



A G E N D A

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

Wednesday, March 27, 2019 – 9:00 a.m.

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

- A. Flag Salute**
- B. Roll Call**
- C. Closed Session – Conference Room A** **Action**
Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9):

NAME OF CASE: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)
- D. Approval of Action Minutes: February 27, 2019** **Action**
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. FY 2018/19 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate Pg. 5
 2. FY 2019/20 Preliminary State of Good Repair (SGR) Fund Allocation Estimate Pg. 8
 3. FY 2018/19 City of Rocklin Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$132,262 Pg. 10

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
March 27, 2019
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Next Regularly Scheduled PCTPA Board Meeting
April 24, 2019

The Placer County Board of Supervisors' Chambers 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.

Following is a list of our 2019 Placer County Transportation Planning Agency (PCTPA) meetings.

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

PCTPA Board Meetings – 2019	
Wednesday, January 23	Wednesday, July 24
Wednesday February 27	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22	Wednesday, December 4
Wednesday, June 26	



ACTION MINUTES of February 27, 2019

A regular meeting of the Placer County Transportation Planning Agency Board convened on Wednesday, February 27, 2019, at 9:00 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

ROLL CALL:	John Allard	Kathleen Hanley
	Brian Baker	Aaron Hoyt
	Ken Broadway	Shirley LeBlanc
	Trinity Burruss, Vice Chair	Mike Luken, Executive Director
	Jim Holmes, Chair	Luke McNeel-Caird, Deputy Executive Director
	Paul Joiner	David Melko
	Cheryl Maki	Solvi Sabol
	Kirk Uhler	

CLOSED SESSION

No closed session was held.

APPROVAL OF MINUTES – JANUARY 23, 2019

Upon motion by Allard and second by Uhler, the minutes of January 23, 2019 were unanimously approved.

PUBLIC COMMENT

There was no public comment received.

CONSENT CALENDAR

It was moved, seconded (Uhler/Broadway) and passed by unanimous vote that the following Consent items be approved:

1. FY 2019/20 Preliminary Findings of Apportionment for Local Transportation Fund (LTF)
2. FY 2019/20 Preliminary State Transit Assistance (STA) Fund Allocation Estimate

UNMET TRANSIT NEEDS REPORT AND FINDINGS FOR FY 2019/20

ACTION REQUESTED: Kathleen Hanley, Assistant Planner, presented the staff report. It was moved, seconded (Joiner/Broadway) and by passed by unanimous vote that:

The Board adopt Resolution No. 19-01 making the following findings and recommendations regarding the annual unmet transit needs analysis and recommendations as required by the Transportation Development Act (TDA):

1. There are new unmet transit needs in FY 2018/19 that are reasonable to meet for implementation in FY 2019/20: *Service between Lincoln and Rocklin for someone*

who is physically unable to use the Placer County Transit Lincoln/Sierra College fixed-route is a new unmet transit need that is reasonable to meet.

2. The Annual Unmet Transit Needs Report for Fiscal Year 2019/2020 is accepted as complete

PRELIMINARY DRAFT FY 2019/20 OVERALL WORK PROGRAM (OWP) AND

BUDGET: Luke McNeel-Caird, Deputy Executive Director, presented the staff report. It was moved, seconded (Uhler/Broadway) that:

The Board authorize the Executive Director to submit the preliminary draft FY 2019/20 Overall Work Program (OWP) and Budget to Caltrans.

PRESENTATION: CALTRANS DISTRICT 3 REGIONAL MANAGED LANES

FEASIBILITY STUDY: Luke McNeel-Caird, Deputy Executive Director, introduced David Van Dyken, Caltrans District 3 Corridor Manager, and Kwasi Akwabi, Project Consultant – Kimley-Horne, who gave a presentation on the Regional Managed Lanes Feasibility Study which included background strategies being considered and proposed facilities in Placer County.

Public comment was received by Michael Garabedian, Placer Group Sierra Club who inquired about the public comment process on this study.

EXECUTIVE DIRECTOR’S REPORT

Mike Luken reported on the following:

- 1) Items on the upcoming Board meetings, including Airport Land Use Commission, specifically 1) consistency determination on the Placer County Government Center Master Plan and 2) potential appeal of a cell tower near the Auburn Airport. Luken added that a DeWitt Center Master Plan working group involving Placer County and City of Auburn staff has been formed to work out potential issues with respect to this plan.
- 2) Assemblyman Todd Gloria submitted a bill (AB 1413) to create the enabling legislation which would allow a sub-county sales tax district statewide. State lobbyists from the City of Roseville, Placer County and PCTPA will be working together to move this bill forward.
- 3) In March, we will be reporting to the Board the result of polling to assess the support of a south Placer County transportation sales tax measure.

ADOURN

Chair Holmes called the meeting adjourned at approximately 9:47 a.m.

Mike Luken, Executive Director

Jim Holmes, Chair

A video of this meeting is available online at <http://pctpa.net/agendas2019/>.

TO: PCTPA Board of Directors **DATE:** March 27, 2019

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the March 27, 2019 agenda for your review and action.

1. FY 2018/19 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate
Senate Bill 862 of 2014 created the LCTOP to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility by implementing new or expanded transit services. According to the State Controller's Office Eligible Allocation for FY 2018/19, \$147.0 million is available statewide and \$672,397 is available countywide.

The attached fund allocation identifies the formula allocation of funds and projects proposed for funding. The Cities of Colfax, Rocklin, and the Town of Loomis did not have eligible projects and elected to reallocate their shares to the Taylor Road Park & Ride Lot Bus Stop Improvement project in exchange for funding in a future LCTOP cycle from the City of Roseville and Placer County. Placer County will be the grant recipient and continue the implementation expanded service to the Rocklin Commons and Crossings shopping centers. Additionally, PCTPA in coordination with the City of Lincoln, will prepare and submit an application for the Regional Bus Stop Enhancement Program Phase 3.

All applications are due to Caltrans by March 28, 2019 for a joint review with the California Air Resources Board. The approved applications will then be submitted to the State Controller's Office (SCO) by June 30, 2019.

Staff recommends approval of the attached resolution 19-03 designating the Executive Director as the authorized agent to execute the Certifications and Assurances, Authorized Agent, other required documents, and to submit an application for the Regional Bus Stop Enhancement Program Phase 3 on behalf of the City of Lincoln.

The TOWG and TAC concurred with the funding allocation at their March 6, 2019 and March 12, 2019 meetings, respectively.

2. FY 2019/20 Preliminary State of Good Repair (SGR) Fund Allocation Estimate
Senate Bill 1 (SB-1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, improve trade corridors and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB-1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$105 million has

been made available for FY 2019/20 to eligible recipients according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office Allocation Estimate for FY 2019/20, the County's share of the statewide total is \$492,152. The attached fund allocation identifies the formula allocation of funds and projects proposed for funding. The Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for preventive bus maintenance associated with contracted services.

Staff recommends that the Board approve the attached FY 2019/20 SGR Fund Allocation and associated project list. The TOWG and TAC concurred with the funding allocation at their March 6, 2019 and March 12, 2019 meetings, respectively.

3. FY 2018/19 City of Rocklin Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$132,262

The City of Rocklin submitted a TDA Bicycle and Pedestrian claim for \$132,262 in FY 2018/19 for the Rocklin Road Sidewalk and Bike Lane project. The City is also requesting to reallocate a \$77,454 from the Sunset Sidewalk projects to the Rocklin Road Sidewalk and Bike Lane project. This claim represents the full allocation from the FY 2016-2020 five-year Cash Management Plan for the TDA Pedestrian and Bicycle Fund. Staff recommends approval.

MWL:ss

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2018/2019 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 March 2019**

PUC 99313 Allocation	\$565,683
PUC 99314 Allocation	\$106,714
Total LCTOP Allocation ⁽¹⁾	\$672,397

Allocation to WPCTSA \$0

Total PUC 99313 Allocation Available to Jurisdictions \$565,683

FY 2018/2019 Jurisdiction LCTOP Fund Allocation

Jurisdiction	January 2018 Population ⁽²⁾	PUC 99313 Population Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	PUC 99313 Fund Reallocation	Total Jurisdiction Allocation
Placer County	102,173	27.00%	\$152,745	\$87,901	\$0	\$240,646
Auburn	14,611	3.86%	\$21,843	\$924	\$0	\$22,767
Colfax ³	2,150	0.57%	\$3,214	\$0	(\$3,214)	\$0
Lincoln	48,591	12.84%	\$72,642	\$0	\$0	\$72,642
Loomis ³	6,824	1.80%	\$10,202	\$0	(\$10,202)	\$0
Rocklin ³	66,830	17.66%	\$99,908	\$0	(\$89,908)	\$10,000
Roseville	137,213	36.26%	\$205,129	\$17,889	\$103,324	\$326,342
TOTAL	378,392	100.00%	\$565,683	\$106,714	\$0	\$672,397

Notes: (1) 2018/2019 Low Carbon Transit Operations Program Eligible Fund Allocation, California State Controller Division of Accounting and Reporting, January 31, 2019.

(2) Table E-1: City/County Population Estimates January 1, 2017 to January 1, 2018, DOF, May 1, 2018.

(3) The Cities of Colfax, Rocklin, and the Town of Loomis allocated all or a portion of their share to the Taylor Road Park & Ride Bus Stop Improvement project for reimbursement in a future year by the City of Roseville and Placer County.

PUC = Public Utilities Code

FY 2018/2019 LCTOP Project Summary

Jurisdiction	Project Title	FY 2018/19 Allocation Amount
Placer County	TART Bus Electrification Infrastructure	\$ 126,168
	5th Year Funding for Year Round Hwy 267 Service	\$ 114,478
	5th Year Funding for Expanded Service to Rocklin Commons and Rocklin Crossings Commercial Centers ⁴	\$ 10,000
Auburn	Auburn Bus Electrification Infrastructure	\$22,767
PCTPA	Regional Bus Stop Improvement Project Phase 3 ⁵	\$ 72,642
Roseville	Commuter Bus Electrification Infrastructure	\$ 223,018
	Taylor Road Park & Ride Bus Stop Improvements	\$ 103,324
FY 2018/19 Total:		\$672,397

Notes:

(4) Placer County will be the grant recipient for the City of Rocklin and adhere to the reporting requirements of the grant as agreed.

(5) PCTPA will be the grant recipient for the City of Lincoln and adhere to the reporting requirements of the grant as agreed.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: AUTHORIZATION
FOR THE EXECUTION OF THE CERTIFICATIONS
AND ASSURANCES AND AUTHORIZED AGENT
FORMS FOR THE LOW CARBON TRANSIT
OPERATIONS PROGRAM FOR THE REGIONAL
BUS STOP ENHANCEMENT PROJECT PHASE III
\$72,642**

RESOLUTION NO. 19-03

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held March 27, 2019 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

WHEREAS, the Placer County Transportation Planning Agency has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin; 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 Transportation Planning Agency wishes to delegate authorization to execute these documents and any amendments thereto to Michael W. Luken, Executive Director.

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

BE IT FURTHER RESOLVED that Michael W. Luken, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that it hereby authorizes the submittal of the following project and allocation request to the Department in FY 2018/19 LCTOP funds:

Project Name: Regional Bus Stop Enhancement Program Phase III

Amount of LCTOP Funds: \$72,642

Benefit to Priority Populations: The project improves the accessibility to and amenities at area bus stops to encourage and attract additional ridership thereby improving air quality primarily within low-income community census tracts;

Description: The Regional Bus Stop Enhancement Program will add benches and/or shelters, other eligible amenities, and improve accessibility to selected bus stops.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2019/2020 STATE OF GOOD REPAIR (SGR) PRELIMINARY ALLOCATION ESTIMATE (EXCLUDING TAHOE BASIN)
March 2019

PUC 99313 Allocation	\$414,043
PUC 99314.8 Allocation	\$78,109
Total SGR Allocation ⁽¹⁾	\$492,152

4 Percent Allocation of PUC 99313 to WPCTSA \$0

Total PUC 99313 Allocation Available to Jurisdictions \$414,043

FY 2019/2020 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2018 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation ⁽³⁾	Jurisdiction Allocation ⁽⁴⁾	Reallocation to Transit Operator	Total Allocation Amount
Placer County	102,173	27.00%	\$111,799	\$64,338	\$176,137	\$136,115	\$312,252
Auburn	14,611	3.86%	\$15,988	\$677	\$16,665	\$0	\$16,665
Colfax	2,150	0.57%	\$2,353	\$0	\$2,353	(\$2,353)	\$0
Lincoln	48,591	12.84%	\$53,169	\$0	\$53,169	(\$53,169)	\$0
Loomis	6,824	1.80%	\$7,467	\$0	\$7,467	(\$7,467)	\$0
Rocklin	66,830	17.66%	\$73,126	\$0	\$73,126	(\$73,126)	\$0
Roseville	137,213	36.26%	\$150,141	\$13,094	\$163,235	\$0	\$163,235
TOTAL	378,392	100.00%	\$414,043	\$78,109	\$492,152	(\$0)	\$492,152

Notes: (1) 2018/2019 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, January 31, 2019.

(2) Table E-1: City/County Population Estimates January 1, 2017 to January 1, 2018, DOF, May 1, 2018.

(3) See page 2 for Fare Revenue Basis calculation

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

PUC = Public Utilities Code

FY 2019/2020 SGR Project Summary

Jurisdiction	Project Title	FY 2019/20 Allocation Amount
Placer County	Tahoe Truckee Area Regional Transit Bus Replacement	176,137.00
Placer County	Placer County Transit Preventive Bus Maintenance	136,114.99
Auburn	Auburn Transit Preventive Bus Maintenance	16,665.00
Roseville	Roseville Transit Local Fixed Route Fleet Preventive Maintenance	163,235.00
FY 2019/20 Total		\$492,152

**FY 2019/2020 STATE OF GOOD REPAIR (SGR) PRELIMINARY ALLOCATION ESTIMATE
(EXCLUDING TAHOE BASIN)
March 2019**

99314 Allocation: \$ 78,109

Entity / Operator	Fare Revenue Basis ⁽¹⁾	Fare Revenue Percentage	Fare Revenue Allocation
Placer County	\$ 6,410,020	82.4%	\$ 64,338
Auburn	\$ 67,408	0.9%	\$ 677
Colfax	\$ -	0.0%	\$ -
Lincoln	\$ -	0.0%	\$ -
Loomis	\$ -	0.0%	\$ -
Rocklin	\$ -	0.0%	\$ -
Roseville	\$ 1,304,523	16.8%	\$ 13,094
Sub-Total Allocation 99314	\$ 7,781,951	100.0%	\$ 78,109

Source: (1) 2018/2019 State of Good Repair Allocation Estimate, California State Controller Division of Accounting and Reporting, January 31, 2018.

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

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

FROM: CLAIMANT: City of Rocklin
ADDRESS: 3970 Rocklin Road
Rocklin, CA 95677
CONTACT PERSON: Justin Nartker
Phone: 916-625-5514 Email: Justin.Nartker@Rocklin.CA.US

The City of Rocklin hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$ 132,262 be approved for Fiscal Year 2018-2019, to be drawn from the Bicycle and Pedestrian Trust Fund.

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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____

TITLE: City Manager, City of Rocklin

DATE: _____

DATE: _____

BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

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

Include a location map for the project as appropriate.

Claimant: City of Rocklin

Fiscal Year: 2018-2019

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Rocklin Road Sidewalk/Bike Path		13-14 LTF Bike Ped Claim Trnsfr from Sunset Sidewalk \$38,377 15-16 LTF Bike Ped Claim Trnsfr from Sunset Sidewalk \$39,077 18-19 LTF Bike Ped Claim \$132,262
Total Rocklin Road Sidewalk/ Bike Path	\$209,716	Total Rocklin Road Sidewalk/ Bike Path \$209,716

Rocklin Road Canopy and Widening

Improving Rocklin's Walk-ability



PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 19-04

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held March 27, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Chairperson
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

THEREFORE, BE IT RESOLVED THAT the PCTPA has reviewed the claim and makes funds available for the 2018/19 fiscal year.

To the City of Rocklin for Bicycle
and Pedestrian Fund Projects \$132,262

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

RESOLUTION NO. 2019-24

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF ROCKLIN AUTHORIZING
THE CITY MANAGER TO SUBMIT A CLAIM TO THE
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FOR BICYCLE AND PEDESTRIAN FUNDS

WHEREAS, the City of Rocklin desires to submit the annual transportation claims to the Placer County Transportation Planning Agency for funds available from the Transportation Development Act of 1971; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual Bicycle and Pedestrian claims, and for making allocation from the Local Transportation Fund; and

WHEREAS, these funds can be used for purposes of public transportation, acquisition and maintenance of streets and roads including facilities for the exclusive use of bike paths.

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

Section 1. The City Council of the City of Rocklin hereby authorizes the City Manager or his designee to submit the City of Rocklin 2018-19 Bicycle and Pedestrian claim to the Placer County Transportation Planning Agency in the total amount of \$132,262, such funds to be used for the purposes indicated in the claims attached hereto as Exhibit A which is incorporated herein by reference.

PASSED AND ADOPTED this 12th day of February, 2019, by the following vote:

AYES:	Councilmembers:	Broadway, Janda, Gayaldo, Halldin, Patterson
NOES:	Councilmembers:	None
ABSENT:	Councilmembers:	None
ABSTAIN:	Councilmembers:	None




Joe Patterson, Mayor

ATTEST:



Mona Forster, City Clerk

The foregoing instrument is a correct copy of the original document on file in this office.

Attest: 

City Clerk, City of Rocklin



Western Placer
Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: March 27, 2019

Below are the Consent Calendar items for the March 27, 2019 agenda for your review and action.

1. FY 2018/19 Budget Amendment #2

Attachment 1 provides the Amendment #2 operating budget for FY 2018/19. Amendment #2 increases the operating expenditures for the WPCTSA by \$33,637 or 2.3 percent to account for:

- \$13,999 increase in WPCTSA staff administration;
- \$15,250 increase in consultant services to evaluate the feasibility of implementing a Sierra College Transit Pass program as recommended in the Short-Range Transit Plan; and
- \$4,387 increase in Operating Reserve (based on automatic formula adjustment to maintain the reserve at 15 percent).

There are no changes in agency operating revenue. An end of the year an operating budget surplus of \$493,2302 is projected, which is intended to be carried over into FY 2019/20. This is a decrease of 6.4 percent due to the proposed increase in operating expenditures. The TOWG and TAC concur with the Amendment #2 operating budget recommendations. Staff recommends approval of the FY 2018/19 Budget Amendment #2.

MWL:ss

Attachment 1: Western Placer CTSA Proposed Operating Budget Summary Amendment #2 FY 2018/19

March 2019

Operating Expenditures	FY 2018/19 Amendment #2	FY 2018/19 Amendment #1	Difference Amendment #2 vs. Amendment #1
PCTPA Staff Administration MOU - Per PCTPA OWP WE #23 (1)	\$ 126,950	\$ 112,951	\$ 13,999
Legal Services	\$ 7,500	\$ 7,500	\$ -
Placer Collaborative Network (PCN) Membership	\$ 250	\$ 250	\$ -
WPCTSA Seniors First Board Member Annual Contribution	\$ -	\$ -	\$ -
Accounting Services	\$ 500	\$ 500	\$ -
Fiscal Auditors (TDA)	\$ 6,170	\$ 6,170	\$ -
Outreach	\$ 7,500	\$ 7,500	\$ -
Direct Expenses (2)	\$ 7,500	\$ 7,500	\$ -
Subtotal PCTPA Administration	\$ 156,370	\$ 142,371	\$ 13,999
Programs			\$ -
MV Transit - Health Express (3)	\$ 403,165	\$ 403,165	\$ 0
Seniors First - Health Express Program Management (4)	\$ 100,000	\$ 100,000	\$ -
Seniors First - My Rides (4)	\$ 273,860	\$ 273,860	\$ -
Transit Ambassador Program (5)	\$ 30,000	\$ 30,000	\$ -
Transit Planning (6)	\$ 15,000	\$ 15,000	\$ -
Short Range Transit Plans & On-Board Survey (7)	\$ 37,250	\$ 22,000	\$ 15,250
Retired Vehicle Program	\$ -	\$ -	\$ -
Bus Pass Subsidy Program (8)	\$ 10,000	\$ 10,000	\$ -
South Placer Transit Information Center (Call Center) (9)	\$ 300,000	\$ 300,000	\$ -
Subtotal Existing & New Programs	\$ 1,169,275	\$ 1,154,025	\$ 15,250
			\$ -
Subtotal Operating Expenditures	\$ 1,325,645	\$ 1,296,396	\$ 29,249
			\$ -
Operating Reserve (10)	\$ 198,847	\$ 194,459	\$ 4,387
Total Operating Expenditures	\$ 1,524,492	\$ 1,490,855	\$ 33,637

Operating Revenue	FY 2018/19 Amendment #2	FY 2018/19 Amendment #1	Difference Amendment #2 vs. Amendment #1
FY 2018/19 LTF Article 4.5 (11)	\$ 906,609	\$ 906,609	\$ -
FY 2018/19 State Transit Assistance PUC 99313 (12)	\$ 102,099	\$ 102,099	\$ -
Interest Income (13)	\$ 6,000	\$ 6,000	\$ -
Carryover (14)	\$ 854,126	\$ 854,126	\$ -
Seniors First match toward Health Express - Hospital Funds (15)	\$ 60,000	\$ 60,000	\$ -
Seniors First match toward My Rides - A4AA Funds (15)	\$ 38,860	\$ 38,860	\$ -
Seniors First match toward My Rides - Other Sources/Donations (15)	\$ 50,000	\$ 50,000	\$ -
Federal Transit Administration (FTA) Section 5310	\$ -	\$ -	\$ -
Total Operating Revenue	\$ 2,017,694	\$ 2,017,694	\$ -

Operating Revenue to Expenditure Comparison	FY 2018/19 Amendment #2	FY 2018/19 Amendment #1	Difference Amendment #2 vs. Amendment #1
Carryover to FY 2019/20	\$493,202	\$526,839	\$ (33,637)

Notes

1. Per PCTPA OWP and Budget Amendment #2 FY 2018/19, February 2019.
2. Direct expenses include auto, advertising, meeting, conference & training, postage, printing, and travel.
3. Per Contractor Services Agreement Addendum #5 approved October 2018 extending service to end of FY 2018/19.
4. Per Partnership Agreement with Seniors First MyRides and Health Express 2018/19 - 2023/24, approved June 2018.
5. Per Transit Ambassador Program Agreement with Roseville Transit approved November 2017.
6. Update of Transit Coordination Guide including printing and web page update.
7. Reflects consultant services to implement Short Range Transit Plans recommended programs, including feasibility of a Sierra College Transit Pass program.
8. Bus pass reimbursement for participating social service organizations based on approved agreements.
9. Per Call Center Agreement with Roseville Transit approved November 2017.
10. Government Finance Officers Association recommends an operating reserve or contingency of up to 15%.
11. Final 2018/19 LTF apportionment approved August 2018.
12. Final 2018/19 STA allocation approved at 4.0 percent September 2018.
13. Interest income estimate.
14. Per fiscal year projections through June 30, 2018.
15. Revenue attributable to non-profit match for programs.



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** March 27, 2019
FROM: David Melko, Senior Transportation Planner
SUBJECT: 9:00 A.M. - PUBLIC HEARING: PLACER COUNTY GOVERNMENT
CENTER MASTER PLAN UPDATE CONSISTENCY DETERMINATION

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of the Placer County Government Center Master Plan Update, including General Plan Amendment, Auburn/Bowman Community Plan Amendment, Rezone and Zoning Text Amendment with the Placer County Airport Land Use Compatibility Plan.
2. Find that the Placer County Government Center Master Plan Update, including General Plan Amendment, Auburn/Bowman Community Plan Amendment, Rezone and Zoning Text Amendment is consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommendations shown on Attachment 1.

BACKGROUND

Airport Land Use Commission (ALUC)

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

Placer County Airport Land Use Compatibility Plan (ALUCP)

The 2014 ALUCP contains Compatibility Plans for each of Placer County's public use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review.

Consistency Requirement

State law specifies the types of actions that must be submitted for ALUC review for consistency with the Airport Land Use Compatibility Plan. ALUC review is required for adoption or amendment of general plans, specific plans, master plans, zoning changes, and building regulations that affect land within an airport influence area.

Proposed Action

The Placer County Facility Management Department and the Planning Services Division is requesting ALUC review of the Placer County Government Center (PCGC) Master Plan Update to determine whether the Master Plan Update is consistent with the Auburn Municipal ALUCP.

Proposed Project

The PCGC Master Plan Update is a County-initiated update of the 1993 Comprehensive Facilities Master Plan for Placer County. The PCGC Master Plan Update provides a conceptual site plan for the property and establishes allowable land uses, development standards, and design guidelines that will shape

Placer County Airport Land Use Commission
PUBLIC HEARING: PLACER COUNTY GOVERNMENT
CENTER MASTER PLAN UPDATE CONSISTENCY DETERMINATION
March 2019
Page 2

development projects for the campus over the next 20 years. The PCGC Master Plan Update is depicted in Attachment 2. The Master Plan Update describes the goals for development of the campus as to accommodate growth of County departments and to meet associated customer services needs of county residents. Further, the Master Plan Update identifies opportunities for commercial, office, and residential development within a mixed-use town center. The Master Plan Update also proposes construction of a Health and Human Services building and a Multifamily Residential project on the campus. The Master Plan Update can be downloaded at: <https://www.placer.ca.gov/1589/NEW-Draft-PCGC-Master-Plan-Update>.

The PCGC Development Standards set forth the permitted uses, development standards and other regulations. The PCGC Design Guidelines include additional detail to be considered in the design, review and approval of individual projects. Proposed development will be processed in accordance with the Placer County Zoning Ordinance and in relation to the criteria set forth in the Development Standards and Design Guidelines.

The PCGC Master Plan Update will require approval by the County of several planning entitlements as summarized below. Attachment 3 further describes and illustrates the required entitlements.

- 1) General Plan Amendment to amend and establish a Master Plan land use designation for the project site and amendments to General Plan Tables 1-1 and 1-2 and Figures 1-1 and 1-2, to recognize the Master Plan Update;
- 2) Amendment of the Auburn/Bowman Community Plan Land Use Map to re-designate land uses within the PCGC area, and to replace and supersede all references to the “Dewitt Center” with the Placer County Government Center Master Plan Update;
- 3) Rezone portions of the PCGC campus; and
- 4) Amendment of the Placer County Zoning Code Section 17.52.135 Town Center Commercial to allow modified development standards for development in areas that include the Town Center zoning overlay subject to approval of an area plan, master plan or specific plan.

The County’s ALUC application was submitted February 22, 2019. The ALUC has 60 days from February 22nd to act on the County’s request. On February 26th, County staff presented the Master Plan Update to the City of Auburn and PCTPA staff as part of a general review, and Question and Answer discussion.

Project Location

The PCGC campus comprises 200 acres and is located west of SR 49, between Bell and Atwood Roads, in the Auburn area of unincorporated Placer County. The campus property includes Assessor Parcel Numbers: 051-120-061-000, 051-120-010-000, 051-110-013-000, 051-120-064-000, 051-120-065-000, 051-120-066-000, and 051-120-067-000.

ALUCP Compatibility Zones

The PCGC campus is located approximately 1.25 miles from the Auburn Municipal Airport. The Auburn Municipal ALUCP designates the northeastern corner of the campus as Compatibility Zone C2, with most of the campus in Compatibility Zone D. The southwestern corner of the campus is not included in the airport influence area. Attachment 4 describes in more detail each compatibility zone and depicts their relation to the Master Plan.

**Placer County Airport Land Use Commission
PUBLIC HEARING: PLACER COUNTY GOVERNMENT
CENTER MASTER PLAN UPDATE CONSISTENCY DETERMINATION
March 2019
Page 3**

Public Notice

ALUC review requires notice be provided to the public ten days prior to the hearing. A public hearing notice was published in the Auburn Journal on March 17, 2019. Notice was also posted on PCTPA's website, included in the distribution of the Placer County News (e-newsletter), mailed to 176 property owners within 300 feet of the Master Plan boundary, and emailed to 3,936 PCGC and airport stakeholders.

DISCUSSION

Before the Placer County can take final action to approve the Placer County Government Center Master Plan Update and associated entitlements, the ALUC must find the proposal consistent with the Auburn Municipal ALUCP. The ALUC has three choices, finding the amendments and rezone:

- Consistent with the ALUCP;
- Consistent with the ALUCP subject to conditions; or
- Inconsistent with the ALUCP based on specific conflicts.

According to the California Airport Land Use Planning Handbook, the proposal does not have to be identical to an ALUCP to be consistent. There are two tests to determine a proposal's consistency:

- No direct conflicts exist between the ALUCP and the proposal; and
- Delineation of a mechanism or process for ensuring future land use development within an airport influence area will not conflict with the ALUCP.

City of Auburn Airport Layout Plan and Narrative Report

The City of Auburn is currently in the process of completing an update of their Airport Layout Plan (ALP) and Narrative Report. The City's update includes an expansion of the airport runways, which may or may not change the Airport's compatibility zones. The City is currently waiting for FAA approval before submitting the ALP and Narrative Report to the ALUC for a consistency determination. The ALP and Narrative Report will provide the basis for future amendment of the Auburn Municipal ALUCP. This work effort is included in PCTPA's Overall Work Program.

PCGC Proposed Multifamily Residential Project

PCTPA requested that the County provide an explanation for the location of the proposed Multifamily Residential in Compatibility Zone C2. Attachment 5 depicts email correspondence with County staff, dated March 4th, that responds to the staff query. The County response is outlined by a red text box.

Consistency Review

In summary, the PCGC Master Plan Update is consistent with the allowable uses, building heights, and population and employment intensities for both Compatibility Zone C2 and Zone D. Attachment 1 provides the consistency analysis, including two recommendations regarding overflight notification.

Recommendation

Staff recommends that the ALUC find that the PCGC Master Plan Update, including associated entitlements, is consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommendations shown on Attachment 1. The TAC concurs with the staff recommendation.

DM:LM:MWL:ss

PCGC Master Plan ALUC Consistency Analysis

The ALUCP establishes land use compatibility criteria and zones based on four factors: noise, safety, airspace protection, and overflight provisions. This consistency analysis focuses on these four factors.

Noise

Noise is a compatibility factor that seeks to avoid the establishment of noise sensitive land uses in those parts of the airport influence area that are exposed to significant levels of aircraft noise. Standard practice in California is to use the Community Noise Equivalent Level (CNEL) metric as the primary basis for evaluating which lands around the airport are exposed to aircraft noise. CNEL is a cumulative noise metric that considers not just the loudness of individual noise events, but also the number of events over time. Cumulative exposure to aircraft noise is depicted by a set of noise contours. The State of California (California Code of Regulations Title 21) and the Federal Aviation Administration (Part 150 Regulation) consider sound levels less than 65 dB CNEL to be compatible with all land uses.

Comment: The PCGC campus is located approximately 1.25 miles from the Auburn Municipal Airport. The campus is located outside the 55 dB CNEL contour. As such, implementation of the proposed Master Plan Update would not expose people residing or working in the PCGC campus to excessive noise levels from Auburn Municipal Airport.

Safety

Safety is a compatibility factor that seeks to minimize the risks associated with an off-airport aircraft accident or an emergency landing. The focus of this factor is on reducing the potential consequences of such events should they ever occur in the airport influence area. Potential consequences are measured in terms of density (i.e. the number of dwelling units per acre) or intensity (i.e., the number of people per acre).

In Compatibility Zone C2, the PCGC Master Plan Update anticipates construction of Multifamily Residential on a three-acre site consisting of 79 units (162 bedrooms) spread over three 3-story apartment buildings and one 2-story attached townhome building. According to the Auburn Municipal ALUCP, multifamily residential is compatible in Zone C2. There is a maximum average population intensity of 200 people per acre. With an average household population of 2.68 people and a maximum of 79 dwelling units on the three-acre site, the total population of about 212 people in the multifamily housing would be well below the allowable total population of 600 people in Compatibility Zone C2.

Additionally, risk sensitive land uses with vulnerable occupants are considered incompatible in Compatibility Zone C2. The proposed Multifamily Residential does not propose risk sensitive land uses with vulnerable occupants in Zone C2. According to the County, the proposed Multifamily Residential will be a traditional apartment and townhouse facility. Language from Policy 3.4.9 for Risk Sensitive Land Uses of the ALUCP was included in the County's Request for Proposal for the Multifamily Residential to ensure proposals met this criterion early in the process. Mercy Housing's proposal for the Multifamily Residential is intended for individuals and families that meet lower income criteria. The facility is not one that is strictly based on age or physical limitations and not where "the majority of occupants are children, elderly and/or disabled."

In Compatibility Zone D hazards to flight are the only compatibility concern. Natural land areas, large outdoor facilities, outdoor group recreation, local parks, camping, cemeteries, single family residential, multifamily residential, short- and long-term lodging, congregate care, schools and daycare, assembly facilities, indoor recreation, medical institutions, penal institutions, public safety facilities, retail, office, industrial, food facilities, storage, transportation facilities, public utilities, and buildings with three or

PCGC Master Plan ALUC Consistency Analysis

more habitable floors and up to 150 feet tall are permitted within Zone D. Further, there is no maximum population intensity limit in Zone D. All land uses included in the PCGC Master Plan Update would be considered compatible in Zone D.

Comment: Implementation of the proposed Master Plan Update would pose no safety related compatibility issues with the ALUCP.

Airspace Protection

Airspace protection is a compatibility factor that seeks to prevent creation of land use features that can pose hazards to airspace required by aircraft in flight and have the potential for causing an aircraft accident.

The proposed Multifamily Residential located at 1st Street and B Avenue would be located within Compatibility Zone C2. The majority of the PCGC campus is however located within Compatibility Zone D. The primary airspace concern for both compatibility zones is building height. The PCGC Master Plan Update Design Guidelines establishes a maximum building height of 50 feet. Compared to the ALUCP requirements, the maximum building height of 50 feet is substantially below the maximum 70-foot maximum building height allowed in Compatibility Zone C2 and the 150-foot building height allowed in Compatibility Zone D.

Comment: Implementation of the proposed Master Plan Update Design Guidelines would ensure there are no airspace related compatibility issues with the ALUCP.

Overflight

Unlike the noise, safety and airspace protection compatibility factors, overflight compatibility does not restrict the way land can be developed or used. Rather, the overflight factor serves to establish the form and the requirements for where notification about airport proximity is warranted. For example, noise from individual aircraft operations can often be intrusive and annoying in locations beyond the limits of the airport's noise contours. In this example, approval of residential development would warrant overflight notification be recorded in the chain of title of the property.

Compatibility Zone C2 encompasses areas frequently overflowed by aircraft approaching and departing the Auburn Airport, but less frequently or at higher altitudes than the areas within Compatibility Zone C1. The proposed Multifamily Residential project located at 1st Street and B Avenue would be located within Compatibility Zone C2.

Recommendation: For the proposed Multifamily Residential in Compatibility Zone C2, an overflight notification shall be recorded in the chain of title of the property. Notification shall also be evident to all prospective tenants of the proposed Multifamily Residential.

Compatibility Zone D includes areas sometimes overflowed by aircraft arriving and departing the Airport. Overflight notification is not required for development within Compatibility Zone D, although it may be appropriate to disclose information to prospective tenants regarding potential annoyances associated with proximity to Auburn Municipal Airport operations.

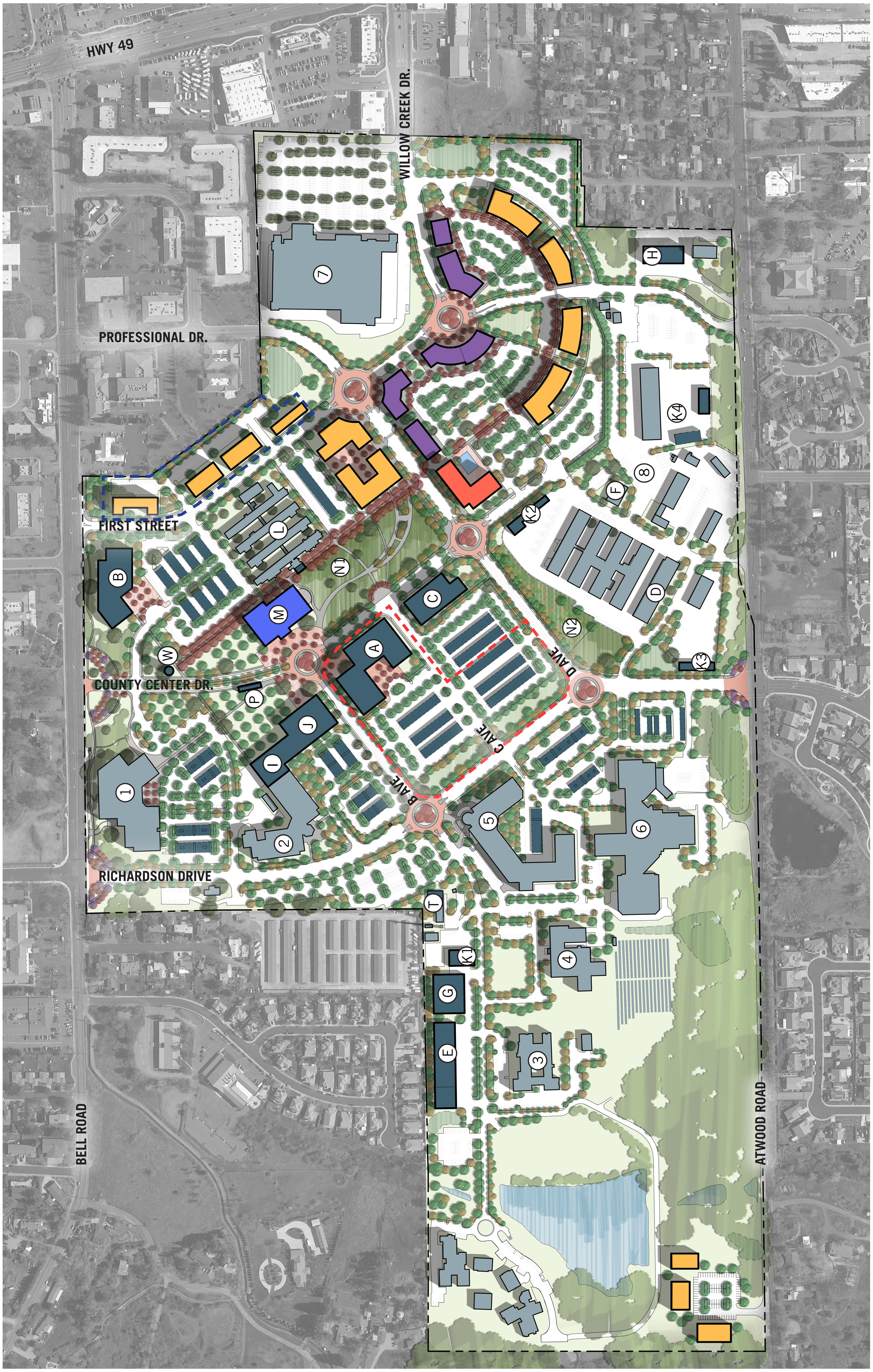
Recommendation: For proposed development in Compatibility Zone D, an airport proximity disclosure notice shall be posted and disclosed to prospective tenants.

SITE LEGEND

- ① COMMUNITY DEVELOPMENT RESOURCE CENTER (CDRC)
- ② FINANCE ADMINISTRATION BUILDING (FAB)
- ③ ANIMAL SERVICES CENTER
- ④ JUVENILE DETENTION CENTER
- ⑤ AUBURN JUSTICE CENTER (AJC)
- ⑥ MAIN JAIL
- ⑦ HOME DEPOT
- ⑧ CORPORATION YARD
- ⑨ HEALTH AND HUMAN SERVICES CENTER
- ⑩ COUNTY ADMINISTRATION CENTER
- ⑪ AGRICULTURAL COMMISSIONER & FARM ADVISOR

- ⑫ ELECTIONS WAREHOUSE
- ⑬ COUNTY / MUSEUMS WAREHOUSE
- ⑭ CORPORATION YARD ADMIN. & TRAINING CENTER
- ⑮ SHERIFF & PROBATION SUPPORT
- ⑯ FIRE STATION 180 EXPANSION
- ⑰ ADMIN SERVICES IT/TELECOM WAREHOUSE
- ⑱ FAB & CDRC ANNEX
- ⑲ SHERIFF'S DIVE UNIT
- ⑳ UTILITIES
- ㉑ PARKS & GROUNDS
- ㉒ TIRE BARN & WASH RACK
- ㉓ DEWITT HERITAGE AREA
- ㉔ COMMUNITY EVENTS CENTER
- ㉕ COMMUNITY GREEN
- ㉖ COMMUNITY GARDEN

- ㉗ TRANSPORTATION TRANSFER CENTER
- ㉘ IT/COM EXPANSION
- ㉙ IRRIGATION WATER TOWER



SITE KEY

- EXISTING BUILDING
- NEW COUNTY BUILDING
- COMMUNITY BUILDING
- HOTEL
- MIXED-USE
- RESIDENTIAL
- OPEN SPACE
- REGIONAL STORM WATER BASINS

- HEALTH AND HUMAN SERVICES CENTER PROJECT SITE AREA
- MULTI-FAMILY / WORKFORCE HOUSING PROJECT SITE AREA



PROJECT FOR REVIEW
NOVEMBER 2018

ILLUSTRATED MASTER PLAN



PLACER COUNTY GOVERNMENT CENTER

NOVEMBER 2018



ARCHITECTS + PLANNERS

PCGC Master Plan Update Required Entitlements

Placer County Government Center General Plan Amendments

1) General Plan Amendment to amend and establish a Master Plan land use designation for the project site and amendments to General Plan Table 1-1, Land Use Designations, and Table 1-2, Land Use Intensity Standards and Figures 1-1 and 1-2, to add reference to Placer County Government Center Master Plan and Master Plan documents.

TABLE 1-1

**RELATIONSHIP BETWEEN GENERAL AND COMMUNITY PLAN
LAND USE DESIGNATIONS**

Generalized Land Use Designations	County General Plan Land Use Designations	Existing General & Community Plan Land Use Designations
Agriculture	Agriculture (10, 20, 40, 80-160 ac min.)	Agriculture Agricultural - Planning Reserve
Timberland	Timberland (10, 20,40,80-640 ac. min.)	Timberland
Resource Protection, Greenbelt, Open Space, and Recreation	Greenbelt and Open Space	Conservation Preserve Forest Forestry Greenbelt and Open Space Open Space Park Riparian Drainage
	Resorts and Recreation	Forest (or Forestry) Recreation
	Water Influence	Water Influence Water Influence/Private Ownership
Rural Residential	Rural Residential	Forest Residential Ranchette Rural Estate Rural Low Density Residential Rural Residential

**Attachment 3
PCGC Master Plan Update Required Entitlements**

Generalized Land Use Designations	County General Plan Land Use Designations	Existing General & Community Plan Land Use Designations
Urban	Low Density Residential	Low Density Residential Low Medium Density Residential
	Medium Density Residential	Medium Density Residential
	High Density Residential	High Density Residential Mixed Use Penryn Parkway
	General Commercial	Commercial General Commercial Heavy Commercial Mixed Use Neighborhood Commercial Penryn Parkway Professional Office
	Tourist/Resort Commercial	Alpine Commercial Entrance Commercial Highway Service Resorts and Recreation Tourist/Resort Commercial Visitor Commercial
	Business Park/Industrial	Business Park/Industrial Industrial Industrial Development Reserve Office Retail Open Space/Business Park
	Public Facility	Cemetery Public Facility Public or Quasi-Public Schools
Specific Plan Area/ Study Area	Regional University Specific Plan	Specific Plan Specific Study Corridor
Master Plan	Placer County Government Center Master Plan	Master Plan

Attachment 3 PCGC Master Plan Update Required Entitlements

The following paragraphs describe each land use designation used on the *Land Use Diagram* in terms of typical uses and how the designation is applied.

Master Plans

A master plan is a comprehensive long-range document that establishes a vision for a community by guiding development and future growth of a particular geographic area, community, or facilities for 20 or more years. The information contained in the plan is intended to guide decisions related to public and private use of land and public facilities in a manner compatible with the land's character and adaptability, thus promoting good stewardship of resources. A master plan becomes part of the Placer County General Plan and outlines a community's goals and objectives. It may regulate land use, zoning, or development standards on a smaller or more targeted scale than a specific plan or a community plan.

Placer County Government Center Master Plan

The County Board of Supervisors approved the Placer County Government Center Master Plan on XXX. It provides an update to the 1993 Comprehensive Facilities Master Plan. Its text and diagrams address the planning of land use, zoning, and development standards for the 200-acre campus.

Updates to Figures 1-1 and 1-2, to add reference to Placer County Government Center Master Plan.

Proposed Land Use

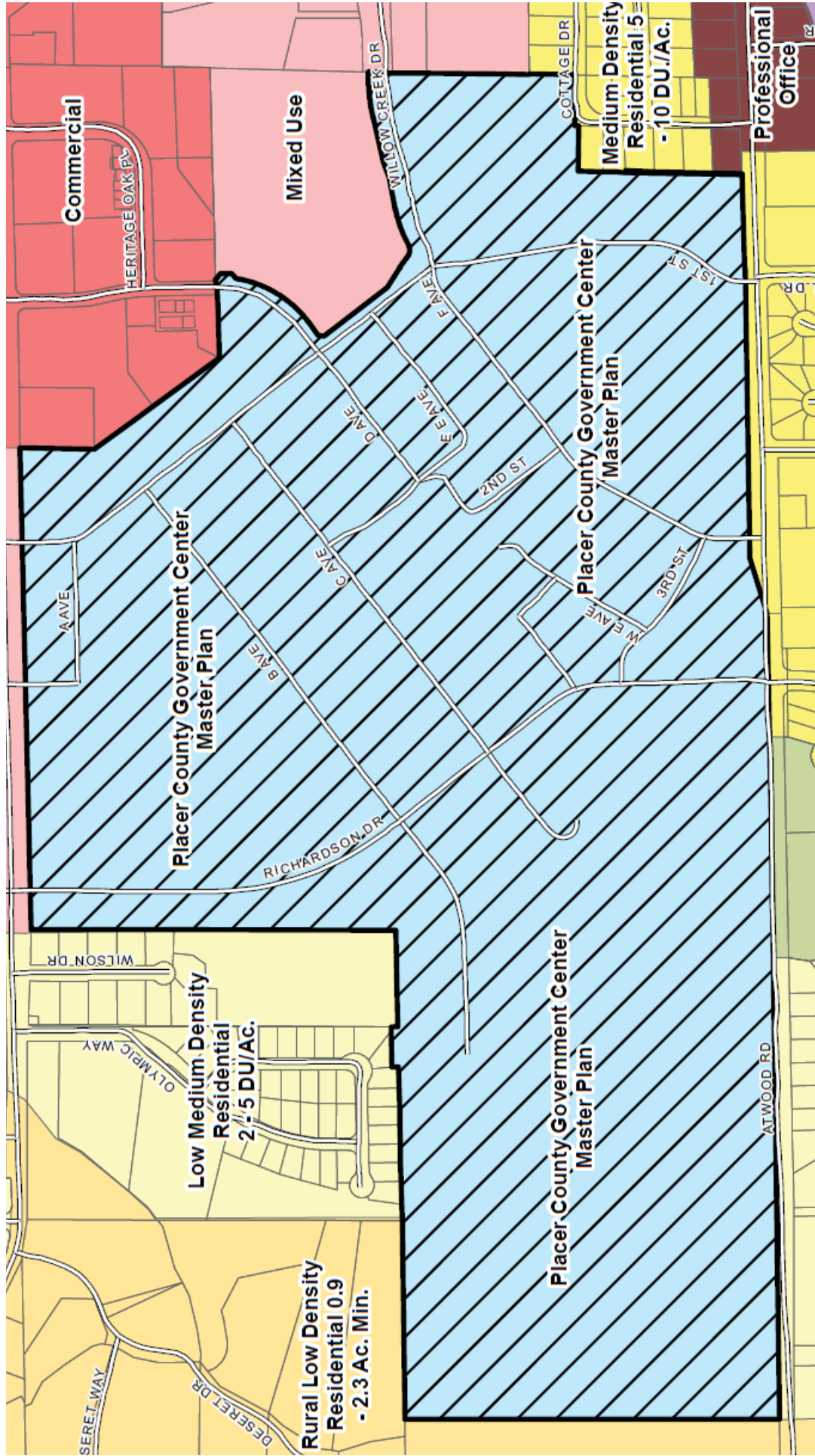


TABLE 1-2

DEVELOPMENT STANDARDS BY LAND USE DESIGNATION

Land Use Designation	DEVELOPMENT STANDARDS		
	Minimum Lot Area	Range/Maximum DUs per Net Acre	Maximum Nonresidential FAR
Agriculture (AG)	10 acres	**	0.30
	20 acres	**	0.30
	40 acres	**	0.30
	80 to 160 acres*	**	0.30
Timberland (T)	10 acres	**	0.06
	20 acres	**	0.06
	40 acres	**	0.06
	80 to 640 acres*	0	0.06
Forestry (FOR)	20 to 160 acres*	0	0.02
Greenbelt and Open Space (OS)	5 to 160 acres*	**	0.02
Resorts and Recreation (REC)	1 to 160 acres*	**	0.30
Water Influence (W)	n/a	0	0.20
Rural Residential (RR)	1 to 10 acres*	**	0.30
Low Density Residential (LDR)	10,000 sq. ft to 1 acre*	1-5 du	0.30
Medium Density Residential (MDR)	3,500 to 10,000 sq. ft.*	5-10 du	0.70
High Density Residential (HDR)	3,500 to 10,000 sq. ft.*	10-21 du	1.05
General Commercial (GC)	5,000 sq. ft.	21 du	2.00
Tourist/Resort Commercial (TC)	6,000 to 20,000 sq. ft.*	11-21 du	0.80
Business Park/Industrial (I)	10,000 sq. ft. to 5 acres*	0	1.80
Public Facility (PF)	n/a	0	n/a
Regional University Specific Plan	See Specific Plan Documents		
Master Plans	See Master Plan Documents		

*Minimum lot size within range determined by zoning

**Only one principal dwelling allowed per lot

Attachment 3
PCGC Master Plan Update Required Entitlements

Auburn Bowman Community Plan Update Amendments

- 2) Amendment of the Auburn/Bowman Community Plan Land Use Map to re-designate land uses within the PCGC area, and to replace and supersede all references to the “Dewitt Center” with the Placer County Government Center Master Plan Update;

The Auburn Bowman Community Plan is hereby amended to replace and supersede the references to the Dewitt Center on pages 49-53 with the Placer County Government Center Master Plan Update.

The Auburn Bowman Community Plan is hereby amended to replace and supersede all references to the Dewitt Center with the Placer County Government Center Master Plan Update.

The Auburn Bowman Community Plan is hereby amended to replace and supersede all mixed-use standards related to the Dewitt Center with the Placer County Government Center Master Plan Update.

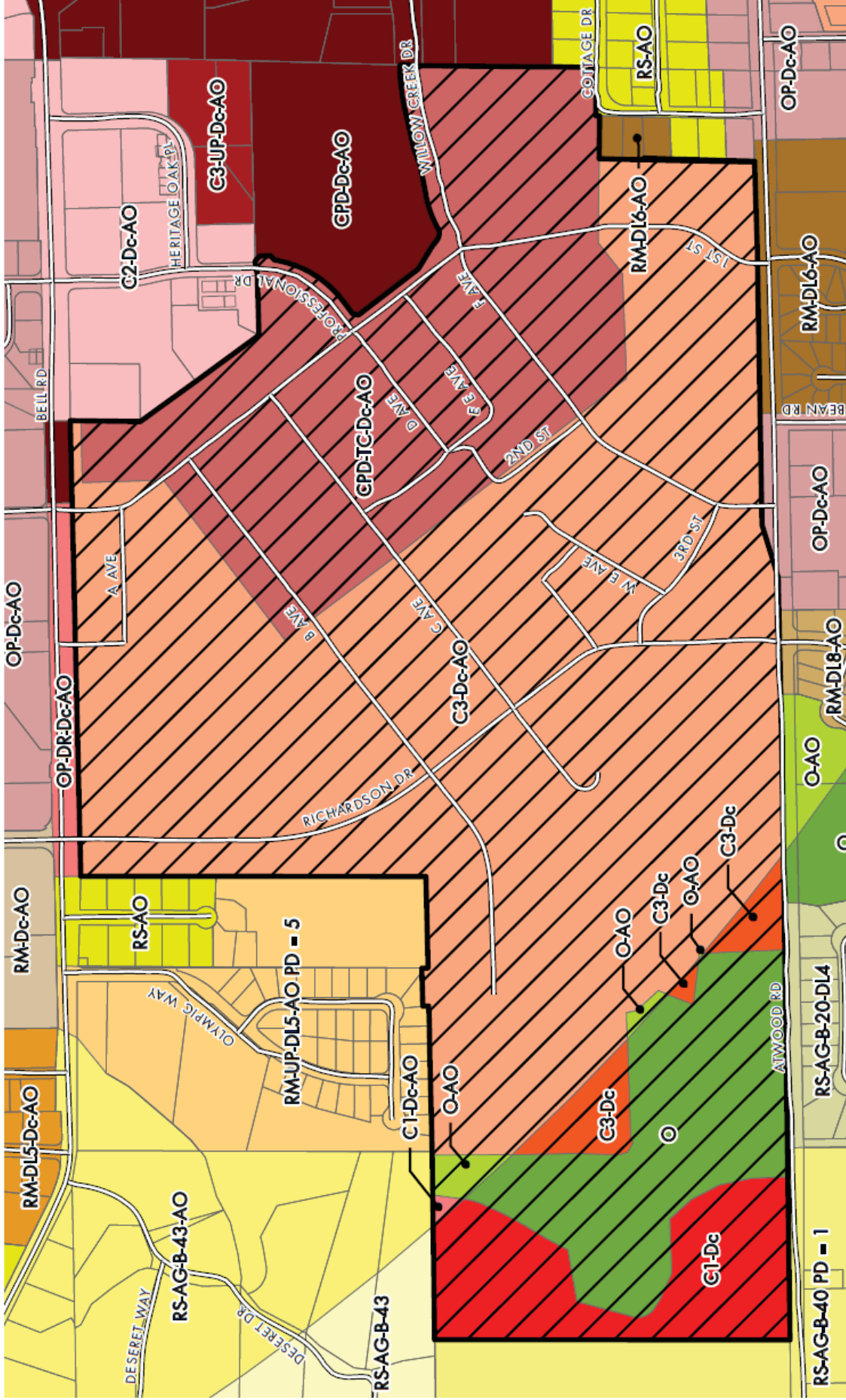
Updated Land Use Designation map in the Auburn Bowman Community Plan.

Rezone

- 3) Rezone portions of the PCGC campus;

Updated Zoning map.

Proposed Zoning



Attachment 3 PCGC Master Plan Update Required Entitlements

Zoning Text Amendment

- 4) Amendment of the Placer County Zoning Code Section 17.52.135 Town Center Commercial to allow modified development standards for development in areas that include the Town Center zoning overlay subject to approval of an area plan, master plan or specific plan.

17.52.135 Town Center commercial (-TC).

A. Purpose and Intent.

1. The board of supervisors finds that the Town Center commercial (-TC) district is an overlay district which allows flexibility in the underlying **zone** district regulations (including both permitted use types and development standards) by reference to regulations adopted in a community plan, **area plan, master plan, or specific plan** which applies to the property so classified.

2. The -TC, Town Center commercial district is intended to be applied in circumstances where the desired mix of uses cannot be achieved with standard commercial or residential zoning.

B. Combining District Requirements.

1. Land Use Permit Requirements. The board of supervisors, in approving a zoning reclassification may combine the -TC, Town Center commercial district with any residential or commercial district, where said combining district has been identified in a community plan, **area plan, master plan, or specific plan**. The -TC, Town Center commercial district section of the applicable community plan, **area plan, master plan, or specific plan** shall specify the types of uses allowed or disallowed in the combining district. The allowed uses shall follow the permit requirements of the underlying zone district, **unless otherwise specified in the community plan, area plan, master plan, or specific plan**.

2. Development Standards. Where property is zoned -TC, Town Center commercial district, development standards provided in the applicable community plan, **area plan, master plan, or specific plan** shall supersede development standards contained in this title for the underlying zone district. If a standard is not addressed within the applicable community plan, it shall be governed by the standards established by the underlying zone district. (Ord. 5761-B § 2, 2015)

Auburn Municipal ALUCP Compatibility Zones Description

Compatibility Zone C2

The Auburn Municipal ALUCP defines Compatibility Zone C2 as an area routinely overflowed by aircraft approaching and departing the Airport, but less frequently or at higher altitudes than the areas within Compatibility Zone C1.

Compatibility Zone C2 contains the north-side traffic pattern plus additional areas on the south-side of the Airport where aircraft fly wide traffic patterns and within the common arrival and departure corridor to the west. Compatibility Zone C2 also encompasses the outer portions of Caltrans Handbook Safety Zone 6 and remaining portions of the 55 dB CNEL contour.

Annoyance associated with aircraft overflights is the major concern within Compatibility Zone C2 as aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches or as low as 601 feet above the airport elevation when using the circle to land procedure. Noise from individual aircraft overflights may adversely affect certain land uses. Safety is a concern only regarding uses involving high concentrations of people and particularly risk-sensitive land uses such as schools and hospitals. Except on high terrain, height limits are no less than 70 feet within this area. Compatibility Zone C-2 is compatible with all residential uses, and conditionally compatible for commercial uses provided these uses meet ALUCP intensity requirements.

Compatibility Zone D

The Auburn Municipal ALUCP defines Compatibility Zone D as including areas sometimes overflowed by aircraft arriving and departing the Airport. Hazards to flight are the only compatibility concern in Zone D. The outer limits of the zone coincide with the outer edge of the conical surface defined by FAR Part 77 for the Airport. Except on high terrain, height limits are no less than 150 feet within this area. Compatibility Zone D is generally compatible with all land uses.

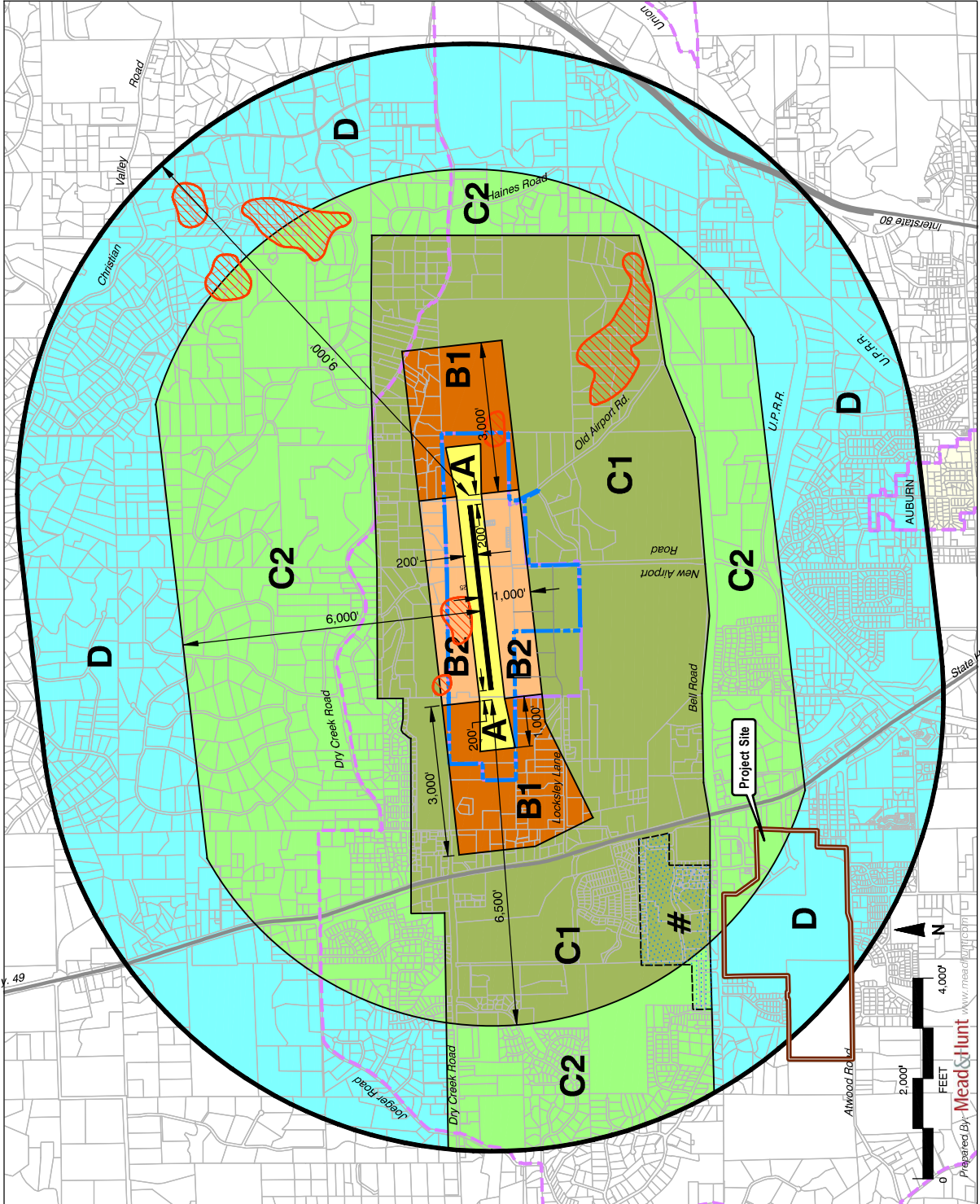


FIGURE 16-1
Airport Land Use Compatibility Zones
 Placer County Government Center Master Plan Update

32
 SOURCE: Mead & Hunt 2014



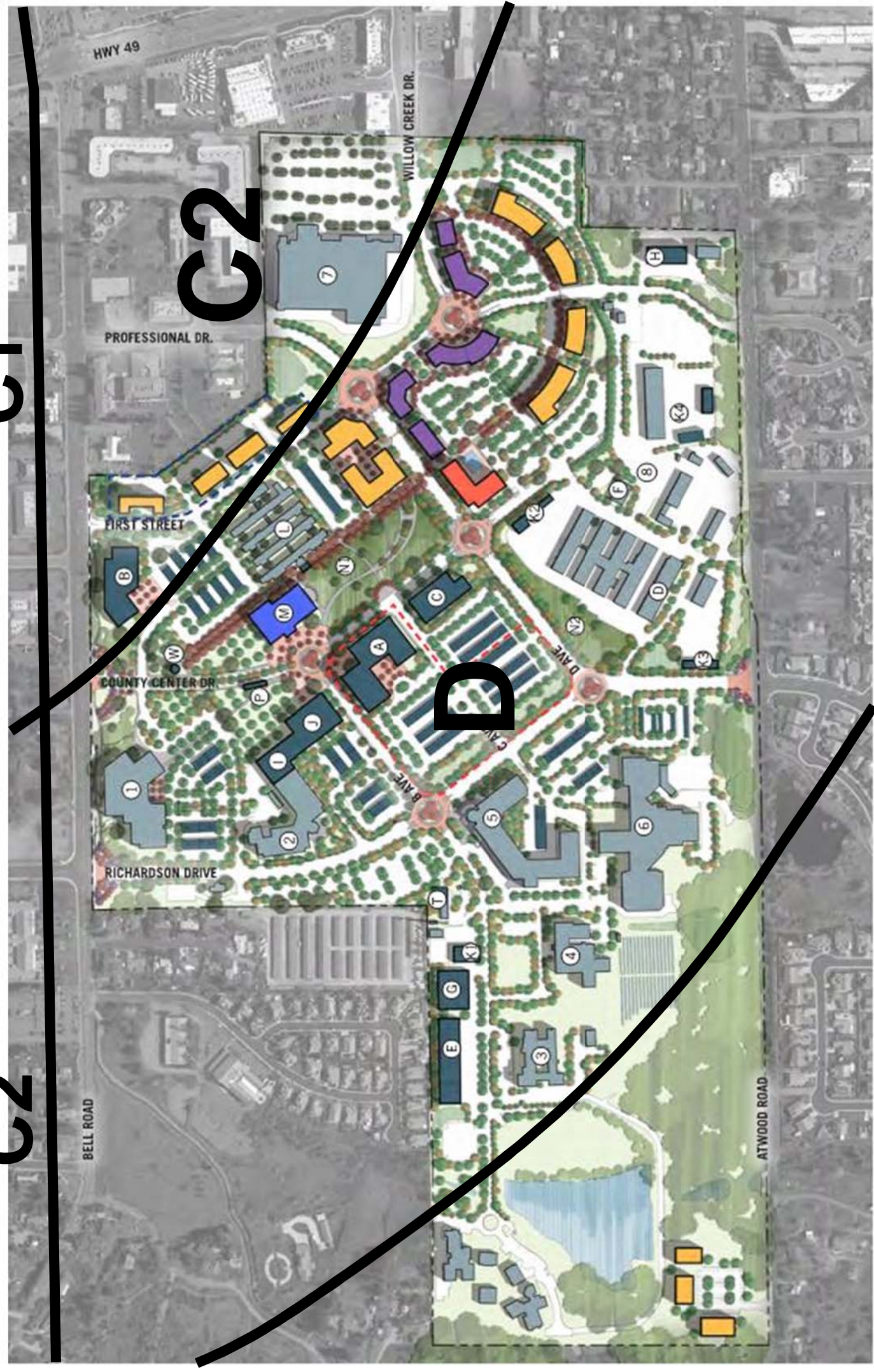
Prepared By: Mead & Hunt
www.meadandhunt.com

C2

C1

C2

D



SITE KEY

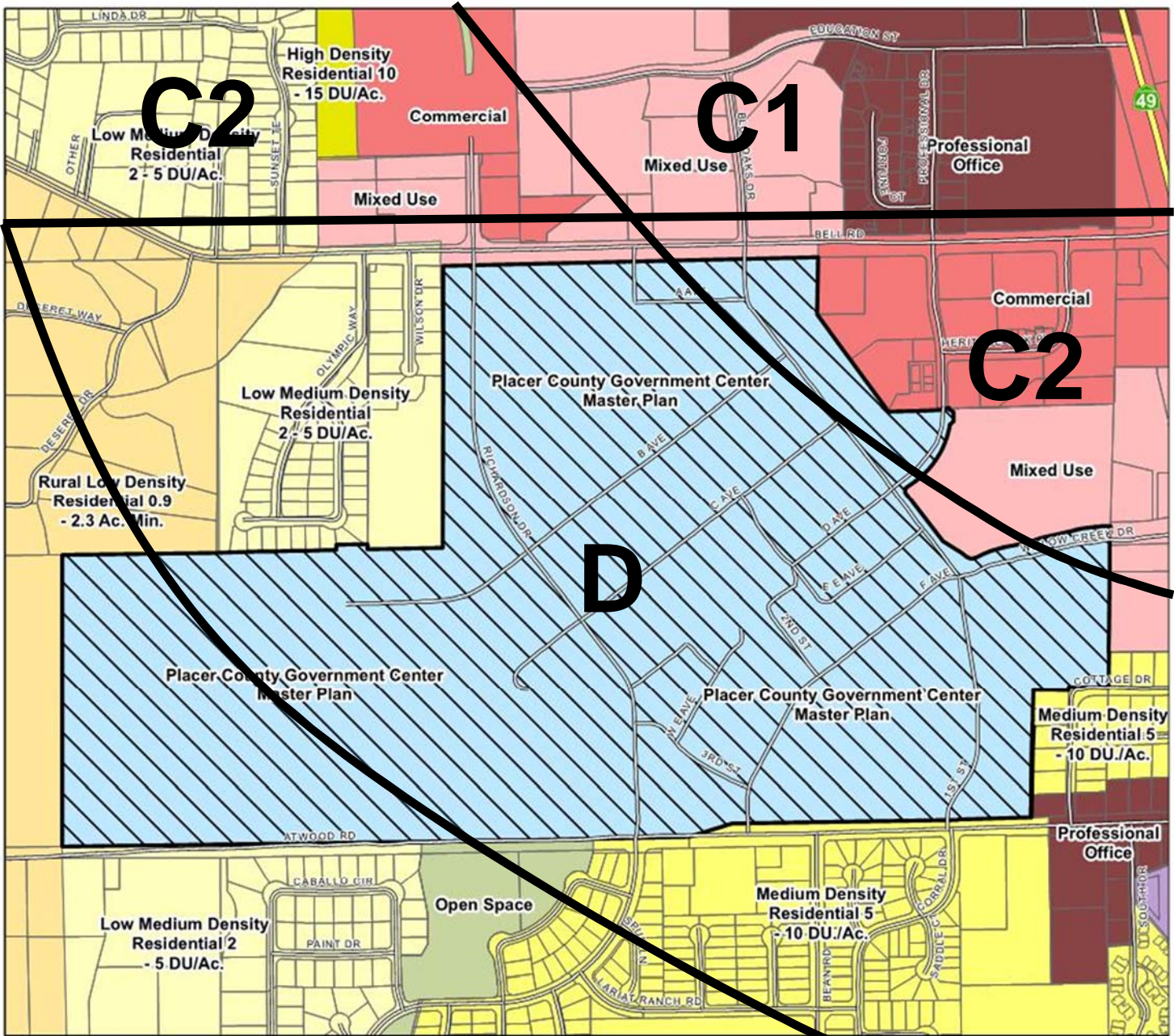
- EXISTING BUILDING
- NEW COUNTY BUILDING
- COMMUNITY BUILDING
- HOTEL
- MIXED-USE
- RESIDENTIAL
- OPEN SPACE
- REGIONAL STORM WATER BASINS

- HEALTH AND HUMAN SERVICES CENTER PROJECT SITE AREA
- MULTI-FAMILY / WORKFORCE HOUSING PROJECT SITE AREA

















SITE LEGEND

- ① COMMUNITY DEVELOPMENT RESOURCE CENTER (CDRC)
- ② FINANCE ADMINISTRATION BUILDING (FAB)
- ③ ANIMAL SERVICES CENTER
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- ⑯ FIRE STATION 180 EXPANSION
- ⑰ ADMIN SERVICES IT/TELECOM WAREHOUSE
- ⑱ FAB & CDRC ANNEX
- ⑲ SHERIFF'S DIVE UNIT
- ⑳ UTILITIES
- ㉑ PARKS & GROUNDS
- ㉒ TIRE BARN & WASH RACK
- ㉓ DEWITT HERITAGE AREA
- ㉔ COMMUNITY EVENTS CENTER
- ㉕ COMMUNITY GREEN
- ㉖ COMMUNITY GARDEN
- ㉗ TRANSPORTATION TRANSFER CENTER
- ㉘ IT/COM EXPANSION
- ㉙ IRRIGATION WATER TOWER

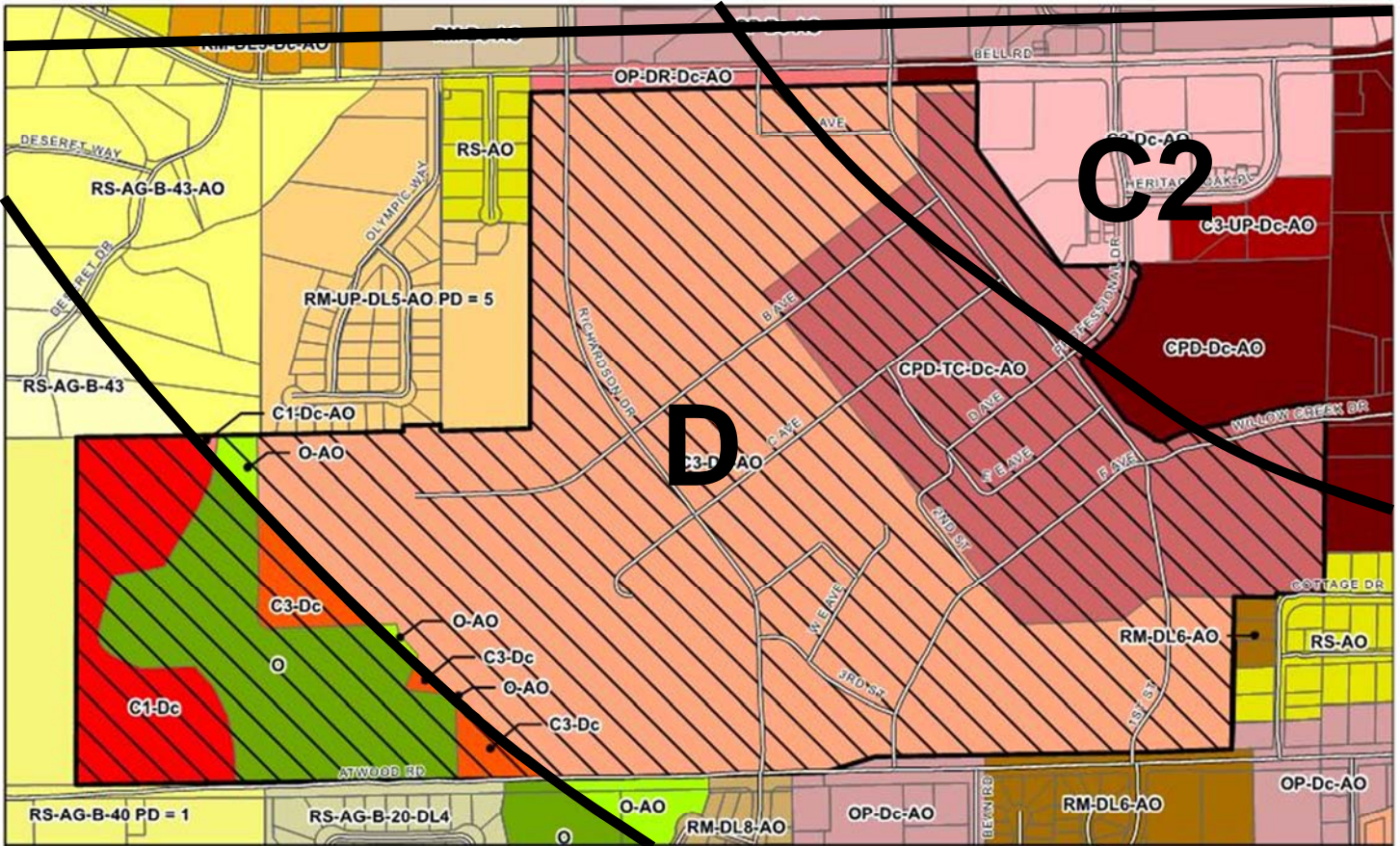


LEGEND

 Placer County Government Center	 Medium Density Residential 5 - 10 DU./Ac.	 PCGC Master Plan
 Commercial	 Mixed Use	 Parcels
 High Density Residential 10 - 15 DU./Ac.	 Open Space	 Highway
 Industrial	 Professional Office	 Existing Roads
 Low Medium Density Residential 2 - 5 DU./Ac.	 Rural Low Density Residential 0.9 - 2.3 Ac. Min.	

SOURCE: Placer County 2018

Compatibility Zone Exhibit – Community Land Use Designations



LEGEND

ZONING	CPD-TC-Dc-AO	RM-DL8-AO	PGC Master Plan
C1-Dc	O	RM-Dc-AO	Parcels
C1-Dc-AO	O-AO	RM-UP-DL5-AO PD = 5	Existing Roads
C2-Dc-AO	OP-DR-Dc-AO	RS-AG-B-20-DL4	
C3-Dc	OP-Dc-AO	RS-AG-B-40 PD = 1	
C3-Dc-AO	OP-RM-Dc-AO	RS-AG-B-43	
C3-UP-Dc-AO	RM-DL5-Dc-AO	RS-AG-B-43-AO	
CPD-Dc-AO	RM-DL6-AO	RS-AO	

SOURCE: Placer County 2018

Compatibility Zone Exhibit – Zoning Designations

David Melko

From: Paul Breckenridge <PBrecken@placer.ca.gov>
Sent: Monday, March 04, 2019 4:41 PM
To: David Melko
Cc: Mike Luken; Luke McNeel-Caird; Crystal Jacobsen; Shawna Purvines; Steve Newsom
Subject: RE: PCGC Master Plan - Mercy Housing

Hi David,

Thank you for hosting us and allowing us time for an update on the master plan ahead of the ALUC meeting later this month. Please see below for our response to the follow-up areas.

Let me know if you need any of the EIR documentation which has Dudek’s analysis where airport compatibility is concerned for both the master plan and the multifamily housing project. Please note we did not receive any comments regarding the master plan and the airport with the release of the Draft EIR back in November.

Please let us know if there are additional questions and/or needs. We’ll plan to be in attendance on March 27.

Thank you for your assistance.

Regards,
Paul

Paul P. Breckenridge AIA, LEED AP BD+C
Senior Architect
Facilities Management | Capital Improvements
(530) 889-6892 | (916) 521-4567 cell | placer.ca.gov



From: David Melko [mailto:dmelko@pctpa.net]
Sent: Tuesday, February 26, 2019 5:42 PM
To: Paul Breckenridge; Crystal Jacobsen; Shawna Purvines
Cc: Mike Luken; Luke McNeel-Caird
Subject: PCGC Master Plan - Mercy Housing

Paul, Crystal and Shawna –

Thank you for meeting with us and the City of Auburn staff today to review the proposed Placer County Government Center Master Plan.

There are several areas of follow-up that we would appreciate County assistance as we undertake the ALUC consistency determination review:

- Mercy Housing proposal: there were several questions regarding the density, number of units, overall population, and occupants for this housing proposal. It was also mentioned that some of the occupants may have special needs. Please provide any additional information clarifying the nature of the housing proposal.

Project Description

Multifamily Residential Apartment/Townhouse Facility: Achievable/workforce housing project with individual/family incomes ranging from 30-60% of Area Median Income (AMI). Twenty units are set aside for California's No Place Like Home program for persons transitioning from or avoiding homelessness. The facility is for individuals and families with a wide range of income limits with achievable rents. This is a multifamily residential apartment and townhouse facility and not a congregate care or age restricted project.

3-Acre Site: Three 3-story apartment buildings, one 2-story attached townhome building, 1,500 SF multipurpose space attached to one of the apartment buildings, green space and associated parking.

79 units (162 bedrooms): 21 one-bedroom units, 33 two-bedroom units, 25 three-bedroom units. One of the apartments is set aside for a facility manager.

The County has worked closely with Mercy Housing to meet all current and anticipated planning criteria for this site, including for compliance with the ALUCP for the Auburn Airport.

- Mercy Housing occupants: Please review Policy 3.4.9 (pages 3-17 and 3-18 are attached) from the ALUCP. There is a typo indicating it as Policy 1.1.2. This policy addresses risk sensitive land uses and defines uses having vulnerable occupants. The list of uses is considered incompatible in Zones A through C2. Uses with vulnerable occupants are allowed in Zone D. I recommend you compare this list to Mercy's proposal. There may be a potential compatibility issue if some or all of the occupants qualify as vulnerable occupants. Please confirm whether the proposal's occupants falls within the uses having vulnerable occupants. It is the County's responsibility to document why the housing proposal is not a risk sensitive land use with vulnerable occupants.

This project is a traditional apartment and townhouse facility and does not pass the criteria thresholds associated with Policy 3.4.9 for Risk Sensitive Land Uses. Language from Section 3.4.9 of the ALUCP was included in the Request for Proposal for the multifamily project to ensure proposals met this criteria early in the process. Mercy's proposal for the multifamily residential project is intended for individuals and families that meet lower income criteria. The facility is not one that is strictly based on age or physical limitations and not where "the majority of occupants are children, elderly and/or disabled".

- Multi-family residential within Compatibility Zone C2: We anticipate that the Auburn representative on the PCTPA Board/ALUC will ask the question, "why did you locate the multi-family residential in the C2 Zone closer to the airport rather than in Zone D." We would like to be able to include in our staff report the County's rationale for locating multifamily residential in Compatibility Zone C2.

Housing is a top priority for Placer County and, with the ability to leverage county-owned land, the PCGC is uniquely situated to accommodate new residential projects. This particular site has been identified as a potential multifamily housing location since the demolition of the Bell Gardens Apartments at the PCGC in 2004. Multifamily residential has also been an allowed land use under the current Commercial Planned Development (CPD) Zone since at least 1993 with the Comprehensive Facilities Master Plan. Now with the new master plan, the eastern side of the campus, with its proximity to Highway 49 and with the existing Home Depot project location, is identified as the most appropriate area for private development, including adjacent to 1st Street with the multifamily house site. The western side of the campus and along Richardson Drive with the existing County buildings is most appropriate for government needs. With the existing Oak woodland open space, main jail, juvenile detention and shelter facilities on B Avenue, the far western side of the campus is not well suited for new multifamily development. Because of its long narrow geometry, multifamily was seen as the main land use at the Mercy site due to the ability of a housing-oriented project to fit efficiently on it. The Mercy project is planned to fit within the already existing parameters allowed by the ALUCP Compatibility Zone C2 for multifamily housing.

- Development Standards: My understanding is that approval of the Development Standards would streamline project reviews and potentially allow Master Plan consistent projects as "By-Right" without the need for subsequent discretionary review process (including ALUC review). Please confirm whether this interpretation is correct and whether this could apply for example to the Mercy Housing proposal.

The PCGC Master Plan includes a set of Development Standards intended to implement the Master Plan. The Development Standards set forth permitted uses as well as site and building standards such as height, density, coverage, setbacks, circulation and parking, signage, etc. The goal of the Development Standards is to establish prescriptive site and building regulations which

would ensure consistent implementation of the PCGC Master Plan, County standards, and consistency with the ALUCP. (Staff's ALUCP consistency review is triggered for all projects that are proposed within portions of the PGCG campus that contain the – AO [Airport Overflight] Zone District.) The Development Standards would allow for streamlining only when a project was found to be consistent. To that end, some uses would be allowed with the approval of Design Review if the County deemed the project to be consistent with the Development Standards, however, if the project was not found to be consistent then the project would be subject to approval of a use permit. It is important to note that there are many uses for the PCGC Master Plan that require approval of a use permit regardless of whether or not they are consistent with the Development Standards. As for the Mercy Housing proposal, this use would be allowed with the approval of Design Review as described above.

It would be appreciated if you can provide the information requested above **by Tuesday, March 5th**.

Last, I strongly encourage County staff attendance at the March 24th 9:00 am ALUC public hearing to address any Master Plan related questions that come up as part of the Commission's deliberation on the consistency determination.

Once again, thank you.



David Melko

Senior Transportation Planner

Placer County Transportation Planning Agency

299 Nevada Street, Auburn, CA 95603

530.823.4090 (tel/fax)

[website](#) | [vCard](#) | [email](#)



TO: PCTPA Board of Directors

DATE: March 27, 2019

FROM: Aaron Hoyt, Senior Planner

SUBJECT: SACOG METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY ELECTED OFFICIALS PRESENTATION

ACTION REQUESTED

Staff recommends that the Board receive a presentation by the Sacramento Area Council of Governments (SACOG) on the draft preferred scenario for the Metropolitan Transportation Plan/Sustainable Communities Strategy.

BACKGROUND

As the state-designated Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is required to prepare and adopt a Regional Transportation Plan (RTP) every five years. The last RTP was adopted in 2016. The RTP is a long range (20-year minimum) transportation funding plan that identifies the County's priorities in addressing traffic congestion, mobility needs, and maintenance of the existing transportation infrastructure. Staff kicked off the RTP update in November 2017 and has presented two status updates to the Board and conducted a joint workshop with SACOG in November 2018. The RTP is scheduled for adoption in December 2019. Preparation of its own RTP provides Placer County with an ability to retain local control of transportation projects, funding and priorities.

SACOG is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties and is also the federally designated Metropolitan Planning Organization (MPO) for the six-county region including Placer and El Dorado. SACOG is also in the midst of an update to the six-county Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SACOG's MTP/SCS is scheduled for adoption in February 2020.

DISCUSSION

PCTPA and SACOG staff hosted a workshop on the development of the respective plans in November 2018. The workshop goal was to provide greater clarity on the significance and use of each plan, the underlying land use and transportation assumptions used, and the process leading to the adoption of the plans.

The March 27th presentation will serve as a status update on the transition from the discussion draft scenario to the preferred draft scenario. The presentation will also provide the opportunity for elected officials to inquire on the process and give input on the draft preferred scenario. SACOG is providing similar presentations to each of the other five counties to comply with the Senate Bill 375 requirements for developing the SCS.

AH:LM:MWL:ss

TO: PCTPA Board of Directors **DATE:** March 27, 2019

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

SUBJECT: FY 2018/19 OVERALL WORK PROGRAM (OWP) AND BUDGET – AMENDMENT #2

ACTION REQUESTED

Authorize the Executive Director to adopt Resolution No. 19-02, approving the FY 2018/19 Overall Work Program and Budget (OWP) – Amendment #2; and submit the OWP to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year, with final version submitted by June 1. The Final FY 2018/19 OWP and Budget was adopted by the Board in May 2018, and Amendment #1 was adopted in October 2018.

The OWP provides a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached Amendment #2 to the Final OWP has been developed in compliance with these requirements and reflects the latest information on finances and work activities, as well as comments received from the Board, Caltrans, and jurisdictions. It is expected that the OWP will be amended periodically during the fiscal year to reflect any new information, work activities, and/or budget changes.

DISCUSSION

There are several notable changes to the FY 2018/19 OWP Amendment #2, attached and summarized below:

Work Program

- Addition of Work Element 21, Regional Transportation Plan Public Outreach, to separate out the \$30,000 Rural Planning Assistance grant from Work Element 20 as requested by Caltrans for billing expenditures.
- Expansion of Work Element 23, Western Placer Consolidated Transportation Services Agency, to add funding for Sierra College Transit Pass study.
- Addition of Work Element 45, Corridor Mobility Plan, to reflect the Board approved budget for consultant costs to complete the Placer-Sacramento Corridor Mobility Plan to pursue Senate Bill 1 competitive funding.
- Expansion of Work Element 60, Regional Transportation Funding Strategy, to reflect the Board approved budget for the funding strategy consultant.
- Expansion of Work Element 80, Freeway Service Patrol (FSP), to add funding from Senate Bill 1 to increase FSP service.

PCTPA Board of Directors

FY 2018/19 OVERALL WORK PROGRAM (OWP) AND BUDGET – AMENDMENT #2

March 2019

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Ongoing planning and implementation efforts include participating in the oversight of Phase 1 of the I-80/SR 65 Interchange Improvement construction (WE 41), continuing design for Highway 65 Widening Phase 1 (WE 42) and I-80 Auxiliary Lanes (WE 43), environmental clearances for Highway 49 Sidewalks (WE 44), and completing the Dry Creek West Planning and Feasibility Study (WE 77).

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 and Congestion Management Program 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.

Budget

Staff is pleased to again provide the Board with a balanced budget of \$5,526,373.

The notable changes for the budget are the approximately \$210,000 in increased revenue and expenditures primarily associated with the addition of the Placer-Sacramento Corridor Mobility Plan and Sierra College Transit Pass study under the CTSA detailed in the Overall Work Program.

LM:MWL:ss

Attachment

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: APPROVING AMENDMENT #2 RESOLUTION NO. 19-02 TO THE FISCAL YEAR 2018/19 OVERALL WORK PROGRAM AND BUDGET

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held March 27, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

WHEREAS, the Fiscal Year (FY) 2018/19 Overall Work Program and Budget (OWP) is the primary management tool for the PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

WHEREAS, the Final FY 2018/19 OWP was approved on May 23, 2018; and

WHEREAS, Amendment #2 to the FY 2018/19 OWP adjusts staff time, professional services, and funding between work elements based on expenditures to date and projections for the remainder of FY 2018/19.

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves the Amendment #2 to the FY 2018/19 OWP.

TO: PCTPA Board of Directors

DATE: March 27, 2019

FROM: Mike Luken, Executive Director

**SUBJECT: APPOINTMENT OF CAPITOL CORRIDOR JOINT POWERS
AUTHORITY REPRESENTATIVES FROM THE PCTPA BOARD**

ACTION REQUESTED

Appoint John Allard as the 2nd Regular Member and Cheryl Maki as the Alternate Member to serve on the Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors.

BACKGROUND

With Mayor Susan Rohan leaving the Roseville City Council and Mayor Bridget Powers leaving the Auburn City Council, PCTPA will need a second regular representative on the PCTPA Board and an alternate representative. This is a critical appointment with activities upcoming on the 3rd Track and the Placer-Sacramento Congested Corridor Plan. CCJPA will also be recruiting a new managing director, replacing retiring David Kutrosky this year. Staff has discussed this appointment with John Allard and Cheryl Maki who have volunteered to serve in this capacity.

DISCUSSION

The PCTPA Board appoints two CCJPA Board members per Government Code 14076.2 (see below). PCTPA has found it prudent to appoint an alternate member as well. The current PCTPA appointee to CCJPA is Placer County Supervisor Jim Holmes. Appointments to fill the vacancies have been delayed due to some Council appointment processes.

There is no adopted PCTPA Board policy or bylaws regarding CCJPA Board appointments. Appointments can be any elected member the PCTPA Board. Past practice has been that representatives whose jurisdiction has a station on the Capitol Corridor route have been appointed by the PCTPA Board. Representatives have included members from Roseville, Rocklin and Auburn. Appointments have been kept in place until Board members have left the PCTPA Board.

The CCJPA Board of Directors meets five times annually on the third Wednesday of February, April, June, September and November. The 2019 meeting schedule is shown as Attachment 1. There are also some adhoc subcommittees that may be required of CCJPA Board Members as well.

With the high level of activity surrounding the 3rd track project for next 10+ years, it is imperative that whomever is chosen be a very active participant. Although staff regularly attends the meetings with our Board representatives, Staff cannot sit for an elected leader on the CCJPA Board. There is a separate CCJPA staff advisory group that David Melko is assigned to attend and participate. The staff advisory group reviews agenda items before they go to the Board, as well as other significant CCJPA activities.

California Government Code §14076.2 (2017)

(a) There is hereby created the Capitol Corridor Joint Powers Board, subject to being organized pursuant to subdivision (b). The board shall be composed of not more than the following 16 members:

(1) Six members of the San Francisco Bay Area Rapid Transit District Board of Directors, appointed by the board of directors of that district, as follows:

(A) Two who are residents of Alameda County.

(B) Two who are residents of Contra Costa County.

(C) Two who are residents of the City and County of San Francisco.

(2) Two members of the Board of Directors of the Sacramento Regional Transit District, appointed by the board of directors of that district.

(3) Two members of the Board of Directors of the Santa Clara Valley Transportation Authority, appointed by the board of directors of that authority.

(4) Two members of the county congestion management agency for the County of Yolo, appointed by that agency.

(5) Two members of the county congestion management agency for the County of Solano, appointed by that agency.

(6) Two members of the Placer County Transportation Planning Agency, appointed by that agency.

(b) The board shall be organized when at least two of the jurisdictions described in paragraphs (1) to (6), inclusive, of subdivision (a) elect to appoint members to serve on the board. Only those jurisdictions that appoint members to serve on the board prior to December 31, 1996, shall be member-agencies of the board.

(Amended by Stats. 1999, Ch. 724, Sec. 1. Effective January 1, 2000.)

LM:MWL:ss



**2019 Meeting Schedule - Revised
CCJPA Board of Directors**

Date	Time	Location
February 13, 2019	10:00 am	Suisun City, City Council Chambers * Business Plan Adoption
April 17, 2019	9:00 am	Martinez, City Council Chambers
June 19, 2019	11:00 am	Oakland, BART Boardroom
September 18, 2019	10:00 am	Sacramento, City Council Chambers
November 20, 2019	10:30 am	Santa Clara County (Location TBD)

* Adoption of Business Plan requires an affirmative vote of at least two-thirds (11) of appointed members.

ADOPTED: February 13, 2019
CCJPA BOARD OF DIRECTORS

TO: PCTPA Board of Directors

DATE: March 27, 2019

FROM: Mike Luken, Executive Director

SUBJECT: TRANSPORTATION FUNDING OUTREACH-POLLING UPDATE

ACTION REQUESTED

None. For presentation and discussion only.

DISCUSSION

Staff, Curt Below from FM3 and Cheri Spriggs-Hernandez from FSB Core Strategies will present an update on the Funding Strategy and the February 2019 polling of the potential South County District.

BACKGROUND

Subcounty District Legislation – AB 1413

Assembly Bill 1413 was submitted to the Legislature by San Diego County Assemblyman Todd Gloria. This bill is enabling legislation which would permit counties in California the ability to create sub-districts for transportation sales tax measures. The bill author is working with PCTPA and a consortium of 12 counties that can use this enabling legislation for a variety of reasons. A team of state advocates from PCTPA, Placer County and Roseville are working closely with the bill author to ensure the success of this bill as in courses through committees in the Assembly and Senate. A local group of stakeholders from the southern part of Placer County are working to provide support for the advocate team and staff.

Transportation Funding Outreach Program

Staff and FSB Core Strategies are continuing outreach with key stakeholders in the South County. A first local business breakfast was held in Roseville this month with key businesses and Roseville Chamber representatives. Breakfasts are being scheduled in April and May in Lincoln, Rocklin and Loomis. Staff is working with public safety representatives from the South County cities to quantify the impact of traffic congestion on response time. Outreach modes such as social media, website, business toolbox, virtual reality and collateral material are being readied for inclusion of messaging from the polling and will be launched starting in April.

Polling Research

After the poll was prepared with input from the Board Subcommittee, it was launched and conducted via phone and online interviews from February 10th - February 20th. The purpose of the polling at this early juncture is to quantify interest in funding transportation improvements in the South County and to capture the specific concerns regarding traffic congestion from South County residents. Polling included questions which probed components of the expenditure plan and the impact of local and statewide measures in the recent election. Lastly, the exact boundary of the proposed South County district was tested through these polling efforts. FM3 will present

PCTPA Board of Directors
TRANSPORTATION FUNDING OUTREACH STRATEGY WORKSHOP
March 2019
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the results of this poll to the Board Subcommittee on March 20 and to the Board on March 27. Polling results were also discussed with the CEO/County Managers Group on March 13th.

Proposed Expenditure Plan/Pre-Polling Research

Approximately \$1.28 billion is projected for a theoretical 30-year ½ cent sales tax district in the South County. This very conservative revenue analysis was performed by HDL Companies as an update to their 2017 projection which came in at approximately \$1.4 Billion. Finance Directors of the County and Cities in the proposed district have reviewed and approved this updated analysis. A review of the sales tax analysis by William Jessup university will be underway shortly.

An updated expenditure plan is shown as Attachment 1 for review of the Board and will be brought back to the Board on April 24th for consideration. Costs of projects were updated from 2017. This plan was also adjusted to reflect SB1 funding in local jurisdictions by reducing expenses by 5%.

PCTPA/SOUTH PLACER DRAFT TRANSPORTATION SALES TAX DISTRICT TRANSPORTATION INVESTMENT PLAN (Revised Draft-March 2019)

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	\$ 1,514.0	\$ 831.0	\$ 683.0	\$ 683.0	53.4%	Various	
	I-80/SR 65 Interchange Phases 2-4	\$ 395.0	\$ 100.0	\$ 295.0	\$ 295.0		State/federal matching funds, developer fees	
	SR 65 Widening <i>Galleria Blvd to Lincoln Blvd</i>	\$ 115.0	\$ 70.0	\$ 45.0	\$ 45.0		Developer fees	
	Placer Parkway	\$ 595.0	\$ 570.0	\$ 25.0	\$ 25.0		Developer fees, Sutter Co fees	
	Baseline Road Widening	\$ 70.0	\$ 60.0	\$ 10.0	\$ 10.0		Developer fees	
	I-80 Auxiliary Lanes	\$ 29.0	\$ 6.0	\$ 16.0	\$ 23.0		State/federal matching funds	
	Interchange Program <i>I-80/Rocklin Road I-80/Horseshoe Bar SR 65/Nelson Lane</i>	\$ 110.0	\$ 25.0	\$ 85.0	\$ 85.0		Developer fees	
	Financing for Early Construction	\$ 200.0	\$ -	\$ -	\$ 200.0		None	
ALTERNATIVE TRANSPORTATION PROJECTS	TOTAL SENIOR/DISABLED TRANSIT, BICYCLE/PEDESTRIAN AND COMMUTER IMPROVEMENTS	\$ 538.1	\$ 346.2		\$ 191.9	15.0%	All Transit, Bicycle/Ped and Commuter Improvements	
Senior/Disabled/Other Transit <i>Environmental, design, right of way, construction, capital projects and operation</i>	Senior/Disabled Transit Enhancements	\$ 99.0	\$ 35.0		\$ 64.0	5.0%	Transit Funds	
Bicycle/Pedestrian Projects <i>Environmental, design, right of way, capital projects and construction</i>	Various Countywide	\$ 139.2	\$ 75.2		\$ 64.0	5.0%	State/federal matching funds	
Commuter Improvements (Rail, Bus, Operations) <i>Environmental, design, right of way, capital projects, operations</i>	TOTAL COMMUTER IMPROVEMENTS	\$ 300.0	\$ 236.0		\$ 64.0	5.0%	Various	
	Commuter Bus Enhancements	\$ 75.0	\$ 43.0		\$ 32.0		Cap & Trade, transit funds	
	Capital Corridor Rail/Bus Rapid Transit	\$ 225.0	\$ 193.0		\$ 32.0		Cap & Trade, transit funds	
LOCAL PROJECTS <i>Local traffic congestion hot spots and matching funds for local transportation priorities</i>	TOTAL DISTRICT	\$ 768.9	\$ 441.4		\$ 327.4	25.6%	State and Federal funds (Reduced due to SB1)	\$ 10.9
	City of Lincoln	\$ 135.6	\$ 72.4		\$ 63.2			\$ 2.1
	Town of Loomis	\$ 23.0	\$ 13.1		\$ 9.9			\$ 0.3
	City of Rocklin	\$ 179.9	\$ 109.2		\$ 70.7			\$ 2.4
	City of Roseville	\$ 303.2	\$ 145.5		\$ 157.8			\$ 5.3
	Placer County	\$ 127.2	\$ 101.3		\$ 25.9			\$ 0.9
COMPETITIVE PROJECTS PROGRAM <i>Transportation improvements</i>	Various Countywide	\$ 143.9	\$ 79.9		\$ 64.0	5.0%	State/federal matching funds, developer fees	
TRANSPARENCY, OVERSIGHT, AND ADMINISTRATION		\$ 12.8	\$ -		\$ 12.8	1.0%	None	\$ 0.4
TOTAL PROGRAM		\$ 2,978	\$ 1,699		\$ 1,279	100.00%		

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Technical Advisory Committee Meeting Minutes

March 12, 2019 – 3:00 p.m.

ATTENDANCE

Technical Advisory Committee (TAC)

Chris Ciardella, City of Auburn
Mengil Deane, City of Auburn
Araceli Cazarez, City of Lincoln
Dave Palmer, City of Rocklin
Mike Dour, City of Roseville
Jake Hanson, City of Roseville
Jason Shykowski, City of Roseville
Amber Conboy, Placer County
Will Garner, Placer County
Kevin Yount, Caltrans

Staff

Kathleen Hanley
Aaron Hoyt
Mike Luken
David Melko
Solvi Sabol

Funding Strategy Workshop – Polling Results

Mike Luken reported that we will be presenting the transportation funding outreach polling results at the March 27th meeting. The polling was targeted in south Placer County. In addition to gaging the current support of voters on a transportation sales tax, the poll helps shape future messaging as we move forward in this effort. Mike added that we will do another poll in 2020 at which point the Board will determine if we should move forward with a ballot measure.

FY 2018/19 Overall Work Program (OWP) and Budget – Amendment #2

Mike Luken said the FY 2018/19 Overall Work Program and Budget - Amendment #2 was sent out in advance. Mike added the biggest change is the addition of WE 45, Placer-Sac Corridor Plan. Additionally, the Airport Land Use Commission work element budget has been modified to reflect actual work. There is an addition of Work Element 21, Regional Transportation Plan Public Outreach. The budget balances.

SACOG MTP Elected Officials Presentation

Mike Luken explained that SACOG is having an MTP/SCS elected officials' presentation at our March 27th Board meeting to satisfy their requirements in developing a Sustainable Communities Strategy per SB 375. This will be a condensed version of the meeting which was held here on November 14th. Aaron Hoyt added that SACOG will be highlighting the preferred draft scenario performance in satisfying the GHG reduction targets, the Green Means Go pilot program, and the next steps. The Green Means Go pilot program pre-application is due on March 15th. SACOG will be asking the legislature for funding for infill development, electrification, and transit enhancements in defined areas.

FY 2019/20 Local Streets and Roads Program

Aaron Hoyt explained that the Local Streets and Roads program was created under SB 1 for use by cities and counties for road maintenance and rehabilitation. Aaron provided a packet of information for the TAC's use in preparing their eligible project lists. He explained that resolutions must be adopted by councils or boards and submitted in the SB 1 program website CalSMART by May 1, 2019. Aaron added that the California Transportation Commission will host a technical training webinar highlighting changes to the on-line reporting website, CalSMART.

FY 2018/19 Low Carbon Transit Operations Program (LCTOP)

Aaron Hoyt provided an LCTOP allocation estimate for FY 2018/19. Aaron explained that this is funded out of the Cap and Trade Program for expansion of transit service, new transit service and transit infrastructure leading to increased ridership and GHG emission reductions. Aaron said that three jurisdictions did not have a project at this time and their funding would be allocated to Placer County and the City of Roseville for the Taylor Road Park and Ride Bus Stop Improvement project. Their share will be reimbursed in a future year. Draft resolutions are due by March 28th.

FY 2019/20 State of Good Repair

Aaron Hoyt provided an FY 2019/20 State of Good Repair preliminary allocation. These are allocated to those jurisdictions that operate transit service. Until the State Controller releases the final funding allocation, these amounts can be used for budgeting purposes.

WPCTSA Budget Amendment #2

David Melko said the WPCTSA budget parallels the PCTPA OWP and Budget Amendment. He explained the operating revenue remains the same however there were modifications to the expenditures to account for staffing changes. Short Range Transit Plans & On-Board Survey reflect a contract with LSC who are working on the Sierra College Transit Pass feasibility study. The TAC concurred with bringing this to the Board as a consent item in March.

Public Hearing: ALUC – Placer County Government Center Master Plan

David Melko explained that Placer County submitted a Master Plan update for the Placer County Government Center (PCGC) on February 22nd and requested an ALUC consistency review. Before being approved, the ALUC must ensure the proposal is consistent with the Auburn Municipal Airport Land Use Compatibility Plan. The review determined that most of the property is in Zone D however there is a small portion in Zone C2. David explained the zones and compatibility criteria used in each zone based on noise, safety, airspace protection and overflight provisions. Staff will be recommending to the Commission that they find the PCGC consistent with the Placer County ALUCP subject to a recommendation for overflight notification as defined in the staff report and reviewed with the TAC. The TAC concurred with the staff recommendation.

Other Issues/Upcoming Deadlines

- a) **Sierra College Transit Pass Program – Survey Results:** In trying to mitigate parking and traffic issues, Sierra College approached PCTPA in implementing a transit pass program. This program is part of the current Short-Range Transit Plan. Mike Luken explained that we formed an Executive Working Group who resolved to do a feasibility study and poll the students. We entered into a contract with LSC to do the survey and based on the 3% of enrolled students who responded, the results indicate that the transit fare is not a significant issue, rather, the quality and quantity of existing transit service provided, i.e. frequency and span of service, is more important to Sierra College students. LSC's next steps is to complete a peer review analysis of community colleges with transit pass programs, develop service improvement recommendations, identify the cost of a transit pass program and the recommended service improvements, and complete a draft report for this phase of work.
- b) **Capitol Corridor Joint Powers Board Appointments:** Mike Luken explained that we will be asking the Board to appoint two members to the Capitol Corridor Joint Powers Board. CCJPA allows for two members from Placer County as well as an alternate. Supervisor Holmes currently serves as one of the members and will remain on the CCJPA Board. Mike emphasized

the importance of the position in an interest to remain involved in the Third Track project as well as ensuring that there is a Valley / Bay Area balance given there will be a new Executive Director.

- c) **ALUC Appeal:** David Melko explained that we received an appeal for a cell phone tower height extension near the Auburn Airport which is in the B2 zone. We have recommended to the County that the cell tower extension is not a compatible use and the applicant's application for a use permit be denied. This is the subject of the applicant's appeal, which be heard at an ALUC public hearing at the April Board meeting.
- d) **Transportation Funding Bill:** Mike Luken said we now a have a bill, AB 1413, to create a subcounty district. We are working with City Managers / County CEO, and their respective legislative affairs office on moving this forward.
- e) Mike Luken explained that legislative "watch issues" that we're working on include:
 - 1) The assembly and senate have designated a task force to explore the use of TDA funds and road maintenance.
 - 2) The Governor's plan to restrict SB 1 funds if they do not meet housing goals.
- f) **Next TAC meeting:** April 9, 2019

The TAC meeting concluded at approximately 4:00 pm.

TO: PCTPA Board of Directors **DATE:** March 27, 2019

FROM: David Melko, Senior Transportation Planner
Mike Luken, Executive Director

SUBJECT: **STATUS REPORT/EXECUTIVE DIRECTOR'S REPORT**

1. Sierra College Transit Pass Program Survey Results

The recently completed Short Range Transit Plans included a recommendation for PCTPA to study the potential for a transit fare reduction program for Sierra College students. LSC Transportation Consultants was hired to conduct this analysis. Sierra College approached PCTPA, the City of Roseville and the City of Rocklin in 2018 to determine if a student transit pass would be feasible in Placer County.

Working with Sierra College President's Office, an online student survey was conducted for two weeks in February 2019 for all of Sierra College's campuses (Rocklin, Roseville, Nevada County, and Tahoe Truckee). Online surveys were sent to all students via Sierra College's currently enrolled email list. For 2018/19, Sierra College has 18,565 enrolled students. A total of 576 people participated in the survey, representing about 3.1 percent of enrolled students.

The online survey consisted of a multi-page questionnaire on Survey Monkey and included 12 questions regarding students' trip patterns and current use of existing transit services. Survey results and analysis are provided as an attachment to this Status Report.

Generally, it appears from the survey results that students potential use of transit services is more influenced by the span of service (i.e., availability of service, frequency, service span) rather than the transit fare. This is not totally surprising given existing transit services are arterial oriented (rather than in neighborhoods), operate on an hourly frequency, with services reduced after 8:00 pm. Given these conditions, the LSC analysis indicates that there is potential for greater transit use by college students assuming span of service issues can be addressed in some (cost-effective) manner.

The consultant's next steps will include conducting a peer review of similar suburban community colleges offering free or reduced transit fare programs; work with our local transit operators to complete an analysis, including costs of fare reduction impacts; identify potential service strategies needed to meet ridership demand as well as potential funding opportunities; and complete a draft and final report presenting the data, analysis and findings. We anticipate a draft report available for review by end of April/early May, with a final report completed in June. At that time, PCTPA will seek whether there is a consensus to move forward by Sierra College and the two cities. Assuming there is a consensus to move forward, subsequent phase(s) could potentially include more detailed student

surveys, development of a College Transit Pass Program and agreements, preparation of marketing materials, identification of funding for a pilot phase, and coordination with the Connect Card and potentially Sacramento Regional Transit services. An executive working group made up of President Duncan, Vice President Skinner, Sierra Foundation ED Alabadi, Mayor Allard, Councilman Broadway, PCTPA ED Luken and PCTPA Senior Planner Melko will meet in the next two weeks to discuss these survey results.

2. Executive Director's Report (Written due to length of this meeting's agenda)

SB1/Governors Housing Efforts

As reported in local and statewide news reports, the Governor is attempting to create a link between SB1 transportation funding and housing production via the Regional Housing Needs Allocation (RHNA) process. If jurisdictions do not meet their RHNA housing production allocations, SB1 funding could be withheld or given to other jurisdictions that are in compliance. Staff is working closely with Placer jurisdictions, the League of California Cities, CSAC, CALCOG and others to monitor and provide opposition to this method which cannot be realistically controlled by local jurisdictions.

Transportation Development Act Funding

The Senate and Assembly Transportation Committees have jointly commissioned a large working group using the California Transit Association (CTA) to address concerns of farebox returns and the use of Transportation Development Act (TDA) funding for non-transit purposes. Placer County is one of a small number of California counties that uses a larger portion of its TDA funding for streets and roads. PCTPA staff have been invited by the Rural Counties Task Force to participate in the CTA Working Group. This will allow us to be part of this conversation and attempt to voice our concerns for a change to the allocation preventing the use of TDA funds for streets and roads. PCTPA staff will be working closely with the County and Cities on this difficult issue.

Colfax Roundabout Ground Breaking Being Planned

A groundbreaking for the proposed roundabout is being planned for May. AIM and PCTPA Staff are working with the City of Colfax and Caltrans to plan this event. Staff will notify the Board as soon as a date is selected so that you can attend. This challenging project, which could only be accomplished through the the hard work of the City, PCTPA and Caltrans, is very important to Colfax and could result in significant increases in jobs and revenue for the community.

April Board Meeting – CLUP Consistency Finding Appeal

An application for expansion in height of a cellular tower near the Auburn Airport was determined by ALUC staff to be inconsistent with the Auburn Airport Comprehensive Land Use Plan (CLUP). The applicant has appealed this staff decision to the ALUC Board and must be heard at the April meeting. County and Auburn staff are working with us on this appeal.

MWL:ss

Sierra College Student Transit Pass Program Analysis Online Student Survey Results

LSC Transportation Consultants, Inc.
March 1, 2019

Sierra College Student Transit Online Student Survey Results

As part of a study regarding the potential for a transit fare reduction program for Sierra College students, online student surveys were conducted in February of 2019 for all of Sierra College's campuses (Rocklin, Roseville, Nevada County, and Tahoe Truckee). During the two weeks the survey was available, online surveys were sent to students via Sierra College's currently enrolled email list. The results of the survey effort are provided in this memorandum. The survey consisted of a multi-page questionnaire on Survey Monkey and included 12 questions regarding students' trip patterns and current use of existing transit services. The specific survey form is provided as Attachment A.

This discussion includes a review of how these results may impact the potential for additional transit use, focusing on the Rocklin Campus and the Roseville Center.

Survey Results

A total of 576 people participated in the survey, however not all respondents answered every question in detail. Each question (Q) below notes the number of responses with a specific focus on attendance by campus.

Q1 - Campus Attendance: Of those surveyed, 85 percent attend the Rocklin campus only, 7 percent attend Nevada County only, 2 percent attend the Truckee Tahoe campus only and 1 percent attend Roseville only, as shown in Table 1. The remaining 5 percent attend classes at two campuses over the course of a week. The following summarizes attendance characteristics by how many times students visit a campus weekly (Table 2):

- **Rocklin:** Of the 485 respondents (including those also attending classes at another campus, 30 percent attend campus twice a week, followed by 33 percent attending campus four times per week.
- **Nevada County:** A total of 51 students responded to the survey. 39 percent attend campus twice a week, followed by 29 percent attending four times per week.
- **Roseville:** Only 20 students indicated attending courses at the Roseville campus. Of these students, only one person indicated attending campus more than three times per week.
- **Tahoe Truckee:** Only 11 students indicated attending courses at the Tahoe Truckee campus, and of those responses a majority attends campus two to four times per week for classes.

Q3, Q4 - Residential Location: Table 3 presents the residential location of respondents by zip code. Question 4 data regarding more detailed location (by nearby major cross-street) will be used to evaluate potential service options.

Q5, 6, 7, 9 & 10 - Student Demographics: Table 4 summarizes six of the survey questions by campus. Specific highlights for each individual campus are outlined below.

How many units are you currently registered to take?

- Rocklin: 33 percent of students are taking between 12 to 14 units, following by 24 percent taking 7 to 11 units.
- Roseville: 42 percent of students are taking between 12 to 14 units
- Nevada County: 35 percent of students are taking 1 to 6 units, followed by 29 percent taking 12 to 14 units.
- Tahoe Truckee: 36 percent of students are taking between 1 to 6 and 7 to 11 units.

Overall, both the Rocklin and Roseville campuses have a majority of students taking at least 12 units.

Do you have a driver's license/have a vehicle available to use?

- All campuses had a majority of students with a license and vehicle available to drive themselves to campus. However, those without a license (30 percent at the Roseville Center and 19 percent at the Rocklin Campus) make up a substantial proportion of the students responding to the survey.

What is your typical trip pattern when traveling to class?

- A significant majority of students at both the Rocklin and Roseville campuses travel directly from home to class (85 percent and 83 percent, respectively). A relatively small proportion travel from work (6 percent each). This is important as more complicated trip patterns (such as home to work to school) are more difficult to negotiate by transit.

What is your typical trip pattern when leaving class?

Student trip patterns are more complicated as they depart Sierra College than when they travel to Sierra that travel to work. Only 40 percent of Roseville Center students travel directly home from class while an equal proportion make other stops (such as shopping) on the way home and 15 percent head to work.

To gain a better understanding of students overall trip patterns, the responses to Q7 and Q8 were cross tabulated. The resulting trip patterns from and to class are shown in Table 5. As indicated, 57 percent of Rocklin Campus students travel directly from home to campus and back home – a relatively simple trip pattern that could be relatively easily served by transit. This is followed by 17 percent that come directly from home to class but stop off for other reasons on the way home, and 10 percent that come from home to class and then off to work. The largest proportion of Roseville Center student trip patterns are from home to class and then to other purposes (44 percent). Overall, on a per student basis this indicates a higher potential for additional transit usage among Rocklin Campus students than among Roseville Center students.

Q8 - How many 1-way trips do you make on one of the following public transit systems: Placer County Transit, Roseville Transit, Auburn Transit, Gold Country Stage, and Sacramento Regional Transit: Table 6 summarizes how many people currently use the indicated transit services per week. Note that this includes for all purposes, not simply for travel to/from campuses. It should also be noted that as respondents “self-selected” to complete the survey, these results probably reflect that persons currently using transit service are more likely to choose to complete the survey.

- Rocklin: 19 percent of respondents currently use Placer County Transit services, followed by 10 percent who use Roseville Transit.
- Roseville: 32 percent of respondents currently use Roseville Transit, followed by 26 percent that use Placer County Transit, 16 percent that use Sacramento RT and 5 percent each that use Auburn Transit and Gold Country Stage.

The majority of transit riders use the services for a relatively few number of trips per week, with 56 percent of Rocklin students indicating they make one or two one-way trips per week, along with 44 percent of Roseville students. In comparison, 12 percent of Rocklin student make 10 or more trips per week along with 19 percent of Roseville students.

Q9 - Do you use any of these transit systems to travel to/from campus (such as Placer County Transit, Roseville Transit or Auburn Transit)?: 82 percent of Rocklin students said they never use transit service to access the campus, while 11 percent use transit all or most of the time and 7 percent use it occasionally. For the Roseville Center, 78 percent of student respondents indicated they never use transit, while 8 percent use it all the time and 14 percent use it occasionally.

Q10 - Why do you not use public transit to get to campus?: Respondents who said they never or only occasionally use transit to access campus were asked to identify why they don't use transit (or use it more), with the ability to choose all that apply. A review of these results yields some interesting results regarding the potential for improving transit service:

- The most common response was simply that “I'd rather drive or carpool”, cited by 25 percent of Rocklin respondents and 18 percent of Roseville respondents.

- 15 percent at both campuses indicated “I don’t know about the available bus services”, which indicates the potential for additional marketing efforts.
- “Riding the bus takes too long” was cited by 14 percent of Rocklin respondents and 8 percent of Roseville respondents, indicating the need for more direct service to/from campus.
- The geographic reach of transit services is the next-highest response, with 11 percent of Rocklin respondents and 13 percent of Roseville respondents indicating that “bus service is not available close to my house”.
- The hours that bus service is available was cited as a factor by only 7 percent of Rocklin respondents, but was cited by 21 percent of Roseville respondents. In particular, 13 percent of Roseville respondents indicated that “bus service does not run early enough”.
- Similarly, the frequency of transit service was a factor for only 7 percent of Rocklin respondents but 13 percent of Roseville respondents.
- Personal safety is not a significant issue limiting transit use, with only 6 percent of Rocklin respondents and no Roseville respondents indicating “I don’t feel safe using the bus service.”
- Perhaps most importantly for purposes of this study, the existing transit fares were cited as a factor by only 4 percent of Rocklin respondents and 5 percent of Roseville respondents. The service quality factors discussed above were much more important to the respondents than the transit fare.

Q11 - How would free fare for students affect use of transit services?: As shown in Table 7, the majority of respondents would continue to not use the transit services if fares were eliminated. Of Rocklin respondents, 14 percent would definitely start using Placer County Transit while 8 percent would definitely start using Roseville Transit and 1 percent would definitely start using Auburn Transit. Another substantial proportion of Rocklin students might start using Placer County Transit (13 percent) and Roseville Transit (17 percent), while smaller proportions already use these services but would use it more. At the Rocklin Center, 25 percent of respondents would definitely start using Placer County Transit along with 20 percent that would definitely start using Roseville Transit. A higher proportion (25 percent) indicated that they might start using Roseville Transit.

Tables 8 and 9 show the Zip code location of respondents that indicate a definite or possible increase in transit use, for the Rocklin Campus and Roseville Center respectively. In addition, Figures 1 and 2 depict the residential location (by zip code) of those Rocklin Campus

respondents that indicated they would definitely start using Placer County Transit and Roseville Transit services if free fare rides were available. The top five zip codes by number of Rocklin Campus respondents that would definitely use Placer County Transit (with 3 to 10 such respondents) are:

- 95648 – Lincoln and Sheridan area
- 95765 – Northern Rocklin (northwest of Stanford Ranch Road)
- 95677 – Eastern Rocklin (southeast of Stanford Ranch Road)
- 95610 – Central Citrus Heights (centered on Sunrise Blvd)
- 95747 – Western Roseville (roughly west of Foothills Blvd)

Regarding Roseville Transit, the top five Zip codes with Rocklin Campus respondents that would definitely start using the service (3 to 8 respondents) are:

- 95661 – Eastern Roseville (east of I-80)
- 95747 – Western Roseville (roughly west of Foothills Blvd)
- 95678 – Central Roseville
- 95610 – Central Citrus Heights (centered on Sunrise Blvd)
- 95648 – Lincoln and Sheridan area

No individual zip code had more than one Rocklin respondent that indicated they would definitely use Auburn Transit. In addition, no individual zip code had more than one Roseville Center respondent that indicated they would definitely use any of the three transit systems.

Q12 - General Comments and Requests: Table 10 (in six pages) provides the open-ended comments. Of the comments received, the following major requests were made regarding general improvements and the possibility of a transit fare program:

- Improve the availability of transit service information for existing and incoming students.
- Provide later services to accommodate evening courses.
- Increase overall frequency of transit service.
- Provide a bus stop on Rocklin campus.
- Provide more parking.
- Provide a rideshare program.
- Overall support of the idea of a student fare transit program.

TABLE 1: Number of Respondents by Campus Attendance

	#	%
Rocklin	472	85%
Nevada County Only	40	7%
Roseville Center Only	3	1%
Tahoe Truckee Only	11	2%
<i>Rocklin and Roseville</i>	15	3%
<i>Rocklin and Nevada County</i>	11	2%
<i>Roseville and Nevada County</i>	1	0%
<i>Total</i>	553	

TABLE 2: Number Visits per Week by Campus

	1x		2x		3x		4x		5x		6x or More		Total
	#	%	#	%	#	%	#	%	#	%	#	%	
Rocklin	33	7%	145	30%	74	15%	160	33%	57	12%	15	3%	485
Nevada County	8	16%	20	39%	2	4%	15	29%	6	12%	0	0%	52
Roseville Center	8	40%	6	30%	5	25%	0	0%	1	5%	0	0%	21
Tahoe Truckee	1	9%	3	27%	3	27%	4	36%	0	0%	0	0%	12

TABLE 3: Resident Zip Code of Survey Respondents

Zip	Community	Rocklin Campus	Roseville Center	Total	Zip	Community	Rocklin Campus	Roseville Center	Total
95747	ROSEVILLE	55	4	59	95692	WHEATLAND	2	0	2
95765	ROCKLIN	42	1	43	95722	MEADOW VISTA	2	0	2
95648	LINCOLN	39	1	40	95833	SACRAMENTO	2	0	2
95678	ROSEVILLE	32	1	33	95959	NEVADA CITY	2	0	2
95843	ANTELOPE	27	2	29	93309	BAKERSFIELD	1	0	1
95661	ROSEVILLE	28	0	28	94509	ANTIOCH	1	0	1
95677	ROCKLIN	27	1	28	94521	CONCORD	1	0	1
95603	AUBURN	24	0	24	94534	FAIRFIELD	1	0	1
95610	CITRUS HEIGHTS	21	2	23	95605	WEST SACRAMENTO	1	0	1
95621	CITRUS HEIGHTS	14	1	15	95614	COOL	1	0	1
95746	GRANITE BAY	12	3	15	95618	DAVIS	1	0	1
95662	ORANGEVALE	14	0	14	95633	GARDEN VALLEY	1	0	1
95602	AUBURN	10	0	10	95655	MATHER	1	0	1
95628	FAIR OAKS	9	1	10	95663	PENRYN	1	0	1
95658	NEWCASTLE	8	0	8	95672	RESCUE	1	0	1
95713	COLFAX	7	0	7	95681	SHERIDAN	1	0	1
95842	SACRAMENTO	7	0	7	95682	SHINGLE SPRINGS	1	0	1
95608	CARMICHAEL	6	0	6	95701	ALTA	1	0	1
95630	FOLSOM	5	0	5	95703	APPLEGATE	1	0	1
95650	LOOMIS	5	0	5	95717	GOLD RUN	1	0	1
95670	RANCHO CORDOVA	5	0	5	95762	EL DORADO HILLS	1	0	1
95631	FORESTHILL	4	0	4	95819	SACRAMENTO	1	0	1
95660	NORTH HIGHLANDS	4	0	4	95823	SACRAMENTO	1	0	1
95828	SACRAMENTO	3	1	4	95826	SACRAMENTO	1	0	1
95835	SACRAMENTO	4	0	4	95831	SACRAMENTO	1	0	1
95838	SACRAMENTO	4	0	4	95834	SACRAMENTO	1	0	1
95841	SACRAMENTO	4	0	4	95864	SACRAMENTO	1	0	1
95815	SACRAMENTO	3	0	3	95901	MARYSVILLE	1	0	1
95821	SACRAMENTO	3	0	3	95924	CEDAR RIDGE	1	0	1
95822	SACRAMENTO	3	0	3	95946	PENN VALLEY	1	0	1
95825	SACRAMENTO	3	0	3	95961	OLIVEHURST	1	0	1
95945	GRASS VALLEY	2	1	3	95991	YUBA CITY	1	0	1
95949	GRASS VALLEY	3	0	3	96145	TAHOE CITY	1	0	1
95205	STOCKTON	1	1	2	96161	TRUCKEE	1	0	1
95673	RIO LINDA	2	0	2					

TABLE 4: Student Demographics

Question:	Rocklin		Roseville Center		Nevada County		Tahoe Truckee	
	#	%	#	%	#	%	#	%
4 How many units are you currently registered to take?								
1-6	101	21%	2	11%	18	35%	4	36%
7-11	114	24%	5	26%	8	16%	4	36%
12-14	161	33%	8	42%	15	29%	1	9%
15 or More	105	22%	4	21%	10	20%	2	18%
Other	2	0%	0	0%	0	0%	0	0%
5 Do you have a driver's license and typically have a vehicle available to drive to classes?								
Yes	391	81%	14	70%	44	86%	10	91%
No	92	19%	6	30%	7	14%	1	9%
6 What is your typical trip pattern when traveling to Sierra College Classes?								
From home to campus	412	85%	15	83%	39	76%	4	36%
From work to campus	31	6%	1	6%	6	12%	5	45%
Other stops on my way to campus	21	4%	0	0%	5	10%	1	9%
Other	18	4%	2	11%	1	2%	1	9%
7 What is your typical trip pattern when leaving Sierra College classes?								
Directly home	307	64%	8	40%	23	45%	10	91%
To work	54	11%	3	15%	8	16%	0	0%
Other stops on my way home	104	22%	8	40%	20	39%	1	9%
Other	18	4%	1	5%	0	0%	0	0%
9 Do you use any of these transit systems to travel to/from campus (Placer County Transit, Roseville Transit, or Auburn Transit)?								
All or most of the time	54	11%	3	16%	4	8%	0	0%
Occasionally	31	7%	2	11%	7	14%	0	0%
Never	390	82%	14	74%	40	78%	10	100%
# Why do you not use public transit to get to the campus?								
I don't know about the available bus services	127	15%	6	15%	11	11%	2	13%
Bus service is not available close to my house	100	11%	5	13%	17	17%	1	6%
It is too far a walk from the bus stop to my classes	18	2%	1	3%	1	1%	1	6%
Bus service does not run early enough	30	3%	5	13%	5	5%	0	0%
Bus service does not run late enough	38	4%	3	8%	4	4%	1	6%
Bus service is too infrequent	65	7%	5	13%	7	7%	2	13%
Transit fares are too expensive	37	4%	2	5%	5	5%	1	6%
Riding the bus takes too long	121	14%	3	8%	13	13%	2	13%
I'd rather walk or bicycle	13	1%	0	0%	2	2%	0	0%
I'd rather drive or carpool	220	25%	7	18%	19	19%	5	31%
I don't feel safe using the bus service	51	6%	0	0%	8	8%	0	0%
Other	53	6%	3	8%	9	9%	1	6%

TABLE 5: Cross Tabulation of Trip to Campus vs. Trip From Campus

		Trip From Campus			
		I travel directly home	I travel to work	I make other stops on my way home	Other
Rocklin Campus					
Trip To Campus	I travel to the campus from home	57%	10%	17%	2%
	I travel from work to campus	5%	1%	1%	0%
	I make other stops on my way to campus	1%	1%	3%	0%
	Other	1%	0%	1%	1%
Roseville Center					
Trip To Campus	I travel to the campus from home	17%	17%	44%	6%
	I travel from work to campus	6%	0%	0%	0%
	I make other stops on my way to campus	0%	0%	0%	0%
	Other	11%	0%	0%	0%

TABLE 6: One-Way Transit Trip Frequency per Week by Transit Service

	Trips per Week						Transit Users	
	None	1 to 2	3 to 5	6 to 9	10 to 14	15 or More	#	%
Rocklin Campus								
Placer County Transit	392	52	16	18	2	4	92	19%
Roseville Transit	436	28	10	5	3	2	48	10%
Auburn Transit	470	6	3	2	3	0	14	3%
Gold Country Stage	480	3	1	0	0	0	4	1%
Sacramento RT	450	18	7	1	3	5	34	7%
Total #		107	37	26	11	11	192	
Total %		56%	19%	14%	6%	6%	100%	
Roseville Center								
Placer County Transit	14	2	2	1	0	0	5	26%
Roseville Transit	13	1	2	1	0	2	6	32%
Auburn Transit	18	1	0	0	0	0	1	5%
Gold Country Stage	18	1	0	0	0	0	1	5%
Sacramento RT	16	2	0	0	1	0	3	16%
Total #		7	4	2	1	2	16	
Total %		44%	25%	13%	6%	13%	100%	

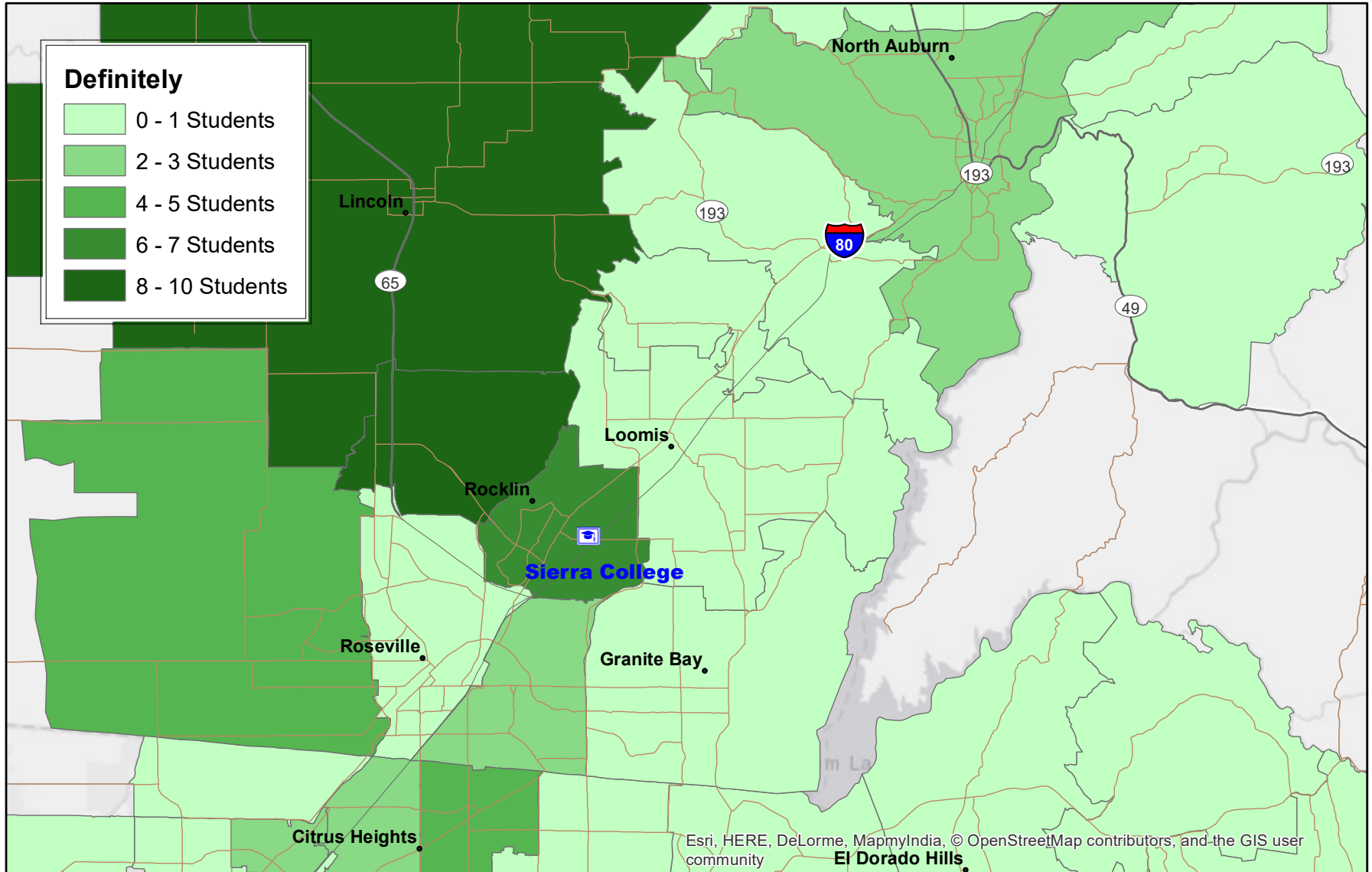
TABLE 7: Responses to "Fares are currently required to use the bus services. If Sierra College students could board for free, how would it affect your use of the transit services?"

Response	Rocklin Campus			Roseville Center		
	Placer County Transit	Roseville Transit	Auburn Transit	Placer County Transit	Roseville Transit	Auburn Transit
I would definitely start using the transit service	14%	8%	1%	25%	20%	0%
I might start using the transit service	13%	17%	3%	0%	25%	10%
I would not use the transit service	65%	72%	94%	70%	50%	80%
I currently use the transit service but would use it more	5%	2%	1%	0%	5%	5%
I currently use the transit service and would ride it about the same amount	2%	1%	1%	5%	0%	5%



Figure 1

Students Who Would Definitely Use Placer County Transit To Commute

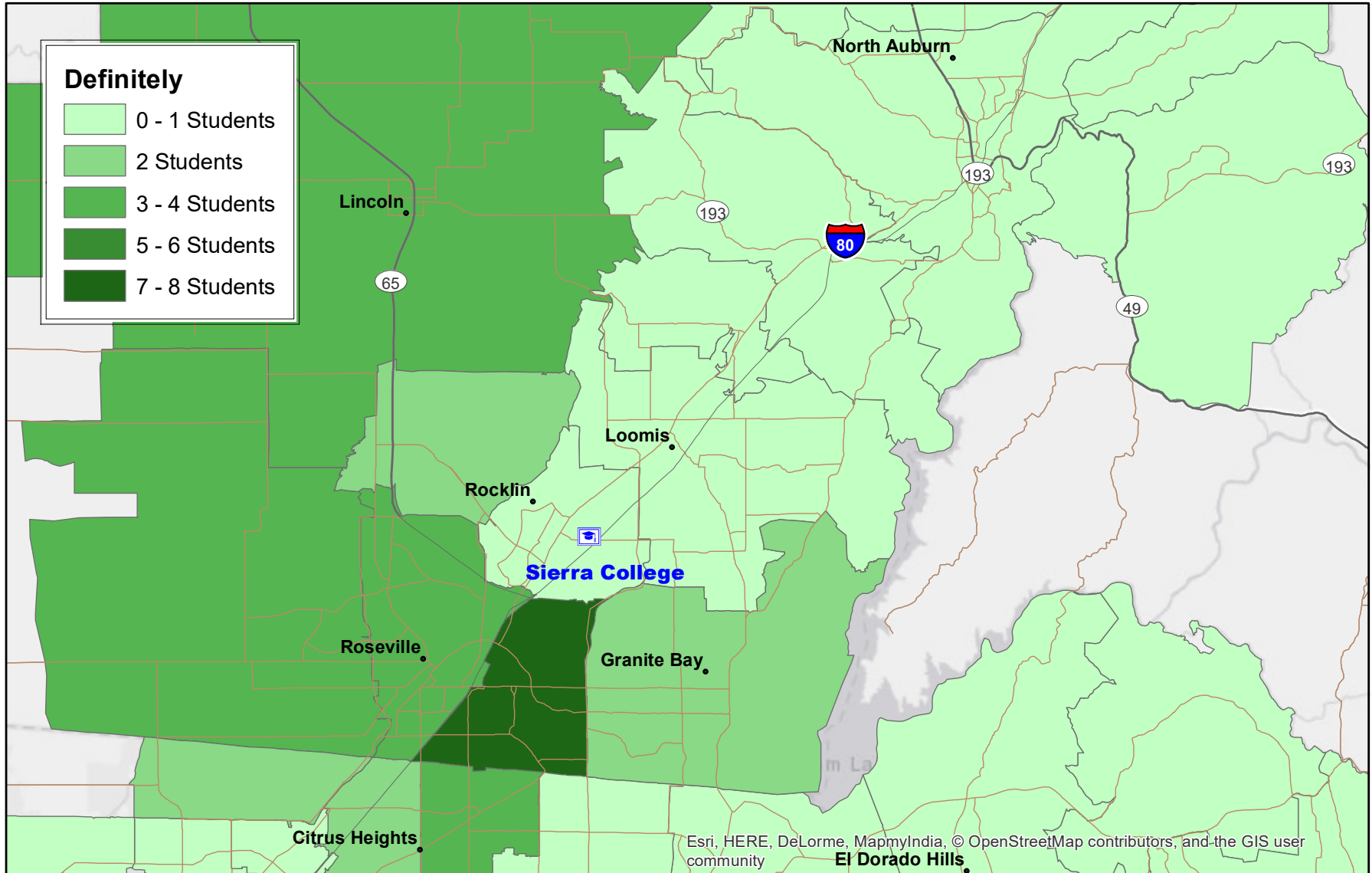


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Figure 2

Students Who Would Definitely Use Roseville Transit To Commute



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ATTACHMENT A – Survey Form

1. How many times per week do you currently visit the following campuses for classes?

Rocklin Campus

Roseville Center

Nevada County Campus

Tahoe Truckee Campus

2. What is your home zip code?

3. Please provide a major street intersection near your home?

4. How many units are you currently registered to take?

- 1-6
- 7-11
- 12-14
- 15 or More
- Other (please specify)

5. Do you have a driver's license and typically have a vehicle available to drive to classes?

- Yes
- No

6. What is your typical trip pattern when traveling to Sierra College classes?

- I travel to the campus from home
- I travel from work to campus
- I make other stops on my way to campus
- Other (please specify)

7. What is your typical trip pattern when leaving Sierra College classes?

- I travel directly home
- I travel to work
- I make other stops on my way home
- Other (please specify)

8. How many 1-way trips do you make each week (during the school session) on the following public transit systems, for all trip purposes?

	Placer County Transit	Roseville Transit	Auburn Transit	Gold Country Stage	Sacramento RT
1 to 2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3 to 5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6 to 9	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10 to 14	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15 or more	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Do you use any of these transit systems to travel to/from campus (such as Placer County Transit, Roseville Transit or Auburn Transit)?

- All or most of the time
- Occasionally
- Never

10. If you answered "Never" or "Occasionally", why do you not use public transit to get to the campus? (Please check all that apply)

- I don't know about the available bus services
- Transit fares are too expensive
- Bus service is not available close to my house
- Riding the bus takes too long
- It is too far a walk from the bus stop to my classes
- I'd rather walk or bicycle
- Bus service does not run early enough
- I'd rather drive or carpool
- Bus service does not run late enough
- I don't feel safe using the bus service
- Bus service is too infrequent
- Other (please specify)

11. Fares are currently required to use the bus services. If Sierra College students could board for free, how would it affect your use of the transit services?

	Placer County Transit	Roseville Transit	Auburn Transit
I would definitely start using the transit service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I might start using the transit service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would not use the transit service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I currently use the transit service but would use it more	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I currently use the transit service and would ride it about the same amount	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. What other suggestions do you have about how to improve transit services to the Sierra College campuses?

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: March 6, 2019
RE: February Monthly Report

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

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media to share current information about PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

Funding Strategy

AIM continued to work with PCTPA to support its efforts in discussing the need for local transportation infrastructure funding.

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, and current transportation news.

Key social media posts included:

- PCTPA Winter Newsletter Launch
- Highway 49 Sidewalk Gap Closure Project Open House
- Highway 49 Sidewalk Gap Closure Project Open House
- Mike's Message Blog Post
- Granite Bay Transportation Survey
- Placer County 2019 Winter Storm Road Closures
- CHP Truckee – Interstate 80 Closure

- CHP Truckee – Interstate 80 Re-Opened
- City of Rocklin Construction Update - Pacific Street between Rocklin Road and Ruhkala Road
- Dry Creek Greenway West Planning and Feasibility Study – Draft Plan Available
- Highway 49 Sidewalk Gap Closure Project Blog Post

Current social media page statistics include:

- Facebook – 1,376 Followers
- Twitter – 374 Followers
- Instagram – 174 Followers

Key website analytics include:

- Total page views for the PCTPA website during February: 3,591
 - 21% of views were on the PCTPA homepage
 - 17% of views were on the Real Time Traffic Information Page
 - 3% of views were on the Public Transit Information Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during February: 671

Media Relations

AIM continued to monitor industry and local news in an effort to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues. Key stories in local media outlets were highlighted on social media, including the winter storm effects on Interstate 80.

In addition, AIM distributed a media release to announce that PCTPA was awarded full funding for the Highway 49 Sidewalk Gap Closure Project through the California Transportation Commission's highly competitive statewide active transportation grant program. Roseville Today ran an article regarding the announcement.

Newsletter #40

AIM distributed the 40th edition of the PCTPA newsletter on February 4, 2019 and continued to promote the newsletter on PCTPA's social media platforms. Articles included Executive Director Mike Luken's Message, an article updating the community on the Highway 49 Gap Closure Project Grant Award, the Regional Transportation Plan Notice of Preparation, and an article on how Sierra College is addressing traffic around campus.

Project Assistance

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project. AIM provided Caltrans with weekly email sign-up updates to include their weekly construction email distribution list.

AIM, in coordination with PCTPA, Caltrans, Placer County, and the City of Auburn, planned and coordinated logistics for the Highway 49 Sidewalk Gap Closure Project Community Open House on February 7, 2019 at Rock Creek Elementary School in Auburn. A total of 41 community members attended the workshop.

AIM, in coordination with PCTPA and CCJPA, planned and coordinated logistics for an informational video on the Capitol Corridor.



1701 Pennsylvania Avenue
Suite 300
Washington, D.C. 20006
(202) 722-0167

Feb. 28, 2019

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

Infrastructure

In the House, the Transportation and Infrastructure Committee has the lead on any mega infrastructure bill. They are currently drafting a bill, with details being closely guarded. Chairman DeFazio says that he has been given Floor time in May for its consideration. That seems to be ambitious given the substantive challenges and the sheer number of other House committees that would have a “piece of the action.” DeFazio did say that he’s had two different meetings with people in the White House this month about infrastructure as he crafts his legislation. And his Republican counterpart on the Committee, Rep. [Sam Graves \(R-Mo.\)](#), got some [face](#) time with the President on the issue. Last Congress, DeFazio introduced three infrastructure bills: a surface transportation bill funded by a penny increase to the gas tax; an aviation bill funded by an increase to passenger facility charges; and, a water bill that authorized the Clean water SRF at \$20B, \$4B a year over five years, and \$75M per year over five years for the Alternative Water Source Program. In the Senate, the Environment and Public Works Committee has the lead on the bill. Senator John Barasso (R-WY) has a draft of an infrastructure bill which he developed last Congress but to date has not shared with anyone. The Committee Democrats are on record with a letter outlining its proposal for a \$1.5T mega infrastructure bill. To date, bipartisan staff discussions have started but only very preliminarily. Official word from the Senate is that they will likely wait on the House to see what they will do and when.

Hearings

On Feb. 7, the House Committee on Transportation and Infrastructure held a hearing on “The Cost of Doing Nothing: Why Investing in Our Nation’s Infrastructure Cannot Wait.” Witnesses were:

Tim Walz, Governor of Minnesota, on behalf of the National Governors Association
Eric Garcetti, Mayor, City of Los Angeles, on behalf of the Conference of Mayors
Ray LaHood, Co-Chair, Building America’s Future, Former Secretary, U.S. Department of Transportation
Richard Anderson, President and CEO, Amtrak

Eric K. Fanning, President and CEO, Aerospace Industries Association
Lawrence J. Krauter, CEO, Spokane International Airport
Angela Lee, Director, Charlotte Water; on behalf of The Water Environment Federation and The National Association of Clean Water Agencies
Rich McArdle, President, UPS Freight; on behalf of the Chamber of Commerce
Kristin Meira, Executive Director, Pacific Northwest Waterways Association
Larry I. Willis, President, Transportation Trades Department, AFL-CIO

On Feb. 12, the Senate Committee on Commerce, Science, and Transportation held a hearing titled, “America’s Infrastructure Needs: Keeping Pace with a Growing Economy.” The hearing focused on opportunities for infrastructure improvement, including federal funding, financing programs, and permitting and regulatory streamlining. Witnesses were:

William Friedman, Chairman, American Association of Port Authorities, President and Chief Executive Officer, Cleveland-Cuyahoga County Port Authority
Ian Jefferies, President and Chief Executive Officer, Association of American Railroads
Matthew Polka, President and CEO, American Cable Association
Chris Spear, President and CEO, American Trucking Association
Larry Willis, President, Transportation Trades Department

FY19 Federal Funding Generally

The omnibus appropriations bill to fund the remaining Federal agencies was signed into law on Feb. 15.

FY19 “Transportation” Funding

- TIGER—\$900 million, a decrease of \$600 million below the 2018 enacted level and \$900 million above the President’s budget request. The funding will be allocated 50 percent to urban areas and 50 percent to rural areas.
- FAA—\$17.5 billion, \$549 million below the 2018 enacted level and \$1.3 billion above the President’s budget request. Airport Improvement Program grants receive an additional \$500 million to accelerate infrastructure investments at airports.
- FHWA—\$49.3 billion, an increase of \$1.8 billion above the 2018 enacted level and \$3.5 billion above the President’s budget request. Highway Infrastructure Programs are funded at \$3.3 billion for highway and bridge rehabilitation and construction as well as safety improvements at railroad grade crossings.
- FMCSA—\$667 million, \$178 million below the 2018 enacted level and \$1 million above the President’s budget request.
- NHTSA—\$966 million, an increase of \$19 million above the 2018 enacted level and \$52 million above the President’s budget request.
- FRA—\$2.9 billion, \$218 million below the 2018 enacted level and \$1.9 billion above the President’s budget request. Amtrak is funded at \$1.9 billion, equal to the 2018 enacted level, and \$670 million is provided for rail infrastructure improvements. MagLev is funded at \$10 million.
- FTA—\$13.4 billion, a reduction of \$67 million below the 2018 enacted level and \$2.3

billion above the President's budget request. Capital Investment Grants are funded at \$2.6 billion to fund all signed Full Funding Grant Agreements and continue work on projects in the development pipeline. Transit Infrastructure Grants are funded at \$700 million to improve and modernize transit infrastructure.

FY20 President's Budget

By law, the President's budget is supposed to be submitted by the first Monday in February. That has slipped this year. A budget summary is expected the week of March 4 with the formal budget to be submitted the week of March 11. We continue to keep in touch with OMB on budget issues, but additional funding is always a tough sell with them and they tend to keep information to themselves.

FY20 Congressional Budget Resolution

Congress has an April 15 deadline to pass a Congressional Budget Resolution. Given the slippage in the submission of the President's Budget, this deadline may slip as well. A budget resolution is in the form of a concurrent resolution – passed by both House and Senate – but does not have the force of law. It does not go to the President for signature (in contrast to appropriation bills which must be signed into law). A budget resolution sets upper limits for spending under major functions, which serves as the basis for allocating funding levels to the appropriations subcommittees.

Bill Tracking

S.352 — 116th Congress (2019-2020)

A bill to amend the Internal Revenue Code of 1986 to increase the national limitation amount for qualified highway or surface freight transfer facility bonds.

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)

Committees: Senate - Finance

Latest Action: Senate - 02/06/2019 Read twice and referred to the Committee on Finance.

H.R.180 — 116th Congress (2019-2020)

Build America Act of 2019

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) Cosponsors: (7)

Committees: House - Transportation and Infrastructure, Ways and Means

Latest Action: House - 02/07/2019 Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

S.146 — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)

Committees: Senate - Finance

Latest Action: Senate - 01/16/2019 Read twice and referred to the Committee on Finance.

H.R.658 — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: [Rep. DeLauro, Rosa L. \[D-CT-3\]](#) (Introduced 01/17/2019) Cosponsors: (60)
Committees: House - Energy and Commerce, Transportation and Infrastructure, Financial Services, Ways and Means

Latest Action: House - 01/17/2019 Referred to the Committee on Energy and Commerce, and in addition to the Committees on Transportation and Infrastructure, Financial Services, and Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such.

[S.353](#) — 116th Congress (2019-2020)

A bill to amend title 23, United States Code, to improve the transportation infrastructure finance and innovation (TIFIA) program, and for other purposes.

Sponsor: [Sen. Cornyn, John \[R-TX\]](#) (Introduced 02/06/2019) Cosponsors: (1)
Committees: Senate - Environment and Public Works

Latest Action: Senate - 02/06/2019 Read twice and referred to the Committee on Environment and Public Works.

[S.403](#) — 116th Congress (2019-2020)

A bill to encourage the research and use of innovative materials and associated techniques in the construction and preservation of the domestic transportation and water infrastructure system, and for other purposes.

Sponsor: [Sen. Whitehouse, Sheldon \[D-RI\]](#) (Introduced 02/07/2019) Cosponsors: (5)
Committees: Senate - Environment and Public Works

Latest Action: Senate - 02/07/2019 Read twice and referred to the Committee on Environment and Public Works.

[H.R.680](#) — 116th Congress (2019-2020)

Securing Energy Infrastructure Act

Sponsor: [Rep. Ruppertsberger, C. A. Dutch \[D-MD-2\]](#) (Introduced 01/17/2019) Cosponsors: (1)
Committees: House - Science, Space, and Technology

Latest Action: House - 01/17/2019 Referred to the House Committee on Science, Space, and Technology

[H.R.228](#) — 116th Congress (2019-2020) **To authorize programs and activities to support transportation options in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, and for other purposes.** Sponsor: [Rep. Velazquez, Nydia M. \[D-NY-7\]](#) (Introduced 01/03/2019) Cosponsors: (2)

Committees: House - Transportation and Infrastructure Latest Action: House - 01/03/2019 Referred to the Committee on Transportation and Infrastructure.

March 12, 2019

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

FROM: Cherri Spriggs-Hernandez, Principal, FSB Core Strategies

RE: February Report of Activities for Funding Strategy Outreach Effort

Areas of focus this month were as follows:

Research – In Progress

- Survey completed
- Reviewed Survey Toplines

Stakeholder Outreach – In Progress

- Updated stakeholder universe
- Continued to meet individually with key stakeholders
- Began to prepare for next stakeholder meeting

Partner Collaboration – In Progress

- Connected with key partners as we begin the funding strategy outreach
- Held first executive directors breakfast with Roseville Chamber on February 26, 2019
- Continued speakers bureau/community engagement scheduling
- Continued planning Cap to Cap PCTPA reception

Earned Media/Collateral Development – In Progress

- Began to develop virtual reality videos
- Created two infographics as part of the Toolkit Series
- Began working on website refresh

Account Management – In Progress

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Assisted as necessary with legislative activities
- Met with AIM Consulting regarding general outreach/project coordination
- Prepared monthly report

Funding Strategy Outreach Timeline FY 18/19									
Tactical Elements	Phase One Oct. – Dec. 2018			Phase Two Jan.- Mar. 2019			Phase Three Apr. – June 2019		
Election Postmortem		X							
Research				X	X				
Comms Audit	X	X	X						
Stakeholder Outreach	X	X	X	X	X	X	X	X	X
Influencer Toolkit			X	X			X		
Materials Development				X	X	X	X	X	X
Influencer Breakfasts				X	X	X	X	X	X
Speakers' Bureau					X	X	X	X	X
Earned Media Program		X			X	X	X	X	X
Partner Collaboration	X	X	X	X	X	X	X	X	X
Website Refresh				X					
Website Maintenance					X	X	X	X	X
Organic Social Media Program			X	X	X	X	X	X	X
Paid Digital Program				X	X	X	X	X	X
Blogging		X	X	X	X	X	X	X	X
Video Production/ Virtual Reality/ Gamification				X	X	X	X	X	X

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Mike Luken

FROM: Mark Watts

DATE: March 9, 2019

SUBJECT: Monthly Activity Report – February 2019

Smith, Watts & Hartmann was engaged to seek the introduction and enactment of authority for a county to develop a tax area for seeking voter approval of a Self-Help Transportation sales tax.

Below is a listing of general activities in support of PCTPA legislative and advocacy program during February 2019:

- ✓ With the onset of February, a secondary legislative matter emerged related to the City of Lincoln request to seek legislation necessary for the relinquishment of SR 193. I reviewed proposed language and coordinated on PCTPA's behalf with Asm. Kiley's staff, who has agreed to carry the necessary legislation.
- ✓ Provided guidance to Placer's transportation funding coalition members in advance of Regular CTC meeting set in Rocklin.
- ✓ Provided PCTPA coalition with the opportunity to review language Asm. Gloria intends to include within his sub-county tax authority bill.
- ✓ Advised PCTPA management of the introduction of AB 1413 (Gloria), related to sub-county tax authority.
- ✓ Coordinated final language for Asm. Kiley spot bill for SR 193 relinquishment, AB 1456.
- ✓ Helped coordinate Placer Coalition Lobby meeting relative to AB 1413.

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

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