	Placer	Caltrans District:	3		
Original Submission Date:	04/29/2022	Revision Number:		Revision Submission Date:	

Section A: Available Funding

Apportionment for this Cycle (Federal Share):	
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Section B: Programming

Operating Assistance Total:	\$ 680,504
Capital Total:	\$ 0
Total Programmed (Operating + Capital):	\$ 680,504

Flexible Funds (if applying for CMAQ, STP or Federalized STIP):

Flex Funds Total:	
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*Request for transfer will be applied for directly through the District - Local Assistance, District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.



Statewide Transportation Improvement Program (STIP)

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation's (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

- **Metropolitan Planning Organizations (MPOs)** are responsible for programming projects within their jurisdiction.
- Rural Transit & Intercity Bus staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department's Division of Financial Programming for inclusion into the FSTIP.

For further guidance see the Department's [Division of Financial Programming website](#).



PART 1: Operating Assistance - Regional Apportionment

Metropolitan Planning Organizations (MPOs) are responsible for sub-allocating projects within their jurisdiction:

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount (if any)	Net Project Cost
City of Auburn	Operating Assistance	\$ 78,492	\$ 546,748	\$ 0	\$ 625,240
Placer County Department of Public Works	Transit Operations	\$ 602,012	\$ 1,582,829	\$ 0	\$ 2,184,841
Operating Assistance Funds Total:		\$ 680,504	\$ 2,129,577	\$ 0	\$ 2,810,081



Program of Projects (POP)

FFY 2022 & FFY 2023

Due: April 29, 2022 at 2pm PST

Instructions:

PART 1 – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
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PART 2 – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **PRE-AWARD AUTHORITY IS STRICTLY FORBIDDEN FOR ALL CAPITAL PURCHASES** Receiving an executed Standard Agreement (DOT-213A) is NOT procurement authorization.
- All vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service). Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement. (i.e. facility or shelter - include specifics, planning studies, preventative maintenance). **The PES does not satisfy the requirements for environmental review and approval.** When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by DRMT prior to bid release.

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Program of Projects (POP)

FFY 2022 & FFY 2023

Due: April 30, 2022 at 2pm PST

Agency Name: Placer County Transportation Planning Agency		
<input checked="" type="checkbox"/> 5311	<input type="checkbox"/> 5311(f)	<input type="checkbox"/> CMAQ

Regional Contact Info:

Regional Contact Name:	Mike Costa	Phone Number:	530-823-4029
Contact Title:	Senior Transportation Planner	Date:	04/01/2022

General Information:

County or Region:	Placer	Caltrans District:	3		
Original Submission Date:	04/29/2022	Revision Number:		Revision Submission Date:	

Section A: Available Funding

Apportionment for this Cycle (Federal Share):	
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Section B: Programming

Operating Assistance Total:	\$ 694,114
Capital Total:	\$ 0
Total Programmed (Operating + Capital):	\$ 694,114

Flexible Funds (if applying for CMAQ, STP or Federalized STIP):

Flex Funds Total:	
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*Request for transfer will be applied for directly through the District - Local Assistance, District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.



Statewide Transportation Improvement Program (STIP)

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation's (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

- **Metropolitan Planning Organizations (MPOs)** are responsible for programming projects within their jurisdiction.
- Rural Transit & Intercity Bus staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department's Division of Financial Programming for inclusion into the FSTIP.

For further guidance see the Department's [Division of Financial Programming website](#).

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION
APPROVING PCTPA FISCAL YEARS 2021/22
AND 2022/23 FEDERAL TRANSIT ADMINISTRATION
SECTION 5311 FORMULA DISTRIBUTION AND
PROGRAM OF PROJECTS**

RESOLUTION NO. 22-18

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 27, 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, California Government Code Section 29532.1(c) identifies PCTPA as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, this designation requires PCTPA to complete a Program of Projects allocating \$680,504 of FY 2021/22 and \$694,114 of FY 2022/23 Federal Transit Administration (FTA) Section 5311 funds apportioned for transit operating and/or capital assistance in rural areas of Placer County; and

WHEREAS, the Placer County Department of Public Works and the City of Auburn are the only transit operators who provide rural service in PCTPA's jurisdiction; and

WHEREAS, Placer County Department of Public Works and the City of Auburn agree to the allocation of FTA Section 5311 funds based on a formula of revenue vehicle hours, revenue vehicle miles and ridership.

**NOW THEREFORE, BE IT RESOLVED THAT THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY HEREBY:**

1. Approves the PCTPA FY 2021/22 FTA Section 5311 Program of Projects in the amount of \$680,504 for operating assistance: Placer County = \$602,012 and City of Auburn = \$78,492.

2. Approves the PCTPA FY 2022/23 FTA Section 5311 Program of Projects in the amount of \$694,114 for operating assistance: Placer County = \$614,052 and City of Auburn = \$80,062.
3. Authorizes the Executive Director, or their designee, to submit the PCTPA FTA Section 5311 Program of Projects to the California Department of Transportation as well as any other Certification and Assurances and/or other documents, and any amendments thereto, necessary to capture and administer the FTA Section 5311 apportioned funding for FYs 2021/22 and 2022/23.



TO: Airport Land Use Commission

DATE: April 27, 2022

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the April 27, 2022, agenda for your review and action. Item 1 is calendared for consent as a public hearing and will be approved in one motion without discussion unless a member of the Commission or the public requests that the item be removed from the consent calendar at which time public hearing comments will be heard separately. At the January meeting, the Board expressed concern with the unusual circumstance where a public hearing would be on a consent calendar. This procedure was recommended last year by Agency Legal Counsel as this is an ordinary action allowed on the consent calendar, but still would require a public hearing under state law.

1. **9:00 A.M. PUBLIC HEARING: Airport Land Use Commission Consistency Determination: Placer County 2022 Zoning Text Amendments**

On March 11, 2022, Placer County's Planning Services Division submitted a request to the Airport Land Use Commission (ALUC) to review the proposed 2022 Zoning Text Amendments to determine whether the proposed Amendments are consistent with the Placer County Airport Land Use Compatibility Plan (ALUCP). The Zoning Text Amendments constitutes a mandatory referral to the ALUC because it affects lands within the Auburn Municipal, Blue Canyon, and Lincoln Regional airport influence areas. Before Placer County can take final action to approve the 2022 Zoning Text Amendments, the ALUC must determine whether the Amendments are consistent with the ALUCP. The Amendments are summarized in Attachment 1. The full text of the Amendments is provided in Attachment 2.

The proposed Zoning Text Amendments include minor technical clarifications and corrections to fix grammatical issues and resolve language conflicts, targeted revisions to specific sections of existing code, re-write code sections to be consistent with recently adopted housing and habitat conservation programs, and to address feedback received from the public and the Board of Supervisors regarding the Zoning Ordinance.

Although the proposed Amendments constitute a mandatory referral to the ALUC, they are considered minor and have no impact on airport land use compatibility, and do not conflict with the safety, height, and noise policies in the ALUCP. The Amendments would not result in, nor permit new development at a density or intensity greater than what is permitted under existing regulations and would not result in significant modifications to land use.

The ALUC has three choices, finding the Amendments: (1) consistent with the ALUCP; (2) consistent with the ALUCP subject to conditions; or (3) inconsistent with the ALUCP based on specific conflicts.

Staff recommends the ALUC find that the proposed 2022 Zoning Text Amendments consistent with the ALUCP. Placer County Planning staff concur with the ALUC staff recommendation. The PCTPA TAC also concurred with the staff recommendation.

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

On October 27, 2021, the Airport Land Use Commission (ALUC) conditionally approved the City of Lincoln's General Plan with the ALUCP requiring two conditions to reflect the new Wildlife Hazard Critical Zone and the updated Compatibility Zone A (south) on the General Plan maps, including the Land Use and Circulation Diagram. The schedule to implement the two conditions was 180 days from the date of the ALUCP adoption on September 22, 2021. Due to staff turnover in the City's Community Development Department, the General Plan revisions did not occur within the statutory timeframe. Therefore, the City has submitted a letter requesting an extension to complete the General Plan revisions and hearing process by July 2022 (Attachment 3). Staff recommends approval of the City's extension request.

DM:ML:ss

- **Section 17.04.030 Definitions of Land Uses:**
 - Updates definition for camping to include individual water, sewer, and power hookups may be provided to campsites.
- **Section 17.060.050 Land Use Tables:**
 - Residential Care Homes, seven or more clients will require a Minor Use Permit in Residential-Single Family (RS) zone.
 - Eliminates Conditional Use Permit for Child Day Care, Family Care Homes in Commercial Planned Development, changing permit requirement to Zoning Clearance approval.
- **Section 17.20.010 Commercial Planned Development:**
 - Child Day Care, Family Care Homes will no longer require a Conditional Use Permit in Commercial Planned Development zone.
- **Section 17.44.010 Residential Agriculture:**
 - Eliminates Residential Care Homes, seven or more clients from Residential Agriculture zone.
- **Section 17.50.010 Residential Single Family:**
 - Allows Residential Care Homes, seven or more clients with a Minor Use Permit with minimum lot size of 40,000 sq. ft. in Residential Single-Family zone.
- **Section 17.54.020 Height Limits and Exceptions:**
 - Measurement of fence height updated for a fence/retaining wall combination.
- **Section 17.54.030 Landscaping and Fencing:**
 - Landscaping and fencing requirements for side or rear setback will be updated to include street-side setback.
 - Within Commercial and Industrial zones, solid wall or fencing will be allowed up to a maximum of eight-foot solid wall or fencing for all storage yard areas, including frontages. Barbed wire allowed if included within total fence height. Appurtenant fence features such as pillars will not be allowed to exceed the height of the fence.
- **Section 17.54.070 Design and Improvement of Parking:**
 - Required setback for first parking space to include parking spaces directly accessed by any drive aisle connecting to a public or private roadway and must meet minimum frontage landscaping requirements.
- **Section 17.54.145 Watercourse Setbacks and Stream System Boundary Standards:**
 - The required setback for a man-made canal will be set at 50 feet.
- **Section 17.56.060 Antennas, Communication Facilities:**
 - Eliminates Conditional Use Permit for cellular telephone, paging, etc. changing permit requirement to an Administrative Approval.
 - Requires Zoning Clearance approval for ground-based equipment installations within approved ground lease areas.
 - Expansion of ground lease areas to support installation of new ground-based equipment will require an Administrative Approval permit.

Placer County 2022 Zoning Text Amendments Summary

- **Section 17.56.080 Camping and Campgrounds, Recreational Vehicle Parks:**
 - Updates requirements for camping where individual water, sewer, and power hookups may be provided to campsites.
- **Section 17.56.185 Request for Reasonable Accommodation:**
 - Eliminates noticing requirements for reasonable accommodation.
 - Eliminates Planning Director’s hearing requirement.
 - Updates required findings per State law.
- **Section 17.56.250 Storage, Accessory-Indoor and Outdoor:**
 - Adds cargo containers use for accessory storage and defines standards.
- **Section 17.58.160 Permit Time Limits, Exercising of Permits, and Extensions:**
 - Permit time limit may be extended by the hearing body having original jurisdiction of the project entitlement(s).
- **Section 17.58.180 Changes to an Approved Project:**
 - Updates changes to an approved project for various entitlements (except for tentative maps) prior to recordation of Final Map.
 - Clarifies that changes to Final Maps are subject to procedures for Certificates of Correction.
 - Planning Director may authorize changes to approved tentative maps subject to making findings of substantial conformance if the request is supported by materials detailing the proposed modifications and does not increase the number of approved development parcels; does not result in changes to any required onsite or offsite improvements that was specifically addressed or the basis of findings in the project environmental document; and does not result in other changes that would substantially alter project character, operation, land use patterns, and parcel configuration.
- **Section 17.60.090 Chapter Amendments or Rezonings:**
 - Defines the process for County initiated amendments and public review.
 - Eliminates notices of any proposed text amendment to Chapter 17 initiated by the County and not associated with a private project application to Municipal Advisory Councils.
 - Defines the process for private project amendments and public review and notice requirements for projects that require a hearing before the County Planning Commission.
- **Section 17.60.140 Public Hearings:**
 - Updates notification radius requirements to owners of real property within 300 feet of a subject property, to include the nearest thirty properties if there are fewer than thirty properties within 300 feet.
 - Updates requirements to notice Municipal Advisory Councils of any private project application, to also include at the discretion of the Planning Director notices of other public meetings to provide the opportunity for public comment on the private project application.

Placer County 2022 FINAL ZTA Sections

2.22.22

Section 1: Placer County Code, Chapter 17, Article 17.04, Section 17.04.030 is amended as follows:

17.04.030 Definitions of land uses, specialized terms and phrases.

“Campgrounds” (land use) means land or premises that are used or intended to be used by camping parties for occupancies **including where individual water, sewer, and power hookups may be provided to each campsite.** ~~where individual sewer hookups are not available to individual campsites in the campground.~~ See Section 17.56.080 for specific use requirements for campgrounds **which permits the same type of service amenities, but at higher overall density/intensity.**

Section 2: Placer County Code Chapter 17, Article 17.06, Section 17.06.050(D) is amended as follows:

17.060.050 Land Use Tables.

LAND USE TYPES	ZONE DISTRICTS	
Residential Uses	RS	RA
Residential care homes, 7 or more clients	<u>MUP</u>	MUP

LAND USE TYPES	ZONE DISTRICTS
Service Uses	CPD
Child day care, family care homes	<u>CUP C</u>

Section 3: Placer County Code, Article 17.20, Section 17.20.010(B) is amended as follows:

17.20.010 Commercial Planned Development.

Allowable Land Uses	Land Use Permit
Service Uses	
Child day care, family care homes	<u>CUP C</u>

Section 4: Placer County Code, Chapter 17, Article 17.44, Section 17.44.010(B) is amended as follows:

17.44.010 Residential Agriculture.

Allowable Land Uses	Land Use Permit	Minimum Lot Area (sq. ft)
Residential Uses		
Residential Care Homes, 7 or more clients	MUP	40,000

Section 5: Placer County Code, Chapter 17, Article 50, Section 17.50.010(B) is amended as follows:

17.50.010 Residential Single-Family.

Allowable Land Uses	Land Use Permit	Minimum Lot Area (sq. ft)
Residential Uses		
<u>Residential Care Homes, 7 or more clients</u>	<u>MUP</u>	<u>40,000</u>

Section 6: Placer County Chapter 17, Article 17.54, Section 17.54.020(C)(1) is amended as follows:

17.54.020 Height Limits and Exceptions.

C.—~~Measurement of Fence Height.~~ **Fence Retaining Wall Combinations. Except as described under subsection 1,** In order for a fence’s height to be considered separately from the combined height of a retaining wall and fence, the fence must be located a minimum distance from the retaining wall equal to one-half the combined retaining wall/fence height ($\frac{1}{2}(x+y)$). If the fence is constructed at a distance less than one-half the combined retaining wall/fence height, the fence’s height is the distance from the lowest grade elevation at the base of the retaining wall to the highest point on the fence (x+y). (See Figure 17.54-A-1.)

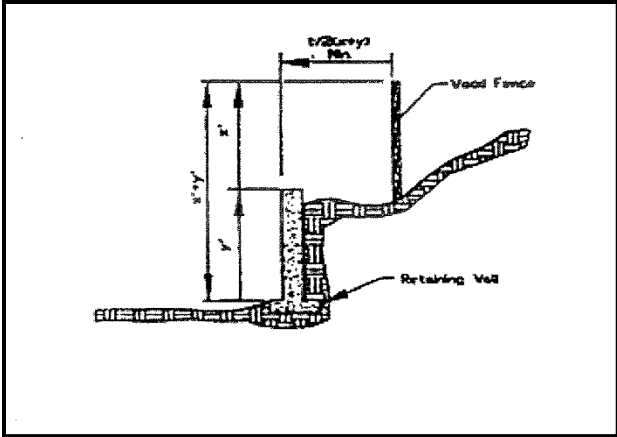


FIGURE 17.54-A-1
MEASUREMENT OF FENCE HEIGHT

1. The height of a retaining wall and fence may be up to eight feet in height, as measured from the lowest finished grade, when such a fence and retaining wall would be located in a side or rear yard area, and not within any required front or street-side setback. The height of a retaining wall and fence may be up to ten feet in height if approved by the granting authority as part of the project design.

Section 7: Placer County Chapter 17, Article 17.54, Section 17.54.030(D)(2)(b), is amended as follows:

17.54.030 Landscaping and Fencing.

2. Within the Side, **Street-Side**, or Rear Setback. A maximum of six feet **seven feet within a required side or rear setback. Fences may be up to seven feet within a street-side setback, provided the fencing is not within a public utility easement or multi-purpose easement and does not conflict with vehicle site distance, as determined by the department of public works. Swimming pool fencing up to five feet tall is permitted within side, rear, and street-side setbacks. See also Section 17.54.020(D) pertaining to combined height allowances for fences and retaining walls.**

b. Commercial and Industrial Zones. A minimum six foot solid wall or fencing **(up to maximum 8 foot solid wall or fencing for all storage yard areas including frontages)**, or combination of landscaping, berm and fencing, shall be located on the side and rear property lines of any site within a commercial or industrial zone that abuts a zone district that is not commercial, industrial, or professional office. Such fencing shall be constructed as part of the first project approval on the commercial or industrial site. **Barbed wire is allowed if included with the total height of the fence. Appurtenant fence features such as pillars and pilasters shall not exceed the height of the fence.**

Section 8: Placer County Chapter 17, Article 17.54, Section 17.54.070, is amended as follows:

17.54.070 Design and Improvement of parking.

k. Required setbacks. The first parking space adjacent to a street shall be set back a minimum of forty (40) feet from the curb line of the street **where such spaces are directly accessed by any drive aisle connecting to a public or private roadway (to ensure adequate queuing area for vehicles to exist the roadway while waiting for another vehicle to complete parking maneuvers). Parking spaces that are served by a drive aisle that does not provide direct connection to a public or private roadway shall be setback as required to meet minimum frontage landscaping requirements as listed in the applicable community plan or the Placer County Design Guidelines Manual where no community plan standard is specified.**

Section 9: Placer County Code, Chapter 17, Article 17.54, Section 17.54.145(A)(1) is amended as follows:

Section 17.54.145 Watercourse setbacks and stream system boundary standards.

- A. Watercourse Setbacks Outside of the Placer County Conservation Plan **Program (PCCP)** Boundary. For all areas outside the PCCP boundary (Chapter 19, Section 19.10.050) all proposed structures shall be set back from any stream, creek, canal, pond, lake or river, as follows. The watercourse setbacks required by this subsection shall be measured from the centerline of the stream. These setbacks may be modified by a finding of good cause (including verified map errors, etc.) by the appropriate hearing body.
 - 1. Permanent Streams ~~and Man-Made Canals~~. The required setback from the centerline of a permanent stream shown on the National Hydrography Dataset (NHD), ~~or man-made canal~~ shall be one hundred (100) feet.
 - 2. Intermittent Streams, Ponds, **Canals** and Lakes. The required setback from **a man-made canal or** the centerline of an intermittent stream shown on the NHD shall be fifty (50) feet. The required setback from any pond or lake whether man-made or natural shall be fifty (50) feet measured from the high water line except as authorized by Section 17.54.140(D).

Section 10: Placer County Chapter 17, Article 17.56, Section 17.56.060 is amended as follows:

Section 17.56.060 ~~Atennase, Communication Facilities~~

17.56.060 ~~Antennase, Communications Facilities.~~

A. Purpose. This section establishes standards for the placement of antennase and towers in all zone districts. It is the intent of this section to minimize the adverse impacts of such equipment and structures on neighborhoods and surrounding developments by limiting the height, number, and location of such devices.

B. Permit Requirements. Where allowed by Sections 5.100 et seq., antennae and communications towers are subject to the following land use permit requirements:

Type of Antenna	Required Land Use Permit (2)
Cellular telephone, paging, etc.	CUP, MUP ⁽³⁾ , ARP , or AA ⁽¹⁾
Commercial and public radio and television broadcast	MUP
Commercial earth stations	MUP
Community receiving antennae	MUP
Ham radio	None
Individual radio and TV receiving antennae	None
Microwave communications	MUP
Satellite dish receiving antennae (for private residential use only)	None

(1) See Sections 17.56.060(E) for “microcell cellular facilities requirements, and 17.56.060(F) for antennase which are not visually obtrusive.

(2) Cellular facilities located in the Tahoe Basin Area fall under land use requirements in the community plan in which they are located.

(3) Freestanding cellular communications towers not meeting the criteria of a microcell cellular facility nor meeting the criteria of Section 17.56.060(F) for “Antennas which are not visually obtrusive” are subject to approval of a minor use permit. Examples include, but are not limited to, cellular monopoles and lattice towers.

C. General Standards. The following requirements apply to antennase in all zone districts, except where a more restrictive standard is required by subsections D et seq., for a particular type of antenna:

1. Minimum Lot Area. No minimum lot area is required for cellular antennase. For all other antenna types, the minimum lot area shall be as required by the zoning district in which the parcel is located.
2. Setbacks. All antennase shall meet the minimum setbacks for the zone district applied to the site. Exception: no setback is required for a cellular telephone antenna except where required as a land use permit condition of approval and shall not extend into any multi-purpose easement or public utility easement that is adjacent to any public roadways or streets.
3. Height Measurement. The height of any antenna, except for satellite dish antennase, shall be the distance from natural or approved pad grade at its base (or to the base of any other structure to which the antenna is attached) to its highest point. (See also Section 17.54.020(D)(3).)
4. Construction Code Applicability. The installation of any antenna shall comply with all applicable building and electrical codes.
5. Advertising on Antennas. No advertising or display is permitted on any antenna.

6. Location Near Septic Systems. The placement of any antenna shall not be placed within the boundaries of any on-site sewage disposal system or its repair area without written approval from the division of environmental health.

D. Satellite Dish Antennae. The following requirements apply to satellite dish antenna:

1. Minimum Residential and Agricultural Standards. The following requirements apply to satellite dish antennae in residential and agricultural districts, in addition to the general requirements in subsection C:

a. General Requirements. The following requirements apply to satellite antenna in all residential and agricultural zones:

i. Height Limit. The maximum height for any ground-mounted satellite antenna is twelve (12) feet.

ii. Roof-Mounting Prohibited. No satellite antenna shall be mounted on a building roof in residential and agricultural zones, except for DSS antennae less than eighteen (18) inches in diameter which shall not exceed the maximum height limit for the zone district in which they are located. Satellite dish antenna (other than DSS antennae less than eighteen (18) inches in diameter) shall be ground-mounted.

b. Residential Zones. The following requirements shall apply to satellite antennae in all residential zones established by Section 17.06.010 (Zone and combining districts established), on parcels zoned for a minimum lot area less than 2.3 acres.

i. Number of Antennae Allowed. Only one satellite antenna is permitted per parcel, except that where a parcel is zoned for a minimum lot area of 2.3 acres or more, an additional satellite antenna may be authorized by way of the administrative review permit approval procedure (Section 17.58.100).

ii. Screening Required. Satellite antennae (other than DSS antenna less than eighteen (18) inches in diameter) shall be screened from public view from streets and adjacent properties by fences, or walls of six feet in height and/or landscaping.

2. Commercial and Industrial Standards. The following requirements shall apply to satellite antennae in all commercial and industrial zones established by Section 17.06.010 (Zone and combining districts established):

a. Height Limit.

i. The maximum height for any ground-mounted satellite antenna is twenty (20) feet above natural or approved pad grade.

ii. A roof-mounted satellite antenna may exceed the maximum height requirement of the zone district by not more than ten (10) feet.

b. Number of Antennae Allowed. One satellite antenna is permitted per building in the commercial and industrial zone districts. Additional antenna shall constitute outdoor sales/storage, and their placement shall require minor use permit approval. The minor use permit approval of these additional antenna may impose different restrictions on their placement.

c. Satellite Antenna Businesses. Due to the special requirements of businesses which sell satellite antennae, three antennae may be permitted for demonstration purposes. See also subsection (D)(2)(f), for exceptions to setback requirements for satellite antenna businesses.

d. Design Review Districts. In design review (-Dc, -Dh, and -Ds) districts, the placement of any satellite antenna shall require design review approval. The design/site review committee may require additional conditions of approval based on the review of the specific site. Such requirements may include, but are not limited to, the color and materials (mesh or solid) of the proposed dish, screening, landscaping, and other aesthetic considerations. The committee may, for satellite antenna businesses only, approve locations within the front yard based on their site review.

E. "Microcell" Cellular Communications Facilities. The purpose of a "microcell" cellular communications facility is to provide communications coverage to a geographically limited and specifically defined area (e.g., a busy street intersection, an individual building or a topographically constrained area). Such facilities are integrated with standard cellular technology (i.e., a macrocell) to provide wireless communications services to the public. The installation of such facilities shall be subject to zoning clearance if the following standards are met; otherwise, either an administrative review permit or a minor use permit approval permit, at the discretion of the planning director, shall be required:

1. All required building and construction permits are first obtained;
2. Any required design review approvals are first secured;
3. No new antenna tower is erected (microcell facilities may be located on existing poles, towers, buildings, etc. in compliance with this subsection);
4. No antenna shall be located within thirty (30) inches of any space occupied by or available to the public;
5. No antenna shall exceed six square feet in area;
6. The equipment shelter associated with a microcell site may not exceed one hundred (100) square feet in floor area nor six feet in height;
7. The antenna(se) may be mounted on a roof only if the height of the antenna(se) at the highest point does not exceed the horizontal distance from the antenna to the edge of the rooftop.

F. Antennae Which Are Not Visually Obtrusive. Antennae (including any supporting structures and appurtenances) which are installed to meet the following standards (as determined by the planning director), shall require the approval of an administrative review permit, except antennae which are being collocated on existing approved towers **or other existing approved structures as described in sections 1, 2, and 5 below**, shall only require administrative approval. Any such installation must also be found not to create the potential for adverse noise (from generators or other accessory equipment), access or grading problems. These types of installations may also require building, electrical or other construction permits, as well as design review approval. It will be necessary for an applicant to submit site plans, drawings, photographic ~~or~~ simulations and any related information deemed necessary by the planning director to determine that a proposed installation meets these criteria. The planning director, at his or her discretion, may choose to require that an Administrative Review Permit ~~or conditional use permit~~ be obtained for any antenna **installations described in sections 3, 4, 6 or 7 below**.

1. Antennae located entirely within an otherwise approved sign. May include antennae placed within the sign face or attached to a support structure so long as the design is such that the antennae is effectively unnoticeable. Such antennae may not be placed on a non-conforming sign.
2. Flush mounted, color coordinated **antenna** panels on existing buildings where equipment is not visible above the roof line. All equipment shelters, cabinets, or other accessory structures shall be located within the building utilized for the antennae, or on the ground located outside of any required setback or parking space.
3. Antennae built into architectural features or which appear to be architectural features themselves, added to existing structures (such as chimneys, cupolas, dormers, bell towers, steeples, water tanks, stadium lights, utility poles, and other similar features) where the height limit for such architectural features is not exceeded. All equipment must be located as described in subsection (F)(2) of this section.
4. Antennae constructed such that they appear to be natural features indigenous to the site (such as trees and rocks).
5. Co-location on existing facilities with the same types of antennae as those currently present and where the height of the existing antennae pole does not increase.
6. Installations which are located so far from any prospective viewer and in such a way as to have a backdrop of terrain which obscures the visibility of the antennae as to make it visibly unobtrusive and effectively unnoticeable.
7. Antennas located on existing lattice power transmission towers where the overall height of the tower would not increase by more than twelve (12) feet. A maximum of two service providers may "stack" antenna in this arrangement, unless authorized by a minor use permit approval. All equipment shelters, cabinets, or other accessory structures shall be located within the footprint of the tower.

G. Ground-Based Equipment Installations Within Existing Approved Ground Lease Areas. Installation of new ground based accessory equipment within existing approved ground lease areas, including replacement of existing approved equipment,

may be approved by zoning clearance when found to meet the following criteria. Examples of ground-based equipment that may meet the criteria of this section include installation of new or replacement radio equipment cabinets (excluding establishment of new equipment shelter buildings), new or replacement equipment shelter air conditioner units, fuel cell battery back-up units, new or replacement electrical panels, telco support racks, ice bridges, fiber cables and coaxial cables, back-up generators of less than 50 brake horsepower (gas, diesel, propane or natural gas powered), and other such ancillary support equipment as determined by the planning director or designee in accordance with the following standards:

1. All equipment is located within an existing approved ground lease area.

2. All generators shall be fitted with a level 2 sound enclosure or better and all building plans for such generator shall include noise information to demonstrate that such noise shroud attenuates noise at the nearest property boundary to the level specified in the Placer County General Plan Noise Element Table 9-1 (or less). If inclusion of a noise shroud alone will not attenuate noise at the nearest receiving property boundary as specified in Table 9-1, a CMU enclosure may be proposed and information shall be included to demonstrate that the CMU enclose adequately attenuates noise levels.

H. Expansion of ground lease areas to support installation of new ground based equipment shall require approval of an Administrative Approval permit.

I. AM and FM Radio and Television Antennae. Refer to Section 17.56.180(C)(1) (Residential Accessory Uses). (Ord. 6048-B § 35, 2020; Ord. 5942-B § 3, 2019; Ord. 5471-B Exh. A, 2007; Ord. 5126-B, 2001)

Section 11: Placer County Code, Chapter 17, Article 17.56, Section 17.56.080 is amended as follows:

Section 17.56.080 Camping and campgrounds, recreational vehicle parks.

C. Campgrounds. (Permitted as a "Recreation, Education and Public Assembly" use in RF, MF, HS, RES, FOR, O and TPZ districts, subject to the approval of a minor use permit). The following requirements apply to sites to be used by camping parties **where individual water, sewer, and power hookups may be provided to each campsite.** ~~where individual sewer hookups are not available to individual sites;~~ Recreational vehicles parks are instead subject to the provisions of subsection D **which permits the same type of service amenities, but at higher overall density/intensity.**

D. Recreational Vehicle Parks. (Permitted as "Transient Lodging" use in the CZ2, HS, MF, RES and APT zone districts, subject to the approval of a conditional use permit by the planning commission.) The following requirements apply to sites to be used by camping parties occupying recreational vehicles or tents, where individual water, sewer, and power hookups may be provided to each campsite.

Section 12: Placer County Chapter 17, Article 17.56, Section 17.56.185, is amended as follows:

17.56.185 Request for reasonable accommodation.

- A. Intent. It is the policy of Placer County to provide reasonable accommodation for exemptions in the application of its zoning laws to rules, policies, practices, and procedures for the siting, development, and use of housing, as well as other related residential services and facilities, to persons with disabilities seeking fair access to housing. The purpose of this section is to provide a process for making a request for reasonable accommodation to individual persons with disabilities.
- B. Application. Any person who requires reasonable accommodation, because of a disability, in the application of a zoning law which may be acting as a barrier to equal opportunity to housing opportunities, or any person or persons acting on behalf of or for the benefit of such a person, may request such accommodation. For purposes of this section, "disabled," "disability," and other related terms shall be defined as in the Federal Americans with Disabilities Act of 1990, the California Fair Employment and Housing Act, or their successor legislation. Requests for reasonable accommodation shall be made in the manner prescribed by subsection C (Required Information).
- C. Required Information.
 - 1. The applicant shall provide the following information:
 - a. Applicant's name, address, and telephone number;
 - b. Address of the property for which the request is being made;
 - c. The current actual use of the property;
 - d. That the subject individual or individuals are disabled under the Acts. Any information related to the subject individual or individuals' disability shall be kept confidential;
 - e. The zoning code provision, regulation, or policy from which accommodation is being requested; and
 - f. Why the reasonable accommodation is necessary for people with disabilities to have equal opportunity to use and enjoy the specific property accessible to people with disabilities.
 - 2. Review With Other Land Use Applications. If the project for which the request for reasonable accommodation is being made also requires some other discretionary approval (including but not limited to: use permit, design review, general plan amendment, zone change, etc.), then the applicant shall file the information required by subsection C together for concurrent review with the application for discretionary approval, except a variance since none would be required for request for consideration of an exemption(s) from development standard(s).
- D. Review Authority.

1. Planning Director. Requests for reasonable accommodation shall be reviewed by the planning director (director), or designee if no approval is sought other than the request for reasonable accommodation.
2. Other Review Authority. Requests for reasonable accommodation submitted for concurrent review with another discretionary land use application shall be reviewed by the authority reviewing the discretionary land use application.

~~E. Notice of Request for Reasonable Accommodation.~~

- ~~1. Requests for reasonable accommodation shall be noticed. Notice shall be mailed to the owners of record of all properties within a one hundred (100) foot radius of the property which is the subject of the request. This notice shall include the information in subsection C of this section, shall indicate that any person may request a hearing on the request as provided in subsection F, and shall describe the approval process.~~
- ~~2. In the event that the request is being made in conjunction with another discretionary land use application process, notice shall be included with the notice of the other proceeding.~~

~~F. Planning Director's Hearing. When a hearing is requested per subsection (E)(1), the planning director or his or her designee shall hold a public hearing on the request for reasonable accommodation. A request for a hearing must be made in writing to the director within fifteen (15) days of the date of the notice of request for reasonable accommodation. If requested, the director shall conduct a hearing on the request for reasonable accommodation within thirty (30) days of the date of the notice of request for reasonable accommodation. Notice of the hearing shall be mailed ten (10) days prior to the hearing to the owners of record of all properties within a one hundred (100) foot radius of the property which is the subject of the request. This notice shall include the information in subsection C of this section.~~

G. Review Procedure.

1. Director Review. The director, or his/her designee, shall make a written determination within forty-five (45) days and either grant, grant with modifications, or deny a request for reasonable accommodation in accordance with subsection H (Findings and Decision). Information related to the subject individual or individuals' disability shall be kept confidential and shall not be included in a public file.
2. Other Reviewing Authority. The written determination on whether to grant or deny the request for reasonable accommodation shall be made by the authority responsible for reviewing the discretionary land use application in compliance with the applicable review procedure for the discretionary review. Information related to the subject individual or individuals' disability shall be kept confidential and shall not be included in a public file. The written determination to grant or deny the request for reasonable accommodation shall be made in accordance with subsection H (Findings and Decision).

H. Findings and Decision.

- 1. Findings. The written decision to grant or deny a request for reasonable accommodation will be consistent with the Acts and shall be based on consideration of the following factors:
 - a. Whether the property, which is the subject of the request, will be used by an individual disabled under the Acts;
 - b. Whether the request for reasonable accommodation is necessary to make specific housing available to an individual with a disability under the Acts;
 - c. Whether the requested reasonable accommodation would impose an undue financial or administrative burden on the county;
 - d. Whether the requested reasonable accommodation would require a fundamental alteration in the nature of a county code provision, including but not limited to land use and zoning;
 - ~~e. Potential impact on surrounding uses;~~
 - ~~f. Physical attributes of the property and structures.~~
- 2. Conditions of Approval. In granting a request for reasonable accommodation, the reviewing authority may impose any conditions of approval deemed reasonable and necessary to ensure that the reasonable accommodation would comply with the findings required by subsection (H)(1) above.

I. Appeal of Determination. A determination by the reviewing authority to grant or deny a request for reasonable accommodation may be appealed in compliance with Section 17.60.110 of the Zoning Ordinance.

J. Fees. There shall be no fee for an application requesting reasonable accommodation. If the project for which the request is being made requires other planning permit(s) or approval(s), fees for applicable applications shall apply as established per county ordinance. Fees for appeals to decisions on reasonable accommodation shall be the same as those fees for appeals as established per county ordinance. (Ord. 5510-B § 1, 2008)

Section 13: Placer County Chapter 17, Article 17.56, Section 17.56.250(F), is added as follows:

17.56.250: Storage, accessory-Indoor and outdoor.

F. Cargo containers. This subsection applies to the use of cargo containers for accessory storage. A "cargo container" (also known as a "conex box," "sea-land container," or "seatrail box") is defined as a prefabricated metal structure designed for use as an individual shipping container in accordance with international standards or a metal structure designed and built for use as an enclosed truck trailer in accordance with Department of Transportation standards. Cargo containers are nine-

feet, six inches tall and vary in length from ten feet up to fifty feet. Cargo containers may be used for accessory storage subject to the following standards:

- 1. Allowable zone districts. Cargo containers are allowed in the RA, RF, F, AE, TPZ, and FOR zone districts in accordance with the standards of this section.
- 2. Number of allowable containers. One cargo container is allowed, except for parcels that are ten acres or greater, where two cargo containers are allowed. Up to five cargo containers may be allowed on parcels ten acres or larger upon a written determination by the Agricultural Commissioner that the containers are utilized for a bona fide commercial agricultural use or other resource-based land use such as forest management or timber harvest.
- 3. Setbacks. Cargo containers shall meet all building setback requirements. In no case shall a cargo container be located within a required setback area.
- 4. Screening and design. Cargo containers shall be solid-colored earth-toned (i.e., beige, brown, green, or another neutral earth-toned color) and shall not contain lettering, logos, or graffiti. Colors shall be maintained for the life of the container.
- 5. Stacking. Cargo containers shall not be stacked.

Section 14: Placer County Chapter 17, Article 17.58, Section 17.58.160(C), is amended as follows:

17.58.160 Permit time limits, exercising of permits, and extensions.

C. Extensions of Time. The time limit established by subsection (B)(1) of this section for the implementation of an approved administrative review permit, minor use permit, conditional use permit or variance may be extended by the zoning administrator ~~(or planning commission in the case of projects for which the planning commission or board of supervisors is the granting authority)~~ hearing body having original jurisdiction of the project entitlement(s) for a total of no more than six years as provided by this section:

Section 15: Placer County Chapter 17, Article 17.58, Section 17.58.180 is amended as follows:

17.58.180 Changes to an approved project.

A new land use authorized through an administrative review permit, minor use permit, conditional use permit or variance, or a tentative map for either a minor or major subdivision, shall be constructed, or exercised with recordation of a Final Map, or otherwise established only as approved by the granting authority and subject to any conditions of approval, except where changes to the project are approved as set forth in this section. An applicant shall request any desired changes in writing, and shall also furnish appropriate supporting materials including an application and associated fee and an explanation of the reasons for the request. Changes may be requested either before or after construction or establishment and operation of the approved use, except for tentative maps, where such requests shall be made prior to recordation of a Final Map. Changes to recorded Final Maps shall be subject to the

procedures for certificates of correction as required by Section 16.16.180 of county code.

A. The planning director may authorize **minor** changes to an approved site plan, **project** architecture, or the nature of the approved use if the changes:

1. Are consistent with the applicable provisions of this chapter; and
2. Do not involve a feature of the project that was specifically addressed or was a basis for findings in a negative declaration or environmental impact report for the project; and
3. Do not involve a feature of the project that was specifically addressed or was a basis for conditions of approval for the project or that was a specific consideration by the granting authority in the approval of the permit; and
4. Do not result in ~~an~~ significant expansion of the use; and
5. Do not substantially alter the original approved action; and
6. Do not result in any new direct or indirect effect on an aquatic resource or habitat for species covered by the habitat conservation plan/natural community conservation plan (HCP/NCCP); and
7. If Chapter 19, Article 19.10 applies to the approved project, the change cannot increase the amount of land cover impacted by the project.

B. Changes to the project involving features described in subsections (A)(2) and (A)(3) of this section shall only be approved by the granting authority pursuant to a new permit application processed as set forth in this chapter. (Ord. 6041-B § 21, 2020; Ord. 5126-B, 2001)

C. Changes to approved tentative maps. The planning director may authorize changes to tentative parcel maps or tentative subdivision maps upon making findings of substantial conformance if such a request is made in writing and is supported by exhibit materials detailing the proposed minor modifications. Proposed changes must be found consistent with subsections (A)(1) through (A)(7) above, and the following:

- 1. Does not increase the number of approved development parcels; and**
- 2. Does not result in changes to any required onsite or offsite improvement(s) that was specifically addressed or was a basis for findings in a negative declaration or environmental impact report for the project; and**
- 3. Does not result in other changes that would substantially alter the project character, operation, land use patterns, parcel configuration or would result in overall improvement of these criteria.**

Section 16: Placer County Chapter 17, Article 17.60, Section 17.60.090 is amended as follows:

17.60.090 Chapter ~~or~~ plan amendments and or rezonings.

A. Initiation of Amendment. An amendment to this chapter may be initiated by the agency director, planning director, the planning commission or the board of supervisors. Amendment requests from the public shall be filed using the forms provided by the planning department, shall be signed by the legal owner(s) of property affected by the proposed amendment, and shall include the filing fee set by the county fee ordinance.

B. ~~Notices to Municipal Advisory Councils/Planning Commission Hearing.~~ **and Meetings.**

1. County initiated amendments and public review. Once initiated, county-initiated amendments, will be posted on the agency website. Once the amendment(s) is drafted, a public meeting will be noticed to provide the public the opportunity to make comments. The planning director will select the meeting venue, format and medium based on the scope of the amendment and level of early interest by the public. Noticing of the meeting will be in compliance with the Brown Act. No amendment proposed by the county shall be invalid in the event it is not, for any reason, reviewed in a public meeting prior to the hearing by the planning commission.

~~1. Notice of any proposed amendment to the text of this Chapter 17 that is initiated by the county and that is not associated with an application for a private project shall be provided to all of the municipal advisory councils in accordance with this subsection (1). At least sixty (60) days prior to the date the proposed amendment is scheduled to be heard by the planning commission, the planning director shall notify in writing the chair and secretary of each municipal advisory council, describe the proposed amendment and offer to present it to the municipal advisory council for its review and comment. The chair may request that the proposed amendment be reviewed by the municipal advisory council by contacting the planning department within fifteen (15) days, or as soon as possible after receipt of the information, and the proposed amendment shall be scheduled for review and comment by the municipal advisory council as soon as feasible thereafter. No zoning text amendment proposed by the county shall be invalid in the event it is not, for any reason, reviewed by a municipal advisory council prior to its hearing by the planning commission.~~

2. Private project amendments and public review. For a private project that requires a hearing before the planning commission, a meeting will be noticed as described in 17.60.140(6).

Section 17: Placer County Chapter 17, Article 17.60, Section 17.60.140 is amended as follows:

17.60.140 Public hearings.

When a public hearing is required by this chapter, public notice shall be given and the hearing shall be conducted as provided by this section.

A. Notice of Hearing: Notice of a public hearing shall be given as follows:

1. Content of Notice. Notice of a public hearing shall include, but not be limited to: the date, time and place of the hearing; the name of hearing body; a general explanation of the matter to be considered; and a general description, in text or by diagram, of the location of the

real property that is the subject of the hearing. If a proposed negative declaration, a final environmental impact report, or any other appropriate environmental document has been prepared for the project pursuant to Chapter 18 of this code (Environmental Review) and the California Environmental Quality Act (CEQA), the hearing notice shall include a statement that the hearing body will also consider approval/certification of such document(s).

2. Method of Notice Distribution—Amendments, Plans, Subdivisions, etc. Notice of a public hearing required by this chapter for zoning ordinance amendments (i.e., either rezonings or zoning text amendments), general/community/specific plan amendments, development agreements, subdivisions and parcel maps, and appeals of decisions on these applications shall be given as follows, as required by California Government Code Section 65090 and Section 65091:

a. Notice shall be published at least once in a newspaper of general circulation in the county at least ten days before the hearing; and

b. Notice shall be mailed or delivered at least ten days before the hearing to:

i. The owner(s) of the property being considered or the owners agent, and the applicant;

ii. Each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide such facilities and services may be significantly affected;

iii. Any person who has filed a written request for notice with the planning department and has paid the fee set by the most current fee schedule for such notice;

iv. All owners of real property as shown on the latest equalized assessment roll within three hundred feet of the property that is the subject of the hearing, **unless fewer than thirty (30) properties are within 300 feet, then the notification radius shall be extended to include the 30 nearest properties;** or where the number of property owners to whom notice would be mailed is more than one thousand, the planning director may choose to provide the alternate notice allowed by California Government Code Section 65091(a)(3);

c. Notice shall be posted at least ten days prior to the hearing on the property which is subject of the application, as well as in at least two public places in close proximity to the subject property.

3. Method of Notice Distribution—Use Permits and Variances. Notice of a public hearing required by this chapter for conditional or minor use permits, variances, and appeals of decisions on these applications shall be given as follows, as required by California Government Code Section 65091:

a. Notice shall be mailed or delivered at least ten days before the hearing to:

i. The owner(s) of the property being considered or the owner’s agent, and the applicant;

ii. Each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide such facilities and services may be significantly affected;

iii. Any person who has filed a written request for notice with the planning department and has paid the fee set by the most current fee schedule for such notice;

iv. All owners of real property as shown on the latest equalized assessment roll within three hundred feet of the property that is the subject of the hearing; or, where the number of property owners to whom notice would be mailed is more than one thousand, the planning director may choose to provide the alternate notice allowed by California Government Code Section 65091(a)(3).

b. Notice shall be posted at least ten days prior to the hearing on the property which is subject of the application, as well as in at least two public places in close proximity to the subject property.

4. Additional Notice. The planning director may also provide any notice with content or using a distribution method in addition to that required by this section as he or she determines is necessary or desirable.

5. Notice Requirements for Appeals of Other Official Actions. The legal notice requirements specified in subsections (A)(1), (A)(2), and (A)(3) of this section are not required for the following types of appeal hearings: appeals of rulings by the planning director or agency director; appeals of decisions by the design/site review committee (D/SRC), the development review committee (DRC) or the environmental review committee (ERC).

6. ~~Notice to Municipal Advisory Councils~~ **and other public meetings**. Any **private project** application that requires a public hearing before the planning commission shall first be submitted to any local municipal advisory council (MAC) whose boundaries encompass the proposed project area. The planning department shall transmit a copy of the project application to the appropriate MAC, and shall request the MAC's general review and comment **and/or at the discretion of the Planning Director, notice a public meeting(s) to provide the public the opportunity to make comment. The planning director will select the venue, format, and medium for the public meeting based on the scope of the project and level of early interest by the public. Noticing of the meeting will be in compliance with the Brown Act. No private project shall be invalid in the event it is not, for any reason reviewed by the municipal advisory council or reviewed in a public meeting prior to the hearing by the planning commission.** ~~prior to any scheduled hearing before the planning commission. Failure of the MAC to comment prior to the planning commission hearing shall not be cause for the planning commission hearing to be postponed.~~ **See 17.60.090(B)(1) for information on noticing for county-initiated projects.**

April 13, 2022

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

Re: Extension Request to Adopt Lincoln ALUCP

Dear Mr. Luken:

The Airport Land Use Commission (ALUC) conditionally approved the City's General Plan consistency with the Airport Land Use Compatibility Plan (ALUCP). As part of the consistency determination, the ALUC required two conditions:

- Reflect the new Wildlife Hazard Critical Zone on Lincoln General Plan maps.
- Reflect the updated Compatibility Zone A (south) on the General Plan Land Use and Circulation Diagram.

The timeline that the City agreed to make these changes to the General Plan was 180 days which should have occurred in February 2022. However, since that agreement the Community Development Director left the City and a new Planning Manager was hired in late December. The City also hired a New City Manager who began in February of this year.

With these staffing changes, the requirement to incorporate the General Plan revisions did not occur within the agreed upon timeframe. The purpose of this request is to seek an extension and to assure you that the City will commence the revisions and hearing process later this spring. We are confident we can bring the amendment to the Council for approval in July.

Should you have any questions, please contact me at 916-434-2483 or email at rommel.pabalinas@lincolnca.gov

Sincerely,



Rommel Pabalinas
Planning Manager
City of Lincoln California

City Hall
600 Sixth Street
Lincoln, CA 95648
(916) 434-2400
www.lincolnca.gov

City Manager's Office ♦ Community Development ♦ Engineering ♦ Fire
Information Technology ♦ Library ♦ Recreation ♦ Police ♦ Public Works ♦ Finance



MEMORANDUM

TO: PCLTA Board of Directors

DATE: April 27, 2022

FROM: Mike Luken, Executive Director

SUBJECT: **CONSIDERATION OF APRIL 2022 POLLING RESULTS AND
PROVIDE STAFF DIRECTION FOR A POTENTIAL 2022 SALES TAX
MEASURE**

ACTION REQUESTED

1. Receive a presentation from staff and the consultant team on the April 2022 polling for a potential 2022 Countywide Transportation Sales Tax Measure.
2. Provide direction to staff if this polling supports a South County District and direct staff to:
 - a. Seek town council, city council and Board of Supervisor approval of the proposed expenditure plan as presented in this report during the month of May 2022.
 - b. Return to the PCLTA Board on June 22, 2022, for consideration of an ordinance to place a transportation sales tax measure on the November 2022 ballot.
3. If polling is inconclusive at this time to support a 2022 measure, direct staff to continue its outreach strategy as proposed in the preliminary FY 2022/23 OWP for a potential November 2024 ballot.

DISCUSSION

There is a structural deficit of local transportation funds for Placer County and especially the Southern part of the County. Rapid regional and South Placer growth and return to normalcy following the Covid-19 pandemic, is resulting in severe traffic congestion which is at 105-110% of pre-pandemic levels. The state affords local governments only two methods to fund it's the local share of funding for transportation infrastructure, either a transportation sales tax or a parcel tax. This Board has provided direction that a parcel tax would be punitive to Placer property owners and directed staff to pursue a transportation sales tax measure. The only gauge available to aid in the decision whether to place a measure on the ballot, continues to be polling conducted by a professional consultant well versed and experienced in Placer voter issues.

April 2022 polling results were not available at the time of the preparation of this report and agenda packet. Polling results will be presenting to the Board Subcommittee on April 21. Staff, FM3, and FSB Public Affairs will present polling results to the Board at the April 27th meeting.

BACKGROUND

Subcounty District/Countywide Polling

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

PCTPA Board of Directors

April 2022 Polling Results-Potential 2022 Transportation Sales Tax Measure

April 27, 2022

Page 2

South Placer County District could be composed of one or more of the contiguous cities/town of Roseville, Rocklin and Lincoln and Loomis. In 2021, the Board decided to focus on Rocklin, Roseville and Lincoln as polling results indicated that the rest of the County and Loomis did not support such a measure.

Sales Tax Projection for Contiguous Cities/Town

Three billion dollars in transportation improvements in all modes are needed in South Placer over the next 30 years. After applying local impact fees, there is a \$1.0-\$1.2 billion gap in local funding to meet the 50-50 formula to be competitive for state and federal transportation funding programs. Approximately \$1.2 billion could be generated for a proposed 30-year, ½ cent sales tax in the proposed South Placer County District. This very conservative revenue analysis was performed by HDL Companies.

Virtual Workshops/Proposed Expenditure Plan

Staff conducted fourteen (14) virtual workshops in April and May 2021 throughout the County to discuss the proposed expenditure plan for a sales tax measure. Results of these workshops confirmed the original March 2020 expenditure plan and reinforced a focus on the 80/65 Interchange, widening of Highway 65, funding for city roadway expansions and rehabilitation, public transit, and alternative modes (bike/ped). A larger focus on transit was not supported by these workshops or polling data. See Attachment 1, Proposed Transportation Investment Plan (March 2020),

Prior Polling Results

Polling was conducted in June 2021 which resulted in 64 percent support in the cities of Lincoln, Rocklin, and Roseville for a ½ cent transportation sales tax measure. Polling was then conducted in late November/Early December 2021 shortly after the restrictions of the Delta variant were lifted that resulted in 63 percent support for the measure. The Board directed staff to conduct a final poll in April 2022 to determine whether a November 2022 ballot measure is possible or to defer it until 2024. Staff recommends that the polling be near or above the 66.67% special tax threshold to justify at 2022 ballot measure.

Staff has scheduled time in front of all town councils, city councils and the Board of Supervisors in May to either consider the expenditure plan or hear an update by PCTPA staff on the polling results and outreach strategy. Tentative dates for these meetings scheduled with CAO, Town Manager, City Managers, Clerks are as follows:

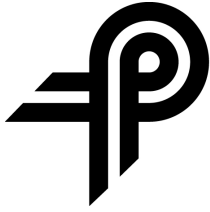
May 9	Auburn City Council
May 10	Rocklin City Council
May 10	Loomis Town Council
May 11	Colfax City Council
May 18	Roseville City Council
May 24	Placer County Board of Supervisors
May 24	Lincoln City Council

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

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

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



MEMORANDUM

TO: PCTPA Board of Directors

DATE: April 27, 2022

FROM: Jodi LaCosse, Fiscal & Administrative Officer
Mike Luken, Executive Director

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

ACTION REQUESTED

Adopt 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.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit an OWP to Caltrans each year, with the final version submitted by June 1. This was done last year and approved by Caltrans. In accordance with normal operations, PCTPA prepares amendments to its OWP in the fall and spring of the fiscal year. Amendment #1 was approved by the Board in November 2020.

This Amendment #2 provides an updated description of the activities to be undertaken by the agency in the fiscal year, along with updated detailed budget information. Amendment #2 has been developed in compliance with these requirements and reflects the latest information on finances and work activities, as well as comments received from the Board and jurisdictions.

DISCUSSION

FY 2021/22 OWP and Budget Amendment #2 contains several changes from the OWP and Budget Amendment #1 adopted by the Board in November 2021. Local Transportation Funds (LTF) have remained constant between Amendment #1 and Amendment #2. Minor adjustments were made in staffing and billable hours with the vacancy of the Senior Planner position from April through May have been made for this amendment.

Work Program

As noted in Amendment #2, the FY 2021/22 work program reflects a continued focus on pre-construction project implementation activities for projects, including the design and right of way phases for the I-80 Auxiliary Lanes (WE 43), and Highway 49 Sidewalk Gap Closure (WE 44). Slight adjustments to the Transportation Funding Strategy (WE 61) and Action Plan (WE 46) were also made in Amendment #2.

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

Staffing

Staffing levels remain the same with 7.0 full time equivalent staff but with a temporary adjustment for the vacancy of the Senior Planner position. That position returns to full-time in June.

Budget

As we are still coming out of the COVID-19 crisis that began in March 2020, we are adjusting revenue cautiously upward but not assuming a full revenue picture that was forecast by some of the member jurisdictions and our sales tax consultant HDL. This cautious approach is due in part to some changes in the collection of revenue from sales tax pools that may be coming soon. Staff and our consultant team will monitor those developments closely.

PCTPA is able to keep its contingency funding at \$1,016,881 or roughly 19.5 percent of the budget which was an increase of \$200,000 from FY 2020/21. Contingency funding assists the Agency with cash flow and meeting unexpected future costs or financial obligations that may occur. The Board approved an emergency line of credit to further protect reserves in potential uncertain economic times.

The proposed budget is \$5,473,759, which is an overall 13.24 percent decrease from the Amendment #1 approved by the Board in November. Normally staff presents a balanced budget but due to unique revenue restricted by purpose, staff recommends carrying over \$172,416 into fiscal year 2022-2023 for the funding strategy (WE61) as it is revenue provided by Roseville, Rocklin, and Lincoln for the sole purpose of the funding strategy and minimizes additional revenue needed for that purpose next fiscal year. Staff will continue to monitor expenditures and revenues through the remainder of the fiscal year and update the Board if conditions change before the end of the fiscal year on June 30. The PCTPA Technical Advisory Committee concurred with staff recommendation at their April 13th meeting.

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PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



OVERALL WORK PROGRAM AND BUDGET

AMENDMENT #2 FISCAL YEAR 2021/22

April 27, 2022

WORK ELEMENT	TITLE	PAGE NO.
05	Agency Administration: Indirect Labor	1
10	Agency Administration: Overall Work Program	3
11	Transportation Development Act Admin	4
12	Intergovernmental Coordination	6
13	Intergovernmental Advocacy	8
14	Communications and Outreach	10
15	Building Administration	13
20	SACOG/MPO Planning Integration	14
23	Consolidated Transportation Services Agency (CTSA) Administration	18
24	Transit Planning	20
27	Airport Land Use Commission/Aviation Planning	21
33	Bikeway Planning	23
35	Rail Program	25
40	Placer Parkway	27
41	I-80/SR 65 Interchange Improvements	28
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80	Freeway Service Patrol (FSP)	45
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OVERALL WORK PROGRAM FOR 2021/22

OVERVIEW

The FY 2021/22 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 2021/22 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

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

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

PCTPA has executed a memorandum of understanding and Master Fund Transfer Agreement with the State Department of Transportation on January 26, 1996, and updated in 2012 and 2014 identifying the responsibilities of PCTPA as the RTPA and providing the administrative structure to implement these responsibilities.

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

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

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

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

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

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

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

PCTPA submits the state mandated RTP, developed pursuant to Section 65080.5 of the Government Code, to SACOG for inclusion in the federal Metropolitan Transportation Plan. As part of this

agreement, SACOG conducts a federal air quality conformity test on the Placer County transportation program and plan.

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

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

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

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

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

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

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

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

Western Placer Consolidated Transportation Services Agency (WP CTSA) Administration: PCTPA was designated as the administrator of the WPCTSA under the terms of the Agency's Joint Powers Agreement dated October 13, 2008. As such, PCTPA provides staffing and management of the Agency, and is reimbursed for these services under a staffing agreement.

PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2021/22 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 (14,594), Colfax (2,152), Lincoln (49,317), Loomis (6,888), Rocklin (70,350) and Roseville (145,163). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 103,603. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2020 DOF E-1 Report as updated in May 2020.

AGENCY COORDINATION

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

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

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

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

COMMUNITY PARTICIPATION

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

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

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

FY 2021/22

PCTPA Organizational Chart

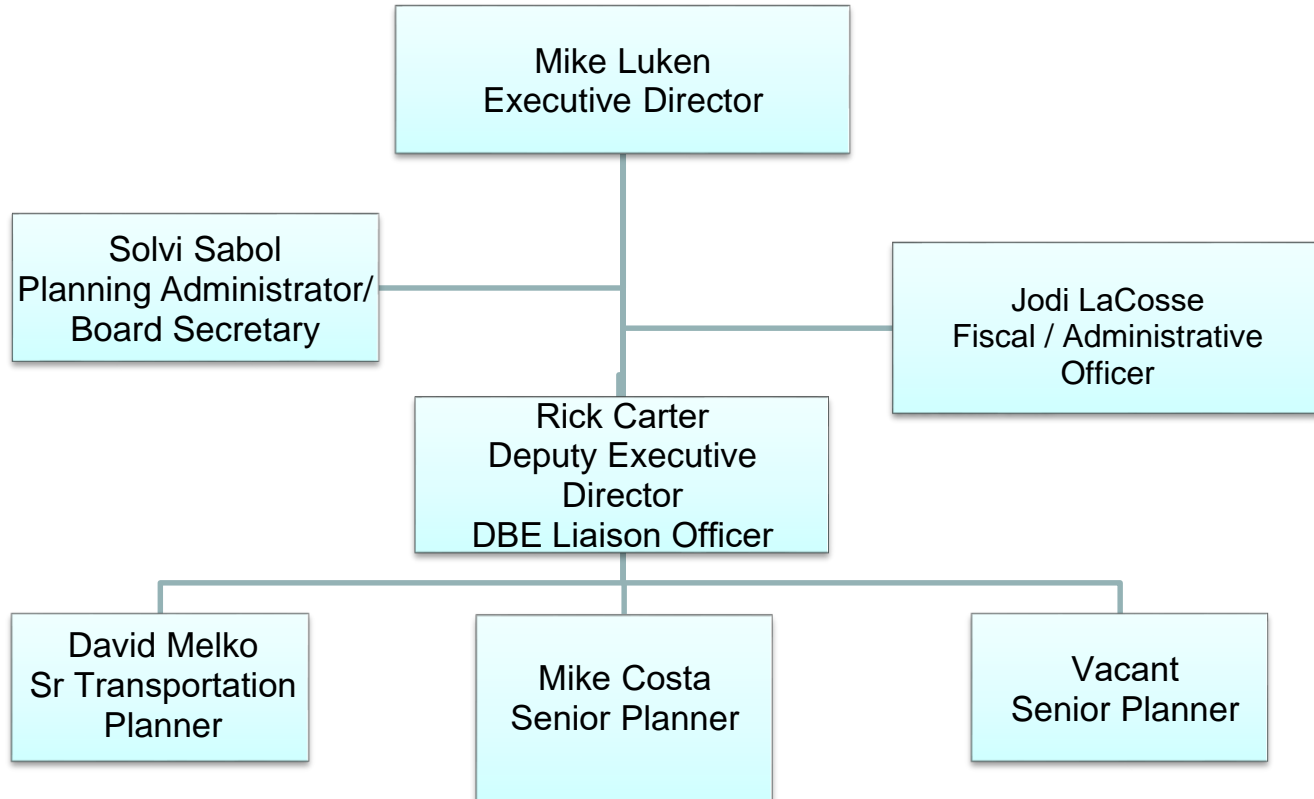
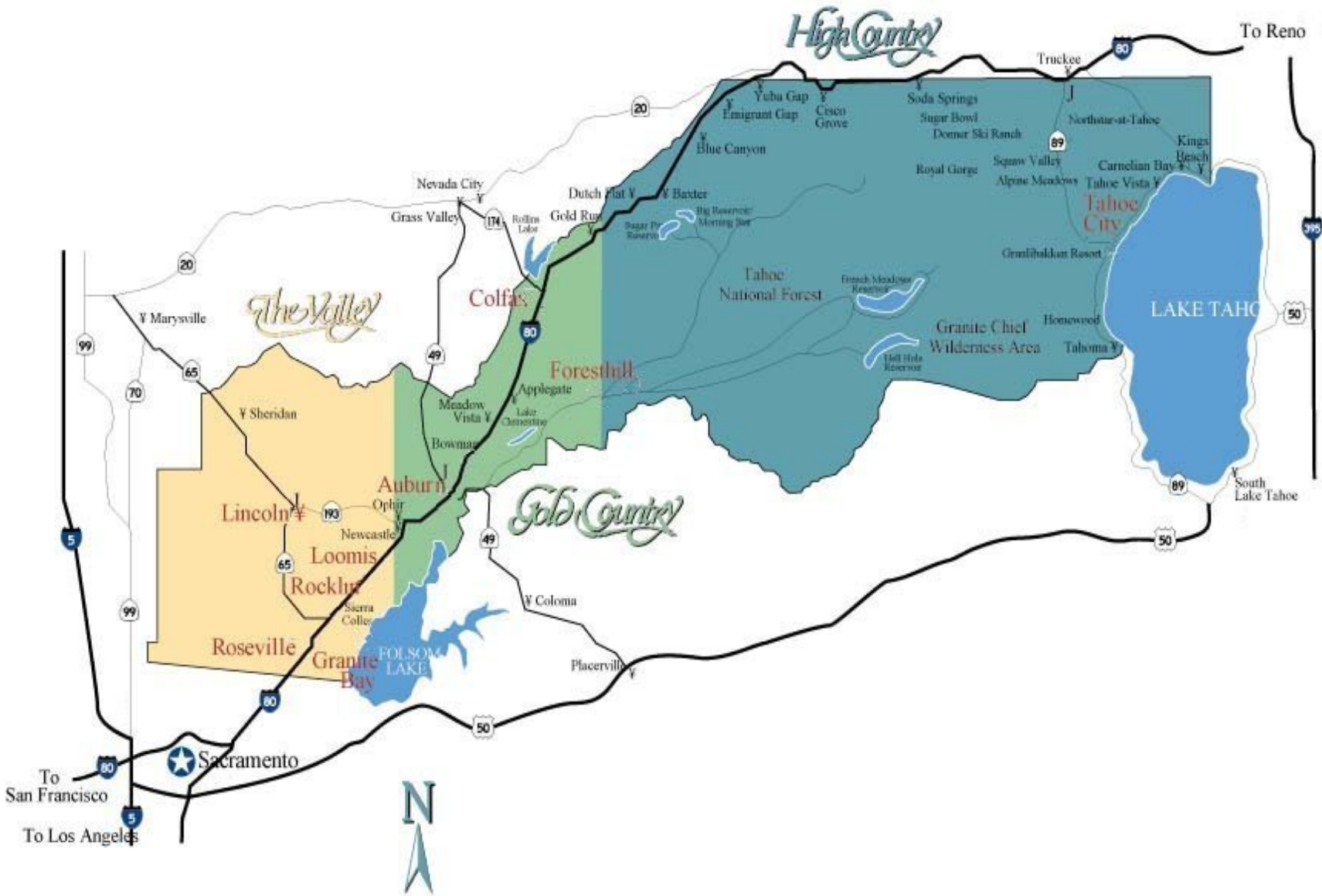


Figure 2
Placer County Location



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 2021/22 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	<u>\$429,277</u> \$326,780	PCTPA	<u>\$429,277</u> \$326,780

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 2019/20 closeout with Caltrans staff **August 2020**
- FY 2020/21 Overall Work Program and Budget amendments **October 2020 and April 2021**
- Preliminary Draft FY 2021/22 Overall Work Program and Budget **February 2021**
- Final FY 2021/22 Overall Work Program and Budget **May 2021**

WORK PROGRAM:

- Prepare FY 2020/21 Overall Work Program and Budget close out documents **July 2021 – August 2021**
- Prepare amendments to FY 2021/22 Overall Work Program (OWP) and Budget **August 2021 - October 2021, January - April 2022, or as needed**
- Prepare FY 2022/23 Overall Work Program and Budget **January 2022 – May 2022**
- 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 2020/21 closeout with Caltrans staff **August 2021**
- Quarterly progress reports on FY 2021/22 Overall Work Program **Quarterly**
- FY 2021/22 Overall Work Program and Budget amendments **October 2021, April 2022, or as needed**
- Preliminary Draft FY 2022/23 Overall Work Program and Budget **February 2022**
- Final FY 2022/23 Overall Work Program and Budget **May 2022**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$46,000</u> \$43,398	PCTPA	<u>\$71,000</u> \$68,398
Rural Planning Assistance Funds	<u>\$25,000</u>		
TOTAL	<u>\$71,000</u> \$68,398		<u>\$71,000</u> \$68,398
Percent of budget:			
<u>1.34%</u> 1.15 %			

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 - 25 million annually. These funds operate public transit, maintain and construct local roads, and construct bicycle and pedestrian paths. Under the TDA, PCTPA is also responsible for carrying out the annual unmet transit needs process, fiscal audits, performance audits, transit planning, and transit coordination.

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2021 – October 2021**
- Review and summarize all comments received regarding unmet transit needs **December 2021**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2021 – January 2022**
- Prepare a report recommending a finding on unmet transit needs **January 2022 - February 2022**
- Evaluate PCTPA's adopted unmet transit needs definition and determine if any updates are necessary **August 2021-February 2022**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2021/22 **September 2021**
- Prepare a mid-year status update on FY 21/22 LTF and STA actual revenues to estimates **March 2022**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2022/23 **February 2022**
- 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 2021 – March 2022**
- 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**
- Provide for a triennial performance audit of all operators by an independent consulting firm
November 2021 – June 2022

PRODUCTS:

- Final Findings of Apportionment for FY 2021/22 **September 2021**
- Triennial Performance Audit of PCTPA and operators **November 2021 – June 2022**
- Preliminary Annual Findings of Apportionment for FY 2022/23 **February 2022**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2022**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2022**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- TOWG meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$200,480</u>	PCTPA	<u>\$117,595</u>
	<u>\$185,205</u>		<u>\$102,321</u>
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Triennial Performance Auditor	40,000
		Fiscal Audit Consultant	41,385
TOTAL	<u>\$200,480</u>		<u>\$200,480</u>
	<u>\$185,205</u>		<u>\$185,205</u>
Percent of budget:			
<u>3.78%</u>			<u>3.11%</u>

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	<u>\$75,320</u> \$62,814	PCTPA	<u>\$85,321</u> \$72,8147
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
TOTAL	<u>\$95,320</u> \$82,814		<u>\$95,320</u> \$82,814
Percent of budget:	<u>1.80%</u>		
	1.39%		

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 2021 – September 2021, January 2022 – June 2022**
- Participate in the Placer Business Alliance Washington DC trip – **October 2021**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Complete a request for approval and recommend the Board hire/rehire a Federal Advocate **October 2021**
- Develop annual Federal legislative and advocacy platform **November 2021 – February 2022**
- Develop annual State legislative and advocacy platform **November 2021 – February 2022**
- 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 2021**
- 2021 Federal Legislative Platform **February 2022**
- 2021 State Legislative Platform **February 2022**
- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2022**
- 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	<u>\$173,832</u> \$159,827	PCTPA	<u>\$46,582</u> \$32,578
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	<u>\$175,832</u> \$161,827		<u>\$175,832</u> \$161,827
Percent of budget:			
<u>3.32%</u> 2.71%			

WORK ELEMENT 14

COMMUNICATIONS AND OUTREACH

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 14 (continued)

COMMUNICATIONS AND OUTREACH

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

PRODUCTS:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$156,553</u> <u>\$150,322</u>	PCTPA	<u>\$81,153</u> <u>\$74,922</u>
CMAQ	<u>40,500</u>	Communications Consultant	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	<u>2,000</u>
TOTAL	<u>\$197,053</u> <u>\$190,822</u>		<u>\$197,053</u> <u>\$190,822</u>
Percent of budget: <u>3.72%</u> 3.20%			

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

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

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

WORK PROGRAM:

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	\$17,508 <u>\$17,255</u>	PCTPA	\$17,508 <u>\$17,255</u>
TOTAL	\$17,508\$17,255		\$17,508\$17,255\$
Percent of budget:			
0.33% 0.29%			

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

Staff will kick off the development of the 2045 RTP in FY 2021/22. The 2045 RTP will incorporate the most recent planning requirements identified in the RTP Guidelines for RTPAs, the latest project information, and revenue assumptions for the region. The 2045 RTP will incorporate the work of and coordination with SACOG's MTP/SCS update to ensure consistency between the planning efforts due to the complexity and dynamic planning environment in the Sacramento Region. The parallel schedules of the two efforts creates an opportunity to maximize efficiencies and effectiveness in addressing Placer's needs and goals. The technical coordination with SACOG will consist of the following activities:

- Model Development and Support – PCTPA (SACOG Project #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)
 - 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.

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- 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 by early 2024.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - As required under the FAST Act, 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

- Participated in SACOG’s Next Generation Transit Study **July 2020 – September 2021**
- Participated in 2021 SACOG Congestion Management Plan Update **February 2021**
- Developed schedule for 2045 RTP **January 2021 – June 2021**

SACOG

- SACOG Project #100-002-01P
 - Adoption of the 2020 MTP/SCS **November 2019**
- SACOG Project #100-02-10P
 - Regional Progress Report Partnership coordination and analysis **July – December 2020**
- SACOG Project #100-005-02P
 - Collecting and updating Land Use inventories used in 2020 Base Year **July 2020 – June 2021**
- SACOG Project #100-006-11P
 - Track planning and programming of projects that support statewide performance goals **July 2020 – June 2021**
 - Update project performance assessment tool for regional ATP funding **July 2020 – April 2021**

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 2045 RTP update process, including review of goals, policies, and objectives **July 2021 – June 2022**
- Coordinate with SACOG on the kick-off and data collection effort of the SACOG 2024 MTP/SCS **July 2021 – June 2022**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

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)
 - Collecting and updating Land Use inventories used in 2020 Base Year **July 2021 – June 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Coordinate with state, federal, regional, and local stakeholders on issue identification and process for the 2024 MTP/SCS update **July 2021 – June 2022**
 - Begin transportation and land use analysis that will support policy discussions throughout the MTP/SCS update cycle **July 2021 – June 2022**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Monitor, track, and update safety performance data for PM1. **June 2021 - February 2022**
 - Monitor, track, and update safety performance data, bridge conditions, and regional system performance metrics. **June 2021 - February 2022**
 - Develop draft CMAQ Performance Plan **Multi-year**

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**
- Develop 2045 RTP Public Outreach Plan **June 2022**

SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Support provided and outcomes memo **September 2021, December 2021, March 2022, June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - Complete 2020 Base Year Housing and Employment Inventory for Placer County for the 2024 MTP/SCS **December 2021**
 - New Bikeways and Trails Inventory **June 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - 2024 MTP/SCS Process Map and Outreach Schedule **June 2022**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Establish Regional Targets or Support Statewide PM1 Safety Targets for 2021 **March 2022**
 - Update Project performance assessment (PPA) tool and interactive spatial performance metric display **June 2022**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$72,419</u> \$45,318	SACOG	\$432,029
Rural Planning Assistance	397,000	PCTPA	<u>\$94,389</u> \$67,288
Planning, Programming, and Monitoring (PPM)	<u>60,000</u>	Legal	1,000
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	<u>\$529,419</u> \$502,318		<u>\$529,419</u> \$502,318
Percent of budget:			
<u>9.99%</u> 8.43%			

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**
- 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**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2021/22 Budget updates **As needed**
- CTSA FY 2022/23 Budget **June 2022**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Reports, audits, and other documentation required of CTSA's **July 2021 – June 2022/as needed**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	<u>\$84,419</u>	PCTPA	<u>\$114,769</u> <u>\$150,015</u>
LTF	<u>\$30,350</u> <u>\$65,596</u>		
TOTAL	<u>\$114,769</u> <u>\$150,015</u>		<u>\$114,769</u> <u>\$150,015</u>
Percent of budget:	<u>2.16%</u>		
	<u>2.52%</u>		

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 a key regional transit improvement, the South Placer Transit Project. This pilot transit improvement 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.

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**
- 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**
- Consultant contract amendments **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$48,184</u> \$59,705	PCTPA	<u>\$70,732</u> \$82,254
WPCTSA	\$38,048	Transit Consultant	15,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$86,232</u> \$97,753		<u>\$86,232</u> \$97,753
Percent of budget: <u>1.63%</u> 1.64%			

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

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

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

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

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

A key task for the ALUC is the implementation of the Airport Land Use Compatibility Plan (ALUCP). This adds a review of local land use proposals in the areas surrounding the airports to determine whether they are consistent with the ~~current~~ updated ALUCP adopted in ~~early 2014~~ September 2021.

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**
- Complete the ALUCP Update to reflect the Auburn and Lincoln Airport Layout Plans and Narrative Report Updates **July 2021 – ~~November~~ September 2021**
- Provide training for jurisdiction staff to conduct airport land use compatibility reviews. ~~November 2021—June 2022~~ March / April 2022
- ~~Update~~ ALUC fee structure ~~July 2021—January 2022~~ Complete

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**
- Final ALUCP ~~November~~ **September 2021**
- Jurisdiction airport land use compatibility training. ~~November 2021—June 2022.~~ **March / April 2022**
- ~~Updated~~ ALUC fee structure ~~November 2021—January 2022~~ **Adopted December 2021**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$143,466</u> \$123,023	PCTPA	<u>\$75,466</u> \$55,022
ALUC Fees	5,000	Legal	1,000
		Airport Conformity Consultant	\$10,000
		Meetings, Travel, and Notifications	\$2,000
		ALUCP Consultant	<u>60,000</u>
TOTAL	<u>\$148,466</u> \$128,023		<u>\$148,466</u> \$128,023
Percent of budget:			
<u>2.80%</u> 2.15%			

WORK ELEMENT 33 BIKEWAY PLANNING

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

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

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

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

WORK PROGRAM:

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on bicycle funding opportunities and grant programs 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 2022 – May 2022**
- Using enhanced computer software capabilities, update countywide bikeway maps in-house **Ongoing**
- Print and distribute updated countywide bicycle maps **Ongoing**
- Coordinate efforts with Caltrans District 3 on their district-wide bicycle facilities mapping effort **As needed**

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**
- Participate in SACOG Regional Parks and Trails Strategic Development Plan **July 2021 – June 2022**
- Participate in development in Caltrans District 3 Active Transportation Plan **July 2021 – June 2022**

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	\$14,768	\$14,807	PCTPA	\$16,267	\$16,307
CMAQ		2,000	Meetings, Travel, and Notifications		500
TOTAL	\$16,768	\$16,807		\$16,768	\$16,807
Percent of budget:					
	0.32%	0.28%			

WORK ELEMENT 35

RAIL PROGRAM

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

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

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

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

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

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

WORK PROGRAM:

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

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

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 Caltrans the update of the Statewide Rail Plan **Ongoing according to Caltrans’ schedule (Completed in 2018 – update every 5 years)**
- Work with CCJPA on annual marketing program for Placer County **July 2021 – June 2022**

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**
- Memorandum of Agreement with Union Pacific Railroad, CCJPA, Roseville, and/or other appropriate parties on terms for provision of additional passenger rail service to Placer jurisdictions **As needed**
- CCJPA marketing materials and video(s) focused on Placer County **July 2021—June 2022**.
Placer Destinations video completed in January 2022

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$34,454</u> \$26,564	PCTPA	<u>\$39,241</u> \$31,351
CMAQ	7,500	Legal	500
CCJPA	<u>9,213</u>	Marketing Consultant	\$10,926
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$51,167</u> \$43,277		<u>\$51,167</u> \$43,277 \$
Percent of budget: <u>0.97%</u>			
0.73%			

**WORK ELEMENT 40
PLACER PARKWAY**

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

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

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

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

WORK PROGRAM:

- Evaluate a proposed shift in the identified corridor and provide environmental review of the proposed corridor if necessary. **August 2021 – December 2022**
- 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) **August 2021 – December 2022, if needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	<u>\$24,853</u> \$16,004	PCTPA	<u>\$27,353</u> \$40,505
Developer Contribution	\$25,000	Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$24,853</u> \$41,004		<u>\$24,853</u> \$41,004
Percent of budget: <u>\$.47%</u> .69%			

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. Because the two projects are so closely related, PCTPA has reprogrammed a portion of the savings from a Federal earmark for the I-80 Bottleneck for preconstruction of the I-80/SR 65 Interchange. After an extensive consultant selection process, the contract was signed with the Jacobs team in February 2011. The interchange improvements received both federal and state environmental clearance in September 2016.

Phase 1 of the I-80/SR 65 interchange completed construction in September 2019, including a third lane on northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard. The work for FY 2021/22 is expected to focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, including project website updates. Augmenting construction of Phase 1 is ongoing public and stakeholder outreach and member jurisdiction coordination.

WORK PROGRAM:

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to close out construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2021 – June 2022**
- 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 2021 – June 2022/as needed**
- Maintain and update the project website, www.8065interchange.org **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**

PRODUCTS:

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

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

REVENUES		EXPENDITURES	
LTF	\$0	PCTPA	<u>\$12,970</u> \$19,208
SPRTA Mitigation Fees	<u>\$15,471</u> 21,709	Legal	2,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$15,471</u> \$21,709		<u>\$15,471</u> \$21,709
Percent of budget:			
<u>0.29%</u> 0.36%			

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 for 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 for the remainder of FY 2021/22 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 2021 – June 2022/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$0	PCTPA	<u>\$20,946</u> \$19,208
		Legal	1,000
SPRTA	<u>\$22,946</u>	Meetings, Travel, and	<u>1,000</u>
	\$21,209	Notifications	
TOTAL	<u>\$22,946</u>		<u>\$22,946</u>
	\$21,209		\$21,209
Percent of budget:	<u>0.43%</u>		
	0.36%		

WORK ELEMENT 43

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

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

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

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

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

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA 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.

The work for FY 2021/22 is expected to include completing design, right of way acquisition, and Office of Engineer review to get the project Ready to List.

WORK PROGRAM:

- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the I-80 Auxiliary Lanes in their planning efforts **Ongoing**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to complete final design and acquire right of way per consultant contract, and complete Office of Engineer review to get the project Ready to List **July 2021 – June 2022**
- With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, business groups, citizen groups, and other interested parties **July 2021 – June 2022/as needed**

PRODUCTS:

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

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

REVENUES		EXPENDITURES	
LTF	\$31,000	PCTPA	\$130,301 \$101,013
Federal HIP	<u>\$349,200</u>	Design and Right of Way Consultant	\$80,000
SPRTA (Dokken ROW)	\$38,600 \$40,312	Meetings, Travel, and Notifications	\$1,000
SPRTA (PG&E)	<u>\$103,000</u>	Caltrans Office of Engineer	175,000
		Legal	7,500
		PG&E ROW	<u>128,000</u>
TOTAL	<u>\$521,800</u> \$492,512		\$492,512 \$521,800
Percent of budget:			
	9.29% 8.75%		

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 2021/22, PCTPA and the consultant team will ~~finalize~~ continue work on the Plans Specifications & Estimates (PS&E), and ~~significantly complete~~ advance the right-of-way engineering phases in preparation for Caltrans to prepare and release a bid package for construction in FY 22/23.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to design (PS&E) improvements per consultant contract **July 2021 – June 2023**
- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties on the right of way phase per consultant contract **July 2021 – FY 2022/23**
- 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 2021 – June 2022/as needed**

PRODUCTS:

- Final Design Plans ~~June 2022~~ FY 2022/23
- Right of Way Acquisition ~~FY 2021/22~~ FY 2022/23
- Right of Way Certification ~~January 2022~~ FY 2022/23
- Ready to List ~~March 2022~~ FY 2022/23
- Consultant assistance with construction bid package ~~May 2022~~ FY 2022/23

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

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

FY 21/22

REVENUES		EXPENDITURES	
LTF	<u>\$10,372</u> \$12,479	PCTPA	<u>\$82,372</u> \$95,966
CMAQ (PSE)	\$186,014	Design & ROW consultant	<u>\$275,000</u> \$450,527
ATP State Grant Funds	<u>\$50,000</u> \$350,000	ROW Capital	\$400,000
CMAQ (ROW)	<u>\$300,000</u> \$400,000	Meetings, Travel, and Notifications	\$1,000
		Legal	<u>\$1,000</u>
TOTAL	<u>\$360,372</u> \$948,493		<u>\$360,372</u> \$948,493
Percent of budget:			
	<u>6.80%</u> 15.91%		

FY 22/23

REVENUES		EXPENDITURES	
LTF	\$10,000	PCTPA	\$25,498
CMAQ (ROW)	<u>\$1,418,498</u> \$1,317,498	ROW consultant	\$300,000
		ROW Capital	<u>\$1,400,000</u> \$1,000,000
<u>ATP State Grant Funds</u>	<u>\$300,000</u>	Meetings, Travel, and Notifications	\$1,000
		Legal	<u>\$2,000</u> \$1,000
TOTAL	<u>\$1,728,498</u> \$1,327,498		<u>\$1,728,498</u> \$1,327,498
Percent of budget:			
	<u>25.29%</u> 12.53%		

WORK ELEMENT 46

MOBILITY ACTION PLAN (Multi-year project)

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

BACKGROUND: PCTPA was awarded a Sustainable Communities grant from Caltrans in May 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 2022.

PREVIOUS WORK:

- Release request for proposals and award consultant contract **April 2020 (PCTPA)**
- Worked closely with project partners to reduce number of potential projects from around 140 down to 12 potential priority projects **December 2020 (Consultant and PCTPA)**

WORK PROGRAM:

- Administer Caltrans grant **July 2021 – ~~February~~ December 2022 (PCTPA)**
- Work closely with project partners to determine set of priority projects along the corridor that would compete best in state and federal grant programs **July 2021 – ~~February~~ December 2022 (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)**
- Develop virtual reality simulation of key transportation projects **July 2021 – ~~February~~ June 2022 (Consultant)**

PRODUCTS:

- Virtual Reality Demonstration **~~October 2021–January 2022~~ April 2022**
- Draft Placer-Sacramento Action Plan (PSAP) **~~January~~ September 2022**
- Final Placer-Sacramento Action Plan (PSAP) **~~February~~ December 2022**
- Consultant contract amendments **As needed**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$40,009</u> \$48,060	PCTPA	<u>\$108,814</u> \$105,445
Caltrans Sustainable Communities Grant	<u>\$308,806</u> \$362,100	Consultant	<u>\$238,000</u> \$302,715
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	<u>\$348,815</u> \$410,160		<u>\$348,815</u> \$410,160
Percent of budget:			
<u>6.58%</u> 6.88%			

WORK ELEMENT 47

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

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

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

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

Because the total project improvements are estimated to cost about \$136 million, far more than the local agencies have reasonably available in the short term, the PSR will be used to pursue local, state, and federal funding.

WORK PROGRAM:

- Pursue funding with City of Roseville, Placer County, and Sutter County to evaluate regional transportation funding and financing options for South Placer and South Sutter counties ~~and begin the PA&ED phase~~ **July – June 2022**
 - **Evaluate regional transportation funding and financing options for South Placer and South Sutter counties November 2021 – June 2022**
- Initiate consultant selection processes, as needed **To Be Determined**
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties **July 2021 – June 2022/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening in their planning efforts **Ongoing**

PRODUCTS:

- MOU with jurisdictions for regional transportation funding and financing options for South Placer and South Sutter counties ~~and PA&ED phase~~ **executed in October 2021 July – November 2021**
- Regional transportation funding and financing options evaluation ~~and Riego Road/Baseline Road Widening consultant work products.~~ **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	
LTF	<u>\$45,146</u> \$14,789	PCTPA	<u>\$105,146</u> \$74,789
Agency Contribution	\$60,000		
TOTAL	<u>\$105,146</u> \$74,789		<u>\$105,146</u> \$74,789
Percent of budget:	<u>1.98%</u> 1.25%		

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 in one or two more cycles, thus bringing this funding source back into play.

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

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

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- 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, RSTBGP, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Carbon Transit Operations Program applications **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly/as needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **September 2021 – June 2022**
- 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**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Amendments and applications to Low Carbon Transit Operations Program **As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- FTA Section 5310 Priority List **January 2022, per Caltrans schedule**
- FTA Section 5311 Program of Projects and Application ~~August~~ April 2021 2022
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2022**
- FHWA Strategic Partnership Grant application **March 2022**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**
- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) **Per Caltrans/CTC schedules**
- SB 1 program reports **Per Caltrans/CTC schedules**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$63,348</u> \$53,575	PCTPA	<u>\$126,348</u> \$116,575
STIP Programming (PPM)	64,000	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	<u>\$127,348</u> \$117,575		<u>\$127,348</u> \$117,575
Percent of budget:			
	<u>2.40%</u> 1.97%		

WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM

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

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

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

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

WORK PROGRAM:

- 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 January 2022 **July 2021 – June 2022**
- 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. **December 2021 – June 2022**
- 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 **December 2021 – 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 **September 2021**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$547,545</u>	PCTPA	<u>\$311,683</u>
	\$553,237		\$391,088
LTF Contribution from South County Agencies	<u>\$604,080</u>	Legal	10,000
	\$677,881		
		Outreach Consultant/Direct Costs/Events,Printing	369,000
		Mall Kiosk Rent	24,000
		Sales Tax Consultant	37,313
		Polling Consultant	92,000
		Bonding Consultant	100,000
		Traffic Cameras	90,000
		Economic Impact Analysis	112,500
		Meetings, Travel, and Notifications, Misc Costs	5,100
TOTAL	<u>\$1,151,595</u>		<u>\$1,151,595</u>
	\$1,231,118		\$1,231,118
Percent of budget:			
<u>21.72%</u>			20.65%

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	<u>\$11,489</u>	PCTPA	<u>\$63,472</u>
FSP State Allocation	\$391,971	FSP contractor	\$504,913
CMAQ Grant 21-22	<u>\$124,058</u>	Sacramento Transportation Authority Support	5,800
CMAQ Grant 20-21	<u>\$49,167</u>	Legal	500
		FSP Brochures	1,500
		Meetings, travel, and notifications	<u>500</u>
TOTAL	<u>\$576,685</u>		<u>\$576,685</u>
Percent of budget:	<u>10.88%</u>		
	9.48%		

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.

During FY 20/21, PCTPA staff and the SPRTA members launched an update to the SPRTA Regional Travel Demand Forecasting (TDF) Model and Tier I and Tier II Regional Impact Fees. The TDF Model and Impact Fee is routinely updated approximately every five years. However, this update will be more robust than prior updates to incorporate the approvals of the Amoruso Ranch and Placer Ranch & Sunset Area Plans which will require an in-depth assessment of the regional impact fees. The TDF model geography will also be expanded to State Route 20, including the Town of Loomis, and Cities of Auburn and Colfax. The new model will also serve as a tool to assess future land use and transportation projects under SB 743.

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**
- Finalize the base year and future year Travel Demand Model **July 2021**
- Finalize Model User Guide **October 2021**
- Finalize nexus study and Tier I and II regional impact fee programs **May 2022**
- Implement stakeholder engagement plan to share information on how regional impact fees are generated and the projects that they support **July 2021 – June 2022**
- Prepare Impact Fee Schedule **June 2022**

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 2021/22 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**
- SPRTA TDF Model and Impact Fee Program Stakeholder Outreach **July 2021 - June 2022**
- Base and Horizon Year SPRTA TDF Model **October 2021**
- SPRTA Tier I and II Regional Fee Program Updates **June 2022**

FY 21/22

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	<u>\$371,552</u> <u>\$364,272</u>	PCTPA	<u>\$147,962</u> \$140,681
		Model and Fee Update Consultant	<u>\$223,590</u>
TOTAL	<u>\$371,552</u> <u>\$364,272</u>		<u>\$371,552</u> <u>\$364,272</u>
Percent of budget:	<u>\$7.01%</u> 6.11%		

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 2021/22			
Expenditures	FY 2021/22 Amend 2	FY 2021/22 Amend 1	Difference
Salary	\$821,493	\$906,590	(\$85,097)
Benefits	\$514,693	\$552,875	(\$38,182)
Direct (Table 2)	\$3,366,205	\$4,005,447	(\$639,242)
Indirect (Table 3)	\$598,952	\$496,481	\$102,471
Total	\$5,301,343	\$5,961,393	(\$660,050)
Revenues	FY 2021/22 Amend 2	FY 2021/22 Amend 1	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,360,509	\$1,360,509	\$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	\$263,732	\$263,732	\$0
SB 1 FSP Grants	\$128,239	\$128,239	\$0
CMAQ Grants - FSP 20-21	\$124,058	\$124,058	\$0
CMAQ Grant - FSP 21-22	\$49,167	\$49,167	\$0
Building Administration	\$17,508	\$17,255	\$253
Capitol Corridor Marketing Match	\$9,213	\$9,213	\$0
Interest	\$2,000	\$2,000	\$0
SPRTA Administration	\$371,552	\$364,272	\$7,280
SPRTA - I80/SR 65 IC	\$15,471	\$21,709	(\$6,238)
SPRTA - Placer Parkway	\$24,853	\$16,004	\$8,849
SPRTA - SR 65 Widening	\$22,946	\$21,209	\$1,737
SPRTA - I-80 Aux Lanes	\$143,312	\$141,600	\$1,712
HPP Section 1702 - I-80 Auxiliary Lanes	\$0	\$0	\$0
HIP Grant - I-80 Auxiliary Lanes	\$349,200	\$349,200	\$0
CMAQ Grant - SR 49 Sidewalks	\$300,000	\$586,014	(\$286,014)
ATP State Funding - SR 49 Sidewalks	\$50,000	\$350,000	(\$300,000)
Caltrans Sustainable Communities Grant	\$308,806	\$362,100	(\$53,294)
Western Placer CTSA JPA Administration	\$84,419	\$84,419	\$0
CTSA - Transit Planning	\$38,048	\$38,048	\$0
United Auburn Indian Community(UAIC)	\$0	\$0	\$0
SACOG Regional Local Program	\$0	\$0	\$0
Baseline/Riego Road-Preliminary Work	\$60,000	\$60,000	\$0
Placer Parkway Amendment	\$0	\$25,000	(\$25,000)
LTF Additional Contribution from Jurisdictions-WE61	\$604,080	\$677,881	(\$73,801)
LTF Carryover	\$50,646	\$50,646	\$0
Total	\$5,473,759	\$6,198,275	(\$724,516)
Contingency Fund Balance	FY 2021/22 Amend 2	FY 2021/22 Amend 1	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 2021/22 Amend 2	FY 2021/22 Amend 1	Difference
Surplus/(Deficit)/Carry Over to FY2022/23 for WE61	\$172,416	\$0	\$172,416

Table 2

Direct Costs				
FY 2021/22				
	FY 2021/22	FY 2021/22		
	Amend 2	Amend 1	Difference	Source
TDA Fiscal Audits (WE 11)	\$41,385	\$41,385	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$40,000	\$40,000	\$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	\$25,000	\$25,000	\$0	LTF
Grant Writer	\$25,000	\$25,000	\$0	LTF
SACOG Payment (WE 20)	\$432,029	\$432,029	\$0	LTF, RPA
Transit Consultant (WE 24)	\$15,000	\$15,000	\$0	CTSA
ALUCP Update Consultant (WE 27)	\$60,000	\$60,000	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing (WE 33)	\$0	\$0	\$0	LTF
Capitol Corridor Marketing (WE 35)	\$10,926	\$10,926	\$0	CMAQ, LTF, CCJPA
SR 65 Widening Consultant - Design/ROW (WE 42)	\$0	\$0	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - Design (WE 43)	\$50,000	\$50,000	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)	\$30,000	\$30,000	\$0	HPP, RPS9, HIP
I-80 Auxiliary Lanes - Caltrans Advertise/Award (WE 43)	\$175,000	\$175,000	\$0	HPP, RPS9, HIP
I-80 Auxiliary Lanes - PG&e ROW (WE 43)	\$128,000	\$128,000	\$0	SPRTA, HIP
SR 49 Sidewalk Consultant - Design (WE 44)	\$275,000	\$450,527	(\$175,527)	CMAQ
SR 49 Sidewalk Consultant - ROW Capital (WE 44)	\$0	\$400,000	(\$400,000)	CMAQ
PSCMP Consultant (WE 45)	\$0	\$0	\$0	LTF
PSMAP Consultant (WE 46)	\$238,000	\$302,715	(\$64,715)	Caltrans Grant
Riego/Baseline Widening (WE 47)	\$0	\$0	\$0	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50, 61 80)	\$29,100	\$29,100	\$0	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$26,000	\$25,000	\$1,000	LTF, RPA, CMAQ, HPP, SPRTA
Sales Tax Consultant (WE 61)	\$0	\$0	\$0	LTF
Outreach Consultant (WE 61)	\$90,000	\$90,000	\$0	LTF
Paid Digital Ads/Streaming (WE 61)	\$49,000	\$49,000	\$0	LTF
Video Production (WE 61)	\$48,000	\$48,000	\$0	LTF
Direct Mail (WE 61)	\$46,000	\$46,000	\$0	LTF
Mall Kiosk Rent/Design (WE 61)	\$24,000	\$24,000	\$0	LTF
Billboards-Static/Electronic (WE 61)	\$61,000	\$61,000	\$0	LTF
Website (WE 61)	\$6,000	\$6,000	\$0	LTF
SR 65 Traffic Camera (WE 61)	\$90,000	\$90,000	\$0	LTF
Events (WE 61)	\$48,000	\$48,000	\$0	LTF
Economic Impact Analysis (WE 61)	\$112,500	\$112,500	\$0	LTF
Polling Consultant (WE 61)	\$92,000	\$92,000	\$0	LTF
Sales Tax Update (WE 61)	\$37,313	\$37,313	\$0	LTF
Funding Program Bonding Consultant (WE 61)	\$100,000	\$100,000	\$0	LTF
Printing (WE 61)	\$21,000	\$21,000	\$0	LTF
FSP Brochure (WE 80)	\$1,500	\$1,500	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$504,913	\$504,913	\$0	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee Update Consultant (WE 100)	\$223,590	\$223,590	\$0	SPRTA
TOTAL	\$3,366,205	\$4,005,447	(\$639,242)	

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 2021/22				
	FY 2021/22	FY 2021/22		
CALTRANS ICAP INDIRECT	Amend 2	Amend 1	Variance	Variance %
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$13,600	\$13,600	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$10,000	\$10,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$20,000	\$20,000	\$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	\$5,000	\$5,000	\$0	100.00%
FISCAL AUDIT	\$18,130	\$18,130	\$0	100.00%
INDIRECT LABOR - <i>Note 1</i>	\$429,251	\$326,780	\$102,471	31.36%
Subtotal	\$558,481	\$456,010	\$102,471	22.47%
INDIRECT COST ADJUSTMENT FROM FY 19/20	(\$141,775)	(\$141,775)	\$0	0.00%
ICAP ALLOWABLE TOTAL	\$416,706	\$314,235	\$102,471	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
OFFICE SPACE	\$165,246	\$165,246	\$0	0.00%
SUBTOTAL	\$182,246	\$182,246	\$0	0.00%
INDIRECT COST BUDGET TOTAL	\$598,952	\$496,481	\$102,471	20.64%

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

Table 4

Revenue - 2021/22 OWP												
	Work Element	Current Year LTF 2021/22	Rural Plan Assist	STIP	Caltrans Sustainable Communities Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other		TOTAL
5	Agency Admin - Indirect	\$0								\$ 429,277	(1)	\$429,277
10	Agency Admin - OWP	\$46,000	\$25,000									\$71,000
11	TDA Implementation	\$200,480										\$200,480
12	Intergovernmental Coordination	\$75,320		\$20,000								\$95,320
13	Intergovernmental Advocacy	\$173,832								\$2,000	(2)	\$175,832
14	Communications/Outreach	\$156,553					\$40,500					\$197,053
15	Building Administration	(\$0)								\$17,508	(4)	\$17,508
20	SACOG/MPO Planning Integration	\$72,419	\$397,000	\$60,000								\$529,419
23	CTSA Administration	\$30,350							\$84,419			\$114,769
24	Transit Planning	\$48,184							\$38,048			\$86,232
27	Airport Land Use Commission	\$143,466								\$5,000	(6)	\$148,466
33	Bikeway Planning	\$14,768					\$2,000					\$16,768
35	Capitol Corridor/Rail	\$34,454					\$7,500			\$9,213	(3)	\$51,167
40	Placer Parkway	\$0				\$24,853				\$0		\$24,853
41	I-80/SR 65 Interchange	\$0				\$15,471						\$15,471
42	SR 65 Widening	\$0				\$22,946						\$22,946
43	I-80 Auxiliary Lanes	\$0				\$143,312				\$349,200	(10)	\$492,512
44	SR 49 Sidewalks	\$10,372					\$300,000			\$50,000	(13)	\$360,372
46	Mobility Action Plan	\$40,009			\$308,806							\$348,815
47	Riego/Baseline Widening	\$45,146								\$60,000	(11)	\$105,146
50	Project Programming and Reporting	\$63,348		\$64,000								\$127,348
61	Transportation Funding Program	\$547,515								\$604,080	(14)	\$1,151,595
80	Freeway Service Patrol	\$11,489					\$173,225	\$391,971				\$576,685
100	SPRTA Administration	\$0				\$371,552						\$371,552
	Unallocated Revenue/Reserve	\$172,451										\$172,451
	Total	\$1,886,155	\$422,000	\$144,000	\$308,806	\$578,135	\$523,225	\$391,971	\$122,467	\$1,097,001		\$5,473,759

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor Marketing Match; (4) Building Admin Reimburse; (5) CCJPA Funding Contribution; (6) ALUC fees; (7) FTA Section 5304 including Local Match; (8) Cities of Auburn and Lincoln; (9) Federal Earmark; (10) Federal HIP Funding; (11) Counties of Placer and Sutter, City of Roseville; (12) Local Agency Funding; (13) ATP Federal Funding (14) Adttl LTF-Rsvl, Rock, Linc, Cnty for WE61

Table 5

Expenditures - 2021/22 OWP	Caltrans ICAP rate		Total Rate (see Table 3)		SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
	PY	Staff	Indirect	Indirect							
5 Agency Admin - Indirect	1.91	\$429,277							(1)	\$429,277	see Table 3
10 Overall Work Program	0.19	\$49,024	\$10,555	\$11,421						\$71,000	1.34%
11 TDA Implementation	0.36	\$81,197	\$17,482	\$18,916		\$81,385		\$500	\$1,000 (6)	\$200,480	3.78%
12 Intergovernmental Coordination	0.21	\$58,912	\$12,684	\$13,725					\$10,000 (6)	\$95,320	1.80%
13 Intergovernmental Advocacy	0.11	\$32,164	\$6,925	\$7,493		\$105,000			\$24,249 (3),(8),(10)	\$175,832	3.32%
14 Communications/Outreach	0.24	\$56,035	\$12,064	\$13,054		\$97,500			\$18,400 (2),(7),(9)	\$197,053	3.72%
15 Building Administration	0.05	\$12,089	\$2,603	\$2,816					(6)	\$17,508	0.33%
20 SACOG/MPO Planning Integration	0.27	\$65,174	\$14,032	\$15,183	\$432,029			\$1,000	\$2,000 (6)	\$529,419	9.99%
23 CTSA Administration	0.34	\$79,246	\$17,062	\$18,462						\$114,769	2.16%
24 Transit Planning	0.19	\$48,839	\$10,515	\$11,378		\$15,000			\$500 (6)	\$86,232	1.63%
27 ALUC/Aviation Planning	0.21	\$52,108	\$11,219	\$12,139		\$70,000		\$1,000	\$2,000 (6)	\$148,466	2.80%
33 Bikeway Planning	0.05	\$11,232	\$2,418	\$2,617					\$500 (6)	\$16,768	0.32%
35 Capitol Corridor Rail	0.10	\$27,095	\$5,834	\$6,312		\$10,926		\$500	\$500 (6)	\$51,167	0.97%
40 Placer Parkway	0.06	\$16,816	\$3,620	\$3,917					\$500 (6)	\$24,853	0.47%
41 I-80/SR 65 Interchange	0.03	\$8,956	\$1,928	\$2,086				\$2,000	\$500 (6)	\$15,471	0.29%
42 SR 65 Widening	0.05	\$14,463	\$3,114	\$3,369		\$0		\$1,000	\$1,000 (6)	\$22,946	0.43%
43 I-80 Auxiliary Lanes	0.27	\$69,747	\$15,017	\$16,249		\$383,000		\$7,500	\$1,000 (6)	\$492,512	9.29%
44 SR 49 Sidewalks	0.24	\$56,876	\$12,245	\$13,250		\$275,000		\$2,000	\$1,000 (6)	\$360,372	6.80%
46 Mobility Action Plan	0.30	\$75,134	\$16,176	\$17,504		\$238,000			\$2,000 (6)	\$348,815	6.58%
47 Riego/Baseline Widening	0.28	\$72,601	\$15,631	\$16,914		\$0			(6)	\$105,146	1.98%
50 Project Programming and Reporting	0.36	\$87,241	\$18,783	\$20,324					\$1,000 (6)	\$127,348	2.40%
61 Transportation Funding Program	0.65	\$215,211	\$46,335	\$50,137		\$824,813		\$10,000	\$5,100 (6)	\$1,151,595	21.72%
80 Freeway Service Patrol	0.18	\$43,826	\$9,436	\$10,210		\$504,913		\$500	\$7,800 (4),(6),(11)	\$576,685	10.88%
100 SPRTA Administration	0.42	\$102,165	\$21,996	\$23,801		\$223,590				\$371,552	7.01%
Total	7.07	\$1,336,152	\$287,673	\$311,278	\$432,029	\$2,829,127	\$0	\$26,000	\$79,049	\$5,301,308	100.00%

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

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

Table 6

Summary of Staff Hours and Costs FY 2021/22

		Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
5	Agency Administration: Indirect	3977	27.03%	1.91		\$429,277	24.32%
10	Agency Admin - OWP	399	2.71%	0.19		\$49,024	2.78%
11	TDA Implementation	752.077	5.11%	0.36		\$81,197	4.60%
12	Intergovernmental Coordination	433	2.94%	0.21		\$58,912	3.34%
13	Intergovernmental Advocacy	223.846	1.52%	0.11		\$32,164	1.82%
14	Comm/Outreach	500.192	3.40%	0.24		\$56,035	3.17%
15	Building Administration	105.5	0.72%	0.05		\$12,089	0.68%
20	SACOG/MPO Plan Integration and Support	561.5	3.82%	0.27		\$65,174	3.69%
23	CTSA Administration	705.5	4.80%	0.34		\$79,246	4.49%
24	South Placer Transit Project	403.423	2.74%	0.19		\$48,839	2.77%
27	ALUC/Aviation Planning	436.423	2.97%	0.21		\$52,108	2.95%
33	Bikeway Planning	99.4231	0.68%	0.05		\$11,232	0.64%
35	Capitol Corridor Rail	207.423	1.41%	0.10		\$27,095	1.53%
40	Placer Parkway EIR	118.846	0.81%	0.06		\$16,816	0.95%
41	I-80/SR 65 Interchange	60	0.41%	0.03		\$8,956	0.51%
42	SR 65 Widening	101	0.69%	0.05		\$14,463	0.82%
43	I-80 Auxiliary Lanes	564	3.83%	0.27		\$69,747	3.95%
44	SR 49 Sidewalks	491	3.34%	0.24		\$56,876	3.22%
46	Mobility Action Plan	632	4.30%	0.30		\$75,134	4.26%
47	Riego/Baseline Widening	581	3.95%	0.28		\$72,601	4.11%
50	Project Programming and Reporting	759	5.16%	0.36		\$87,241	4.94%
61	Regional Funding Program	1356	9.22%	0.65		\$215,211	12.19%
80	Freeway Service Patrol	369.538	2.51%	0.18		\$43,826	2.48%
100	SPRTA Administration	874	5.94%	0.42		\$102,165	5.79%
	Total	14710.7	100.0%	7.07		\$1,765,428	100.0%

Table 7

**Agency Salary and Pay Range
FY 2021/22**

			FY 2021/22 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	15853	21245
Deputy Executive Director	Deputy Director	1	12632	16627
Senior Transportation Planner	Senior Planner	3	9409	12009
Associate Planner	Associate Planner	0	7418	9467
Assistant Planner	Assistant Planner	0	5686	7257
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	9490	12112
Planning Administrator/Board Secretary	Executive Assistant	1	6940	8858
			FY 2021/22 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	42.80	54.62
Planning Intern	Planning Intern	0	24.61	31.38



**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

April 12, 2022 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Mohan Bonala, Caltrans
David Dosangh, Caltrans
Wes Heathcock, City of Colfax
Carl Moore, City of Colfax
Araceli Cazarez, City of Lincoln
Roland Neufeld, City of Lincoln
Merrill Buck, Town of Loomis
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Justin Nartker, City for Rocklin
Ed Scofield, City of Roseville
Amber Conboy, Placer County
Katie Jackson, Placer County
Richard Moorehead, Placer County
Jaime Wright, Placer County

Staff

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

ALUC Consistency Determination, Placer County ZTA

David Melko explained that on March 11th Placer County submitted to the ALUC the 2022 Zoning Text Amendment (ZTA) to determine whether they are consistent with the ALUCP. ZTAs require a mandatory review by the ALUC as it affects lands within an airport influence area. The amendments include 1) minor technical clarifications and grammar changes, 2) targeted revisions to specific sections of existing code, 3) re-writing of code sections to be consistent with the recently adopted housing and habitat conservation programs and 4) addressing feedback received from the public and the Board of Supervisors on the Zoning Ordinance. David said that after review of the ZTA and determining the factors that go into a consistency analysis, staff will recommend the ALUC find the 2022 Zoning Text Amendments consistent with the ALUCP. The TAC concurred.

IJA/Earmarks/Other Federal Transportation Grants Coordination

Rick Carter showed known grants and earmarks that Placer County jurisdictions are going after, explaining we are interested in helping support and assist agencies. Mike Luken added that we have Cap-to-Cap coming up at the end of April which provides an opportunity to help advocate for our local

projects. Rich Moorehead said that they are going after an ATP grant into the Tahoe area for Fanny Bridge. The TAC had no other additions.

FY 2021/22 LCTOP Apportionment Distribution and Allocation Requests

Mike Costa provided an FY 2021/22 Low Carbon Transit Operations Program (LCTOP) Fund Allocation estimate which totals \$886,427 county-wide. Mike explained the allocation identifies funding a third and final year of a multi-year program for the South Placer Transit Project's operating costs as well as funding for the installation of zero-emission charging infrastructure at Roseville's bus maintenance depot. Both projects are administered by the City of Roseville, which will be responsible for implementing the LCTOP funding pursuant to the program's administrative guidelines. The TAC concurred with bringing this funding allocation to the Board this month.

FYs 2021/22 and 2022/23 FTA Section 5311 Apportionment and Program of Projects

Mike Costa said that the FTA 5311 program provides funding for operating or capital assistance for rural transit areas. Placer County and Auburn are the two eligible operators. The funds will split between the two operators by an established formula that considers each operator's respective share of ridership, vehicle revenue miles and vehicle revenue hours. Mike went over the two-year POP cycles and funding allocation breakdown. The TAC concurred with the Section 5311 Program of Projects for FYs 2021/22 and 2022/23.

Sierra College Transit Pass and TNC Subsidy Pilot Program Update

Mike Costa said that we have been exploring a pilot program for a Sierra College student transit pass and transportation network company (TNC) subsidy program which would allow students to ride transit for free in Rocklin and Roseville, with options to extend the program to serve the Sierra College campuses in Nevada County and Tahoe. In addition, the program would offer a discounted ride subsidy on services provided by a TNC, such as Uber or Lyft, for students attending classes after transit service operator hours. Ridership and cost estimates as presented have been reviewed and discussed with the TOWG, Sierra College staff, including Willie Duncan, President of Sierra College, as well as Board Members Houdesheldt and Broadway. The college has committed contributing funding for this program, and additional funding is being examined to help support the pilot program through the Western Placer Consolidated Transportation Services Agency (WPCTSA). Mike said that the pilot program's implementation is currently targeted for the fall of 2022. This is an update for the TAC only. No action will be going to the Board this month.

SACOG 2024 Blueprint (MTP/SCS) Project Nomination Tool and Submittal Deadlines

Mike Costa explained that we are asking the jurisdictions for their participation with the SACOG 2024 Blueprint (Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS)) and project list nomination effort. He explained the importance of including transportation projects, transit, and other transportation alternative projects in the MTP/SCS as these projects will be reflected in PCTPA's 2050 Regional Transportation Plan (RTP). Mike Costa said that all non-exempt and exempt projects need to be included in the Blueprint tool by April 25th and May 2nd, respectively. Mike Luken reminded of the TAC of issues experienced in 2018 with 53 Placer County projects being omitted for inclusion in the MTP/SCS by SACOG, and the importance of using the Blueprint tool.

FY 2021/22 Overall Work Program and Budget – Amendment #2

Jodi LaCrosse explained that the 2nd Amendment of the FY 2021/22 Overall Work Program (OWP) and Budget provided to the TAC contains the latest known information on work activities and fiscal changes that have occurred since Amendment #1 was approved in November 2021. Staffing levels remain the same however there were adjustments made in billable hours primarily due to gaps and changes in staffing since Amendment 1 was adopted. The expenditures for direct costs, primarily in WE 44 (SR 49 Sidewalk Gap Closure Project), have been adjusted to occur in the FY 2022/23. The budget surplus

increased by \$172,000 which is dedicated to WE 61, Regional Transportation Funding Program. Mike Luken added that because of the Omicron variant we did not spend what we had forecast and the \$172,000 is a carryover into FY 2022/23. As we close the books it may be adjusted depending on our actual expenditures. The TAC concurred with bringing the FY 2021/22 OWP and Budget – Amendment #2 to the Board for adoption in April.

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

Rick Carter explained that this item that will now go PCTPA in May since the companion item will go to SPRTA May. He added that this will be an MOU between SPRTA and PCTPA to have staff work under SPRTA to acquire ROW for the Highway 49 project. SPRTA will be fully reimbursed by PCTPA.

CMAQ / STBG Status Update

Rick Carter explained that the stakeholders were successful in getting FHWA to push the deadline to meet the required changes on how CMAQ / STBG fund are administered from October this year to June of next year. The funding round is largely on hold until a few issues are resolved. One is the revised funding estimate from the State of California have not yet been released. SACOG has decided to move forward with their own estimates, and we are coordinating with them and EDCTC to determine an assumed future revenue for the program. Additionally, we need to determine how to handle modifications after projects have been adopted. Previously this has been an administrative process that was agreed upon by the Placer jurisdictions and then brought to the PCTPA Board. With SACOG voting on the initial projects being funded, we need to determine how future modifications with these projects will be addressed. Additionally, Rick asked for TAC member to forward any desires for “off the top” project funding.

Other

- Mike Luken said that we are currently polling voters in Rocklin, Roseville, and Lincoln to determine the likelihood of a willingness to vote for a transportation sales tax. Results of the poll will go the polling subcommittee next week and then the PCTPA Board in April.
- There was discussion amongst the TAC on going back to in-person meetings. It was agreed that we would aim for quarterly in-person TAC meetings starting in September 2022. Mike added that this was dependent on any state and county guidelines related to the COVID or variants thereof.

PCTPA Board Meeting: Wednesday, April 27, 2022 at 9:00 am
Next TAC Meeting: Tuesday, May 10, 2022 at 3:00 pm

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

:ss

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: April 5, 2022
RE: March 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 March 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, Caltrans traffic updates, Capitol Corridor services, and the launch of our new projects, Traveling Trivia and the Roving Reporter.

Key social media post subjects included:

- Caltrans District 3 traffic alerts
- Capitol Corridor's Transportation Services
- City of Auburn's New On-Demand Service
- Regional Traffic updates
- Traveling Trivia campaign
- Roving Reporter live interviews

Current social media page statistics include:

- Facebook – 1,851 Followers
 - *Previously: 1,848*
- Twitter – 1,322 Followers
 - *Previously: 1,326*
- Instagram – 1,029 Followers
 - *Previously 1,013 Followers*

Key website analytics include:

- 1,855 users visited pctpa.net in February
 - 81% New Visitors, 19% Returning Visitors
- Total page views for the PCTPA website during February: 2,950
 - 18.98% of views were on the Main Page
 - 5.02% of views were on the Agendas 2022 Page
 - 3.12% of views were on the Placer County Bike Map Page
 - 3.12% of views were on the Highway 65 Widening Page
 - 3.05% of views were on the Meet the Staff 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
- Reached out to business to host boards for Traveling Trivia Questions
 - Over 100 businesses contacted
- Started Traveling Trivia Campaign
- Started on Roving Reporter Interviews
- Created marketing materials and slogan for Traveling Trivia/Roving Reporter signage



April 6, 2022

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

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

RE: March 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 Preparation Meetings with Research Team

Earned Media/Collateral Development/Paid Advertising – In Progress

- Launch New Digital Advertisement Content- Emergency Response Video
- Prepared and Presented Communications Plan Leading to April Poll
- Traffic Camera Pitches
- Rocket TV
- Emergency Response Gold Country Media Column
- Planned and Held Community Meetings in Roseville and Lincoln

Account Management – Complete

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

FSB

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

FSB

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 ● Elected, Civic and Stakeholder Engagement



(703) 340-4666

www.keyadvocates.com

March 31, 2022

To: PCTPA

From: Sante Esposito

Subject: March Monthly Report

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.

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 resiliency 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.

FY23 Earmarks

Both Appropriations Committees have announced their schedule for receiving FY23 earmark requests. Those scheduled have been shared with PCTPA. Senator Padilla has put out a call for earmarks with a deadline of April 4. Nothing from Senator Feinstein as of this writing. Congressman McClintock does not support earmarks and does not make earmark requests.

“Build Back Better” Bills (BBB)

Efforts are on-going between The White House and the Senate Democratic leadership to identify provisions from the House-passed bill that could be considered in smaller, separate bills that would either have enough Democratic votes or bipartisan votes for passage. Pursuant to that, Senator Manchin has signaled that he is open to negotiations on a more limited bill. 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.

Bill Tracking

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

CAPITOL CORRIDOR

Monthly Performance Report



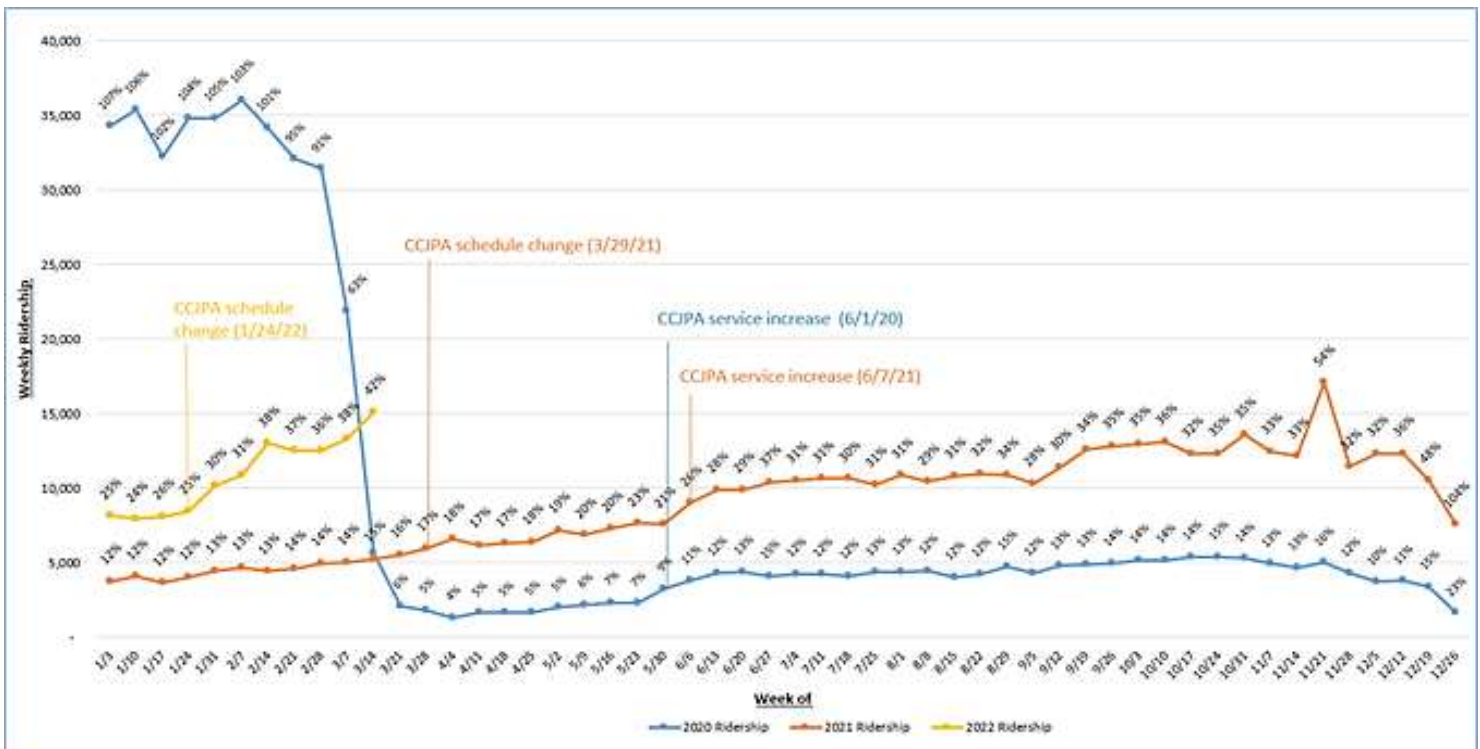
SERVICE PERFORMANCE OVERVIEW

February 2022 Service Performance for the Capitol Corridor

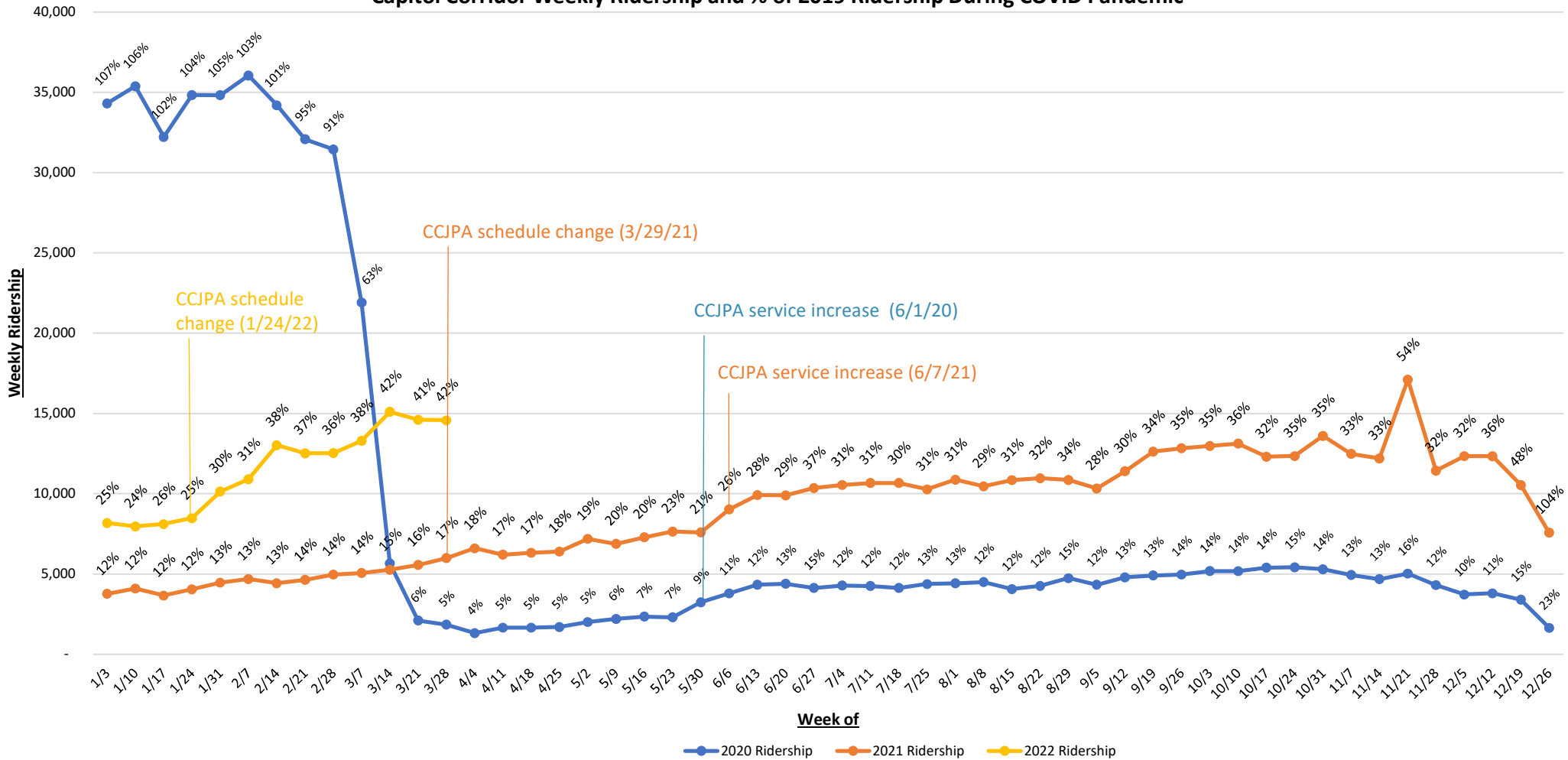
During February 2022, the Capitol Corridor experienced an increase in ridership in comparison to recent months and is up 114% as compared to February 2021. By the end of February, ridership exceeded 35% of pre-pandemic ridership levels. End-point on-time performance was only 75%, far below normal performance levels, due to an unusual surge in the number of vehicles stuck on crossings, and Union Pacific slow orders due to scheduled track work that extended over a longer period than expected.

Performance Measure	Feb 2022	vs. Feb 2021	YTD 2022	vs. Prior YTD	vs. FY 22 Plan
Ridership	38,238	+114%	237,573	+155%	-5.7%
Revenue	\$936,955	+105%	\$6,179,162	+166%	-2.4%
End-Point OTP	75%	-15%	81%	-10%	-10.2%
Passenger OTP	77%	-13%	82%	-9%	-8.4%

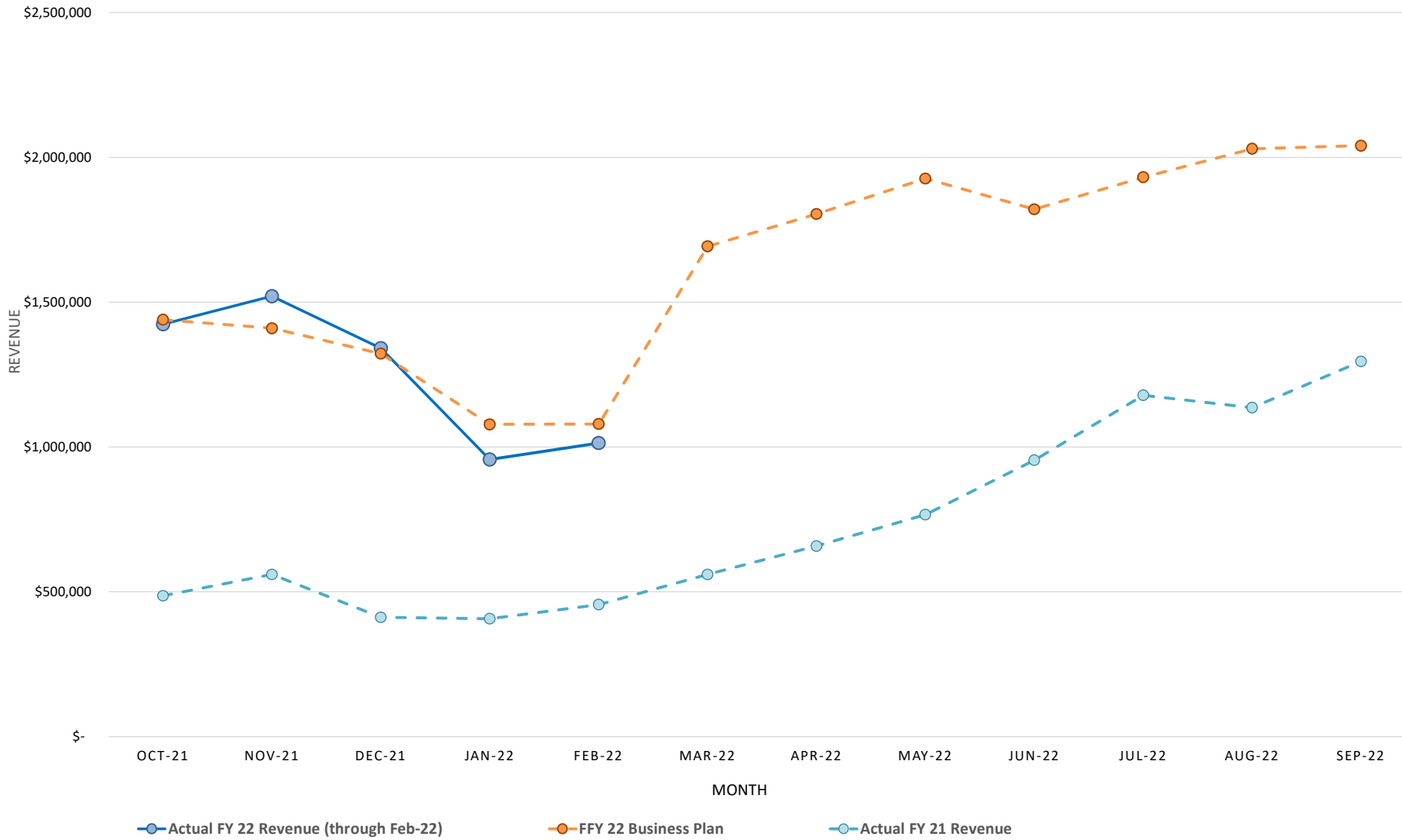
Weekly Ridership and % of 2019 Ridership During COVID Pandemic



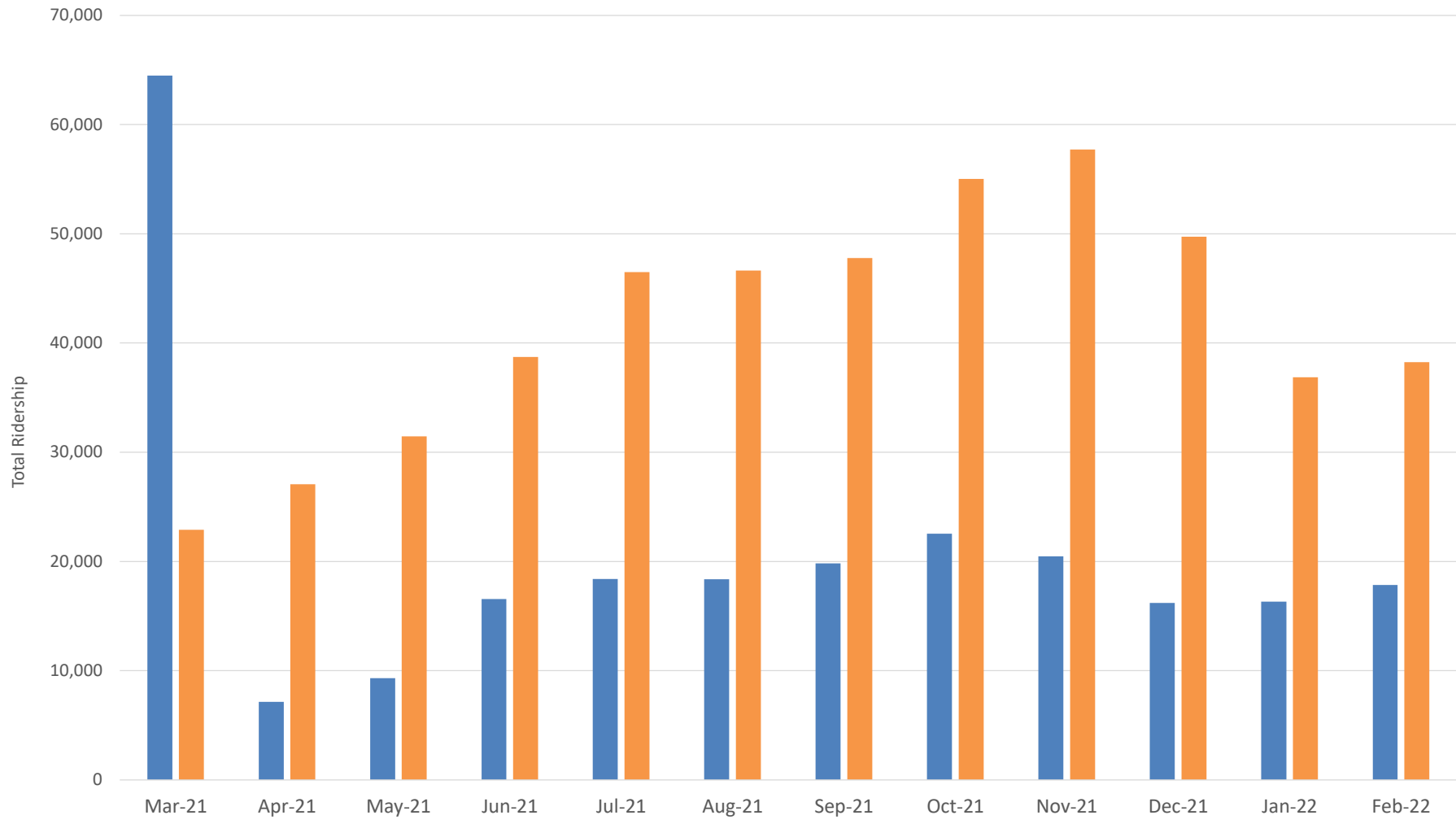
Capitol Corridor Weekly Ridership and % of 2019 Ridership During COVID Pandemic



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



CAPITOL CORRIDOR RIDERSHIP (MARCH 2021- FEBRUARY 2022)
COMPARING PREVIOUS 12 MONTH PERIOD TO CURRENT 12 MONTH PERIOD



101.57% Overall 12-Month Growth
Ridership Last 12 Months=498,623
Ridership Prior 12 Months=247,370

■ Prior 12 Months ■ Current 12 Months



TRAIN PERFORMANCE FY22 (Oct 2021-Feb 2022)

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

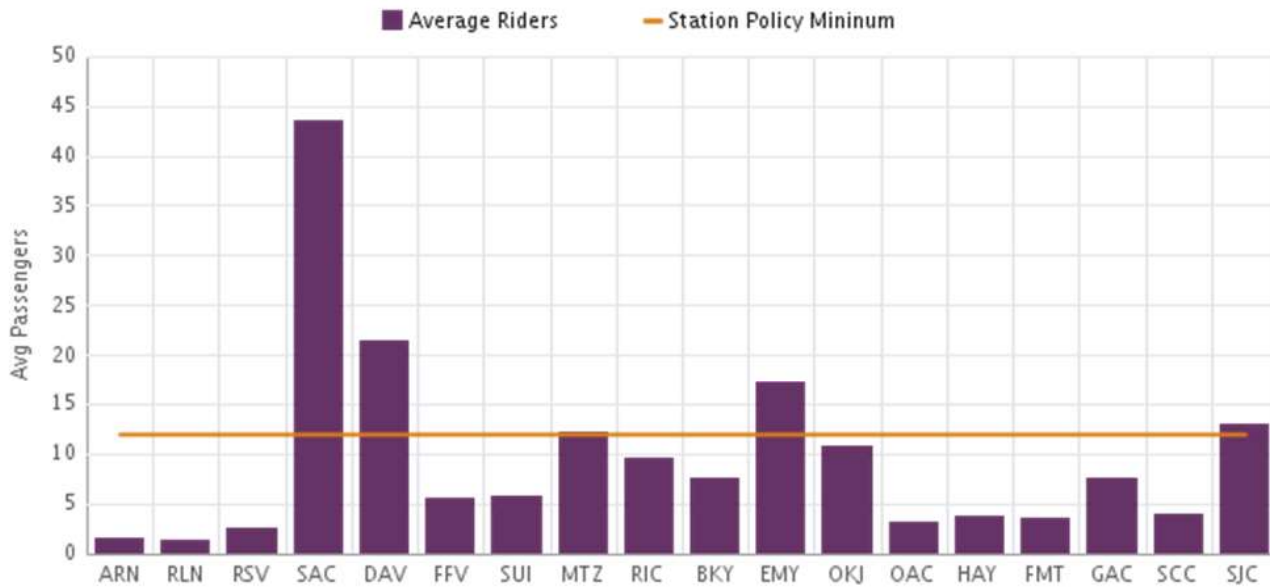
Performance Model	Ridership	Revenue	End-Point OTP	Passenger OTP	System Operating Ratio
<i>Actual FY 22 Performance</i>	237,573	\$ 6,255,855	81%	82%	30%
FY 22 Business Plan Forecasted	251,854	\$ 6,329,607	90%	90%	30%
<i>FY 22 Actual vs FY 22 Business Plan (% Change)</i>	-6%	-1%	-10%	-8%	1%
<i>FY 22 vs FY 21 Actual Performance (% Change)</i>	155%	169%	-10%	-9%	46%

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 22/October 1, 2021 - March 30, 2022

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	575	0	2	N
BKY	22,846	22,828	8	N
DAV	66,652	61,132	21	Y
EMY	51,035	52,606	17	Y
FFV	16,624	16,942	6	N
FMT	6,441	6,087	3	N
GAC	14,403	12,907	8	N
HAY	7,169	6,403	4	N
MTZ	34,647	38,009	12	Y
OAC	6,358	6,955	3	N
OKJ	32,694	32,308	11	N
RIC	27,209	30,461	10	N
RLN	482	0	1	N
RSV	923	4	2	N
SAC	132,237	128,191	43	Y
SCC	7,895	6,500	4	N
SJC	27,623	19,467	13	Y
SUI	16,254	17,843	6	N

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

*Per train ridership thresholds parsed to reflect service frequency differences

Ridership Counts by Train an Day - February 2022

Train	Riders
521	1121
522	862
523	1777
524	1498
525	1507
527	2640
528	1511
531	1894
532	2017
534	1005
536	1723
538	3743
540	600
541	2704
542	2195
543	1075
545	1422
546	1679
547	2316
548	276
549	701
551	755
720	291
723	183
724	878
727	394
728	1114
729	988
732	1026
736	1038
737	1074
741	780
742	621
743	1045
744	374
745	578
746	173
747	670
748	290
751	217
Total	46755

Train	Curr Yr	Pr Yr	Diff
521	56	48	16%
522	43	16	164%
523	89	54	65%
524	75	32	131%
525	75	57	32%
527	132		
528	76		
531	95		
532	101	69	46%
534	50	30	67%
536	86	63	37%
538	187	58	225%
540	30		
541	135		
542	110	60	83%
543	54	23	134%
545	71	19	266%
546	84	37	127%
547	116	43	168%
548	14		
549	35		
551	38		
720	36		
723	23	19	18%
724	110	46	138%
727	49		
728	139	52	170%
729	124	46	169%
732	128	47	174%
736	130		
737	134	78	73%
741	98		
742	78	38	107%
743	131	59	122%
744	47		
745	72		
746	22		
747	84	37	124%
748	36		
751	27		

Riders	
Curr Mth	46059
Pr Yr Mth	17443
% Diff	164%

*Employees, Partners and Infants have been deducted from the Grand Total to determine Curr Mth Riders.

Days of Operation	Curr Yr Riders	# of Run Days	Pr Yr Riders	# of Run Days Last Year	Diff
Wkday	1751	20	721	20	143%
Wkend	1467	8	473	8	210%

Note: February 2021/2022 trains operated on a reduced schedule