



---

# A G E N D A

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

**Wednesday, April 22, 2020  
9:00 a.m.**

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

## **PUBLIC PARTICIPATION PROCEDURES**

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

**Remote access: [pctp.net/April2020](http://pctp.net/April2020)**

**You can also dial in using your phone. US: 1 (669) 900-9128  
Webinar ID: 345 570 493**

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

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: March 25, 2020** **Action**  
Pg. 1
- D. Agenda Review** **Action**
- E. Public Comment**

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**April 22, 2022**  
**Page 2**

- |           |  |               |
|-----------|--|---------------|
| <b>F.</b> | <b>Consent Calendar: Placer County Transportation Planning Agency</b>  | <b>Action</b> |
|           | These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | Pg. 4         |
|           | 1. FY 2018/2019 TDA Financial Audits (under separate cover)  |               |
|           | 2. FY 2019/20 City of Roseville Claim for Local Transportation Funds (LTF) - \$9,280,971   | Pg. 7         |
|           | 3. FY 2019/20 City of Roseville Claim for State Transit Assistance (STA) Funds - \$1,040,597   | Pg. 13        |
|           | 4. FY 2019/20 City of Roseville Claim for State of Good Repair Funds (SGR) Funds - \$167,722   | Pg. 19        |
|           | 5. FY 2019/20 Town of Loomis Claim for Local Transportation Funds (LTF) - \$458,150  | Pg. 25        |
|           | 6. FY 2019/20 Town of Loomis Claim for State Transit Assistance (STA) Funds - \$46,717   | Pg. 29        |
|           | 7. FY 2019/20 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate   | Pg. 34        |
|           | 8. FY 2020 Highway Improvement Program (HIP) Allocation  |               |
|           | 9. FY 2019/20 City of Rocklin Claim for Local Transportation Funds (LTF) - \$4,593,357   | Pg. 35        |
|           | 10. FY 2019/20 City of Rocklin Claim for State Transit Assistance (STA) Funds - \$469,738  | Pg. 43        |
| <b>G.</b> | <b>Consent Calendar: Western Placer Consolidated Transportation Services Agency Placer County Transportation Planning Agency</b>   | <b>Action</b> |
|           | These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | Pg. 47        |
|           | 1. Placer 211 Funding Agreement  | Pg. 48        |
| <b>H.</b> | <b>Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance</b>  | <b>Action</b> |
|           | 1. Receive a presentation on the Expenditure Plan and Ordinance 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transaction and Use Tax Ordinance South Placer County District                                     | Pg. 50        |
|           | 2. Introduce Ordinance 20-01 and waive oral reading of the full ordinance  |               |
|           | 3. Direct Executive Director to prepare and publish a summary of Ordinance 20-01 and bring back to the Authority for final approval at the May 27, 2020 Authority Board meeting  |               |

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**April 22, 2022**  
**Page 3**

- |           |  |   |
|-----------|--|---|
| <b>I.</b> | <b>FY 2019-20 Overall Work Program (OWP) and Budget – Amendment #2</b><br>Approve and submit to Caltrans   | <b>Action</b><br>Pg. 78   |
| <b>J.</b> | <b>Final Placer-Sacramento Gateway Plan</b><br>1. Adopt Resolution 20-15 accepting the Gateway Plan<br>2. Adopt Resolution 20-16 amending the Placer County Transit Short-Range Transit Plan 2018-2025 to include the South Placer Transit Project<br>3. Authorized Executive Director to submit for the Solutions for Congested Corridors Cycle 2 grant application | <b>Action</b><br>Pg. 81   |
| <b>K.</b> | <b>Placer-Sacramento Action Plan Contract</b>  | <b>Action</b><br>Pg. 99   |
| <b>L.</b> | <b>Executive Director’s Report</b>   | <b>Info</b>   |
| <b>M.</b> | <b>Board Direction to Staff</b>  | <b>Info</b>   |
| <b>N.</b> | <b>Informational Items</b><br>1. PCTPA TAC Minutes<br>2. Status Reports<br>a. PCTPA<br>b. FSB – Report for January 2020<br>c. AIM Consulting – Report for January 2020<br>d. Key Advocates – Report for January 2020<br>4. PCTPA Receipts and Expenditures – February 2020   | <b>Info</b><br>Pg. 100<br><br>Pg. 103<br>Pg. 104<br>Pg. 108<br>Pg. 111<br><i>Under separate cover</i> |

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

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

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



# ACTION MINUTES

## REGULAR MEETING OF THE

**Placer County Transportation Planning Agency  
Western Placer Consolidated Transportation Services Agency  
Placer County Airport Land Use Commission  
Placer County Local Transportation Authority**

**March 25, 2020 -9:00 a.m.**

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

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

### **ROLL CALL**

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

### **STAFF**

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

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

**CLOSED SESSION: 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)**

No closed session was held.

### **APPROVAL OF ACTION MINUTES – FEBRUARY 26, 2020**

Upon motion by Maki and second by Allard, the action minutes of February 26, 2020 were approved by the following roll call vote:

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

### **PUBLIC COMMENT**

No public comment.

**AGENDA REVIEW**

Upon motion by Allard and second by Broadway, the agenda order was approved by the following roll call vote:

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

**TRANSPORTATION FUNDING STRATEGY – MARCH 2020 POLLING**

Mike Luken introduced Curt Below, FM3 Research, who explained the methodology in conducting the March 2020 polling. Mr. Below explained the different aspects and results of the polling which included 1) Community Attitudes, 2) Support for the Proposed Transportation Sales Tax, 3) Structural Elements of the Measure i.e., importance of various projects, 4) Impact of Supportive and Critical Communications (Messaging), and 5) Conclusions which included the uncertainty of this unprecedented time. Mr. Luken went over the recommendations based on the polling results based on the the uncertainty of the current and future climate. Mr. Luken introduced Cherri Spriggs, FSB Core Strategies, who provided her assessment on the polling results and recommendation moving forward.

Public Comment was received from the following individuals:

- Chris Benson, Jacobs Engineering, City of Rocklin resident
- Jeff Short, North State Building Industry Association
- Zach Siviglia, Mark Thomas and Company, City of Roseville resident
- Andy Fields, AMF Strategies Group, City of Roseville resident
- Howard Michael, AE Com, City of Rocklin resident
- Sabrina Drago, WSP
- John Tallman, Westpark Communities
- Robert Dugan, AGC of California (email)

Upon motion by Holmes and second by Maki, the Board approved the following actions by a roll call vote:

1. Request all the City Councils, Town Council and the Board of Supervisors of Placer County consider resolutions to approve the proposed Expenditure Plan for a November 2020 Transportation Sales Tax Measure as presented in this report.
2. If both a majority in number of the City Councils, Town Council and the Board of Supervisors and a majority of those entities representing a majority of the population of Placer County approve the proposed Expenditure Plan, direct staff to return to the Authority on April 25, 2020, with a first reading of an Ordinance to approve the Expenditure Plan and place a ½ cent transportation sales tax measure on the November 2020 ballot.
3. If conditions warrant, with the concurrence of the Board Polling Subcommittee, authorize staff to conduct limited additional outreach activities and conduct an additional polling in early June before requesting a measure be placed on the ballot.
4. Allocate \$100,000 from Reserves to cover the cost of additional polling and outreach, and authorize the Executive Director to execute purchases and amendments to Letters of Task Agreement with FSB Core Strategies and FM3.

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

**EXECUTIVE STAFF UPDATE**

Mike Luken thanked the Board for participating in the remote Board meeting. Luken added that depending on shelter in place directives, we may have to provide remote meeting accessibility in the future.

Mike Luken reported that we are working on a number of grant applications that would enable us to move forward with construction of some of the transportation projects outlined in the Expenditure Plan should a sales tax measure pass. Luken added that we are working with our Technical Advisory Committee (TAC) on other interim solutions which would likely not result in construction/implementation of our planned transportation improvements if we suspend moving forward with a sales tax measure.

Mike Luken said that staff is primarily working remotely from home during this crisis. To that end, Luken reported that to the extent possible, we are conducting business “as usual” by remaining available to the public and jurisdictions, paying vendors, running payroll and carrying out agency functions.

**ADJOURN**

Chair Burrus adjourned the meeting at approximately 10:15 a.m.

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

---

Mike Luken, Executive Director

---

Trinity Burruss, Chair

---

Solvi Sabol, Clerk of the Board

**TO:** PCTPA Board of Directors

**DATE:** April 22, 2020

**FROM:** Michael Luken, Executive Director

**SUBJECT:** CONSENT CALENDAR

Below are the Consent Calendar items for the April 22, 2020 agenda for your review and action.

1. FY 2018/2019 TDA Financial Audits (under separate cover)  
Staff recommends acceptance of the Transportation Development Act (TDA) Financial Audits for fiscal year 2018/2019 for the Cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, the Town of Loomis, and Placer County. The TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those agencies receiving Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Low Carbon Transit Operations Program (LCTOP), and the State of Good Repair (SGR) funds. All audits have been submitted to the State Controller's Office as required.
2. FY 2019/20 City of Roseville Claim for Local Transportation Funds (LTF) - \$9,280,971  
The City of Roseville submitted claims for \$9,280,971 in LTF funds for FY 2019/20 - \$6,743,966 for streets and roads purposes and \$2,537,005 for transit. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. The City has complied with the annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2019. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.
3. FY 2019/20 City of Roseville Claim for State Transit Assistance (STA) Funds - \$1,040,597  
The City of Roseville submitted a claim for \$1,040,597 in STA funds for FY 2019/20 of which \$1,019,785 for transit operations and \$20,812 for transit capital. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
4. FY 2019/20 City of Roseville Claim for State of Good Repair Funds (SGR) Funds - \$167,722  
The City of Roseville submitted a claim for \$167,722 in Senate Bill 1 SGR funds for FY 2019/20 for transit capital and maintenance purposes. The City's claim is in compliance with the approved SGR apportionment and with all applicable requirements. Staff recommends approval.
5. FY 2019/20 Town of Loomis Claim for Local Transportation Funds (LTF) - \$458,150  
The Town of Loomis submitted claims for \$458,150 in LTF funds for FY 2019/20 for streets and roads purposes. The Town's claims are in compliance with the approved LTF

apportionment, and all transit needs that are reasonable to meet are being provided. The City has complied with the annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2019. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.

6. FY 2019/20 Town of Loomis Claim for State Transit Assistance (STA) Funds - \$46,717  
The Town of Loomis submitted a claim for \$46,717 in STA funds for FY 2019/20 for transit purposes. The Town's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
7. FY 2019/20 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 2019/20, \$146.0 million is available statewide and \$652,418 is available countywide.

The attached fund allocation identifies the formula allocation of funds and projects proposed for funding. The TOWG and TAC concurred to fund the regionally benefiting South Placer Transit Project and a third zero emissions bus to complete the City of Auburn's transition to an all-electric bus fleet. The funding for the South Placer Transit Project will also serve as match funds for a Senate Bill 1 Solutions for Congested Corridors application to purchase five buses to deliver the service.

All applications are due to Caltrans by April 17, 2020 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, 2020. PCTPA staff has coordinated with Caltrans to submit the Final resolutions and applications following the Board approval.

Staff recommends approval of the attached resolution 20-12 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 South Placer Transit Project.

The TOWG and TAC concurred with the funding allocation at their March 3, 2020 and April 7, 2020 meetings, respectively.

8. FY 2020 Highway Improvement Program (HIP) Allocation  
The 2020 Federal Appropriations Act included additional funding under the Highway Infrastructure Program (HIP), with \$362,539 distributed to PCTPA based on Caltrans' distribution formula. PCTPA Board approval is requested to allocate all of the 2020 HIP funds to the Interstate 80 Auxiliary Lanes Project. The TAC concurred with the request at the April 7, 2020 meeting.



9. FY 2019/20 City of Rocklin Claim for Local Transportation Funds (LTF) - \$4,593,357  
The City of Rocklin submitted claims for \$4,593,357 in LTF funds for FY 2019/20 - \$4,450,609 for streets and roads purposes and \$142,748 for transit. The City's claims are in compliance with the approved LTF apportionment and the required annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2019. Staff recommends approval and issuance of instructions to the County Auditor to release full payment for transit uses. Upon implementation of the FY 2018/19 Unmet Transit Needs recommendations, staff recommends issuance of instructions to the County Auditor to release full payment for streets and roads uses.
  
10. FY 2019/20 City of Rocklin Claim for State Transit Assistance (STA) Funds - \$469,738  
The City of Rocklin submitted a claim for \$469,738 in STA funds for FY 2019/20 for transit purposes. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

ML:ss



**CLAIM FOR LOCAL TRANSPORTATION FUNDS**  
**STREETS & ROADS PURPOSES**

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

FROM: CLAIMANT: City of Roseville  
ADDRESS: 316 Vernon Street, Suite 150  
Roseville, CA 95678

CONTACT PERSON: Michael Dour  
Phone: (916) 746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2019/20, for street and road purposes (P.U.C. 99400a) in the amount of \$6,743,966 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:  
CITY OF ROSEVILLE

BY: \_\_\_\_\_ BY: \_\_\_\_\_  
(signature) (signature)

TITLE: \_\_\_\_\_ TITLE: City Manager

DATE: \_\_\_\_\_ DATE: \_\_\_\_\_

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: City of Roseville

Fiscal Year: FY 2019/20

Brief Project Description	Project Cost	Source of Funding & Amount
TRANSIT OPERATIONS	Administration & Services \$6,182,387 Operating Reserve \$1,500,000  OPERATIONAL COSTS \$7,682,387	Interest Earnings from FY19 \$ 172,915 Carryover \$2,937,960 Passenger Fares \$ 705,000 Advertising/Other \$ 142,000 LTF Article 4 FY2020 \$2,537,005 STA FY2020 \$1,019,785 SB1 State of Good Repair \$ 167,722  OPERATIONAL REVENUE \$7,682,387
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$ 245,000 Capital Reserve \$1,000,000  CAPITAL COSTS \$1,245,000	Carryover \$1,224,188 STA FY2020 \$ 20,812  CAPITAL REVENUE \$1,245,000
STREETS AND ROADS	TSM & Bikeway Program \$2,803,848 Maintenance-Roadway \$ 724,946 Construction \$3,468,839 Other \$ 139,107  Subtotal \$7,133,740 Capital Reserve \$1,000,000  STREETS & ROADS COSTS \$8,133,740	Carryover \$ 336,699 Interest Earnings FY19 \$ 68,652 LTF Article 8A FY2020 \$6,743,966 Federal Revenue \$1,386,870 FY2018 Claim held by PCTPA \$1,637,748 FY2019 Claim held by PCTPA \$1,713,365  STREETS & ROAD REVENUE \$ 10,095,079 EST. CARRYOVER FY2020 \$ 1,961,339

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 20-07**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2019/20 fiscal year funds.

1. To the City of Roseville for Transit Services  
conforming to Article 4 – Section 99260(a) of the Act: \$ 2,537,005
2. To the City of Roseville for Streets and Roads purposes  
conforming to Article 8 – Section 99400(a) of the Act \$ 6,743,966

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2019, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION NO. 20-077

APPROVING AND AUTHORIZING EXECUTION OF THE 2019-20 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund and State Transit Assistance Funds;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the 2019-20 Transportation Development Act Claims in the amount of \$10,489,290 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in aggregate amount not to exceed \$9,280,971;
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,019,785;
3. State Transit Assistance Funds for transit capital, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$20,812;
4. State of Good Repair Funds for transit maintenance as authorize by the Caltrans SGR guidelines and complying with Public Resources Code §21100 and §21150, in an aggregate amount not to exceed \$167,722.

PASSED AND ADOPTED by the Council of the City of Roseville this \_\_\_\_ day of \_\_\_\_\_, 20\_, by the following vote on roll call:

AYES            COUNCILMEMBERS:

NOES            COUNCILMEMBERS:

ABSENT        COUNCILMEMBERS:

---

MAYOR

ATTEST:

---

City Clerk





## TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: City of Roseville

Fiscal Year: FY 2019/20

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
TRANSIT OPERATIONS	Administration & Services \$6,182,387 Operating Reserve \$1,500,000	Interest Earnings from FY19 \$ 172,915 Carryover \$2,937,960 Passenger Fares \$ 705,000 Advertising/Other \$ 142,000 LTF Article 4 FY2020 \$2,537,005 STA FY2020 \$1,019,785 SB1 State of Good Repair \$ 167,722
	OPERATIONAL COSTS \$7,682,387	OPERATIONAL REVENUE \$7,682,387
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$ 245,000 Capital Reserve \$1,000,000	Carryover \$1,224,188 STA FY2020 \$ 20,812
	CAPITAL COSTS \$1,245,000	CAPITAL REVENUE \$1,245,000
STREETS AND ROADS	TSM & Bikeway Program \$2,803,848 Maintenance-Roadway \$ 724,946 Construction \$3,468,839 Other \$ 139,107  Subtotal \$7,133,740 Capital Reserve \$1,000,000	Carryover \$ 336,699 Interest Earnings FY19 \$ 68,652 LTF Article 8A FY2020 \$6,743,966 Federal Revenue \$1,386,870 FY2018 Claim held by PCTPA \$1,637,748 FY2019 Claim held by PCTPA \$1,713,365
	STREETS & ROADS COSTS \$8,133,740	STREETS & ROAD REVENUE \$ 10,095,079 EST. CARRYOVER FY2020 \$ 1,961,339

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 20-08**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.

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

Allocation to the City of Roseville of \$1,040,597 in State Transit Assistance Funds (PUC 99313 and PUC 99314), specifically \$1,019,785 for transit operations and \$20,812 for transit capital (section 6730a) in FY 2019/20.

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairman is authorized to sign said allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

IT IS FURTHER RESOLVED that the claimant be notified of the Placer County Transportation Planning Agency's action on their claim.

RESOLUTION NO. 20-077

APPROVING AND AUTHORIZING EXECUTION OF THE 2019-20 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund and State Transit Assistance Funds;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the 2019-20 Transportation Development Act Claims in the amount of \$10,489,290 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in aggregate amount not to exceed \$9,280,971;
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,019,785;
3. State Transit Assistance Funds for transit capital, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$20,812;
4. State of Good Repair Funds for transit maintenance as authorize by the Caltrans SGR guidelines and complying with Public Resources Code §21100 and §21150, in an aggregate amount not to exceed \$167,722.

PASSED AND ADOPTED by the Council of the City of Roseville this \_\_\_\_ day of \_\_\_\_\_, 20\_, by the following vote on roll call:

AYES            COUNCILMEMBERS:

NOES            COUNCILMEMBERS:

ABSENT        COUNCILMEMBERS:

---

MAYOR

ATTEST:

---

City Clerk

**CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS**

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

FROM: CLAIMANT: City of Roseville  
ADDRESS: 316 Vernon Street, Suite 150  
Roseville, CA 95678

CONTACT PERSON: Michael Dour  
Phone: (916) 746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$167,722 for Fiscal Year 2019/20, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Capital (6730a): \$167,722

When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:  
CITY OF ROSEVILLE

BY: \_\_\_\_\_ BY: \_\_\_\_\_  
(signature) (signature)

TITLE: \_\_\_\_\_ TITLE: CITY MANAGER

DATE: \_\_\_\_\_ DATE: \_\_\_\_\_

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: City of Roseville

Fiscal Year: FY 2019/20

Brief Project Description	Project Cost	Source of Funding & Amount
TRANSIT OPERATIONS	Administration & Services \$6,182,387 Operating Reserve \$1,500,000	Interest Earnings from FY19 \$ 172,915 Carryover \$2,937,960 Passenger Fares \$ 705,000 Advertising/Other \$ 142,000 LTF Article 4 FY2020 \$2,537,005 STA FY2020 \$1,019,785 SB1 State of Good Repair \$ 167,722
	OPERATIONAL COSTS \$7,682,387	OPERATIONAL REVENUE \$7,682,387
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$ 245,000 Capital Reserve \$1,000,000	Carryover \$1,224,188 STA FY2020 \$ 20,812
	CAPITAL COSTS \$1,245,000	CAPITAL REVENUE \$1,245,000
STREETS AND ROADS	TSM & Bikeway Program \$2,803,848 Maintenance-Roadway \$ 724,946 Construction \$3,468,839 Other \$ 139,107  Subtotal \$7,133,740 Capital Reserve \$1,000,000	Carryover \$ 336,699 Interest Earnings FY19 \$ 68,652 LTF Article 8A FY2020 \$6,743,966 Federal Revenue \$1,386,870 FY2018 Claim held by PCTPA \$1,637,748 FY2019 Claim held by PCTPA \$1,713,365
	STREETS & ROADS COSTS \$8,133,740	STREETS & ROAD REVENUE \$ 10,095,079 EST. CARRYOVER FY2020 \$ 1,961,339

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE OF GOOD REPAIR PROGRAM  
FUNDS TO THE CITY OF ROSEVILLE**

**RESOLUTION NO. 20-09**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

WHEREAS, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) Program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

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

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

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



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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State of Good Repair Program, State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. The State of Good Repair Program has specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 99312.1(c) or as allowed by updates and/or clarifications to the State of Good Repair Program Guidelines issued by the California Department of Transportation.

Allocation to the City of Roseville of \$167,722 in State of Good Repair Program Funds (PUC 99313) for transit purposes (section 6731b) in FY 2019/20.

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairman is authorized to sign said allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

IT IS FURTHER RESOLVED that the claimant be notified of the Placer County Transportation Planning Agency's action on their claim.

RESOLUTION NO. 20-077

APPROVING AND AUTHORIZING EXECUTION OF THE 2019-20 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund and State Transit Assistance Funds;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the 2019-20 Transportation Development Act Claims in the amount of \$10,489,290 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in aggregate amount not to exceed \$9,280,971;
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,019,785;
3. State Transit Assistance Funds for transit capital, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$20,812;
4. State of Good Repair Funds for transit maintenance as authorize by the Caltrans SGR guidelines and complying with Public Resources Code §21100 and §21150, in an aggregate amount not to exceed \$167,722.

PASSED AND ADOPTED by the Council of the City of Roseville this \_\_\_\_ day of \_\_\_\_\_, 20\_, by the following vote on roll call:

AYES            COUNCILMEMBERS:

NOES            COUNCILMEMBERS:

ABSENT        COUNCILMEMBERS:

---

MAYOR

ATTEST:

---

City Clerk

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**  
**STREETS & ROADS PURPOSES**

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

FROM:

CLAIMANT: Town of Loomis  
ADDRESS: PO Box 1330  
Loomis, CA 95650

CONTACT PERSON: Roger Carroll  
Phone: 916-652-1840 Email: rcarroll@loomis.ca.gov


The Town of Loomis hereby requests, accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2019/20, for street and road purposes (P.U.C. 99400a) in the amount of \$458,150 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

BY: \_\_\_\_\_  
(signature)

BY:   
(signature)

TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_

TITLE: Town Manager  
DATE: 3/26/2020

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: Town of Loomis

Fiscal Year: FY 2019/20

Brief Project Description	Project Cost	Source of Funding & Amount
Transit Operation	\$ 50,961	STA \$ 46,717 Fund Reserves \$ 4,244
Streets and Roads Maintenance	\$ 2,421,113	LTF \$ 458,150 Interest \$ 200 Other Grants \$ 476,680 General Fund \$ 686,083 Other Reserved Funds \$ 800,000

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
LOCAL TRANSPORTATION FUNDS TO  
THE TOWN OF LOOMIS**

**RESOLUTION NO. 20-10**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2019/20 fiscal year funds.

1. To the Town of Loomis for Streets and Roads purposes  
conforming to Article 8 – Section 99400(a) of the Act: \$458,150

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2019, prior to issuance of said instructions to the County Auditor to pay the claimant.

**TOWN OF LOOMIS**

**RESOLUTION NO. 20 - 02**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS  
AUTHORIZING SUBMITTAL OF CLAIMS FOR LOCAL TRANSPORTATION  
AND AUTHORIZING THE TOWN MANAGER TO EXECUTE**

WHEREAS, funds are available through Local Transportation Funds and State Transit Assistance funds for street and road purposes and transit purposes are available; and

WHEREAS, it is necessary to file appropriate claim forms to receive these funds;  
and

WHEREAS, the Town of Loomis desires to utilize these funds;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town Council of the Town of Loomis does hereby declare as follows:


The Town Manager is hereby authorized and directed to execute the claim forms for:

\$ 458,150 TDA Article 8a (streets and roads)  
\$ 46,717 STA 6731b

PASSED AND ADOPTED this 11<sup>th</sup> day of March 2020 by the following vote:

AYES: Clark-Crets, Duncan, Morillas, Onderko  
NOES: None  
ABSENT: Baker  
ABSTAIN: None

ATTEST:

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Town Clerk

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM:

CLAIMANT: Town of Loomis  
ADDRESS: PO Box 1330  
Loomis, CA 95650

CONTACT PERSON: Roger Carroll  
Phone: 916-652-1840 Email: rcarroll@loomis.ca.gov

The Town of Loomis hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$46,717 for Fiscal Year Choose FY, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.:

Transit Operations (6730a):	_____
Transit Capital (6730a):	_____
Contracted Transit Services (6731b):	<u>\$46,717</u>
Community Transit Services Provided by WPCTSA (6731.1):	_____

When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

BY: [Signature]  
(signature)

BY: \_\_\_\_\_  
(signature)

TITLE: Town Manager

TITLE: \_\_\_\_\_

DATE: 3/26/2020

DATE: \_\_\_\_\_



## TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: Town of Loomis

Fiscal Year: FY 2019/20

Brief Project Description	Project Cost	Source of Funding & Amount
Transit Operation	\$ 50,961	STA \$ 46,717 Fund Reserves \$ 4,244
Streets and Roads Maintenance	\$ 2,421,113	LTF \$ 458,150 Interest \$ 200 Other Grants \$ 476,680 General Fund \$ 686,083 Other Reserved Funds \$ 800,000

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE TRANSIT ASSISTANCE FUNDS TO  
THE TOWN OF LOOMIS**

**RESOLUTION NO. 20-11**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation

Plan.

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

Allocation to the Town of Loomis of \$46,717 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2019/20.

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairman is authorized to sign said allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

IT IS FURTHER RESOLVED that the claimant be notified of the Placer County Transportation Planning Agency's action on their claim.

**TOWN OF LOOMIS**

**RESOLUTION NO. 20 - 02**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS  
AUTHORIZING SUBMITTAL OF CLAIMS FOR LOCAL TRANSPORTATION  
AND AUTHORIZING THE TOWN MANAGER TO EXECUTE**

WHEREAS, funds are available through Local Transportation Funds and State Transit Assistance funds for street and road purposes and transit purposes are available; and

WHEREAS, it is necessary to file appropriate claim forms to receive these funds;  
and

WHEREAS, the Town of Loomis desires to utilize these funds;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town Council of the Town of Loomis does hereby declare as follows:


The Town Manager is hereby authorized and directed to execute the claim forms for:

\$ 458,150 TDA Article 8a (streets and roads)  
\$ 46,717 STA 6731b

PASSED AND ADOPTED this 11<sup>th</sup> day of March 2020 by the following vote:

AYES: Clark-Crets, Duncan, Morillas, Onderko  
NOES: None  
ABSENT: Baker  
ABSTAIN: None

ATTEST:

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Town Clerk

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
 FY 2019/2020 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION ESTIMATE  
 (EXCLUDING TAHOE BASIN)  
 MARCH 2020**

PUC 99313 Allocation	\$570,541
PUC 99314 Allocation	\$81,877
Total LCTOP Allocation <sup>(1)</sup>	\$652,418
Allocation to WPCTSA	\$0
Total PUC 99313 Allocation Available to Jurisdictions	\$570,541

**FY 2019/2020 Jurisdiction LCTOP Fund Allocation**

Jurisdiction	January 2019 Population <sup>(2)</sup>	PUC 99313 Population Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	104,526	27.15%	\$154,881	\$64,195	\$219,076
Auburn	14,392	3.74%	\$21,325	\$305	\$21,630
Colfax	2,073	0.54%	\$3,072	\$0	\$3,072
Lincoln	48,277	12.54%	\$71,534	\$0	\$71,534
Loomis	6,887	1.79%	\$10,205	\$0	\$10,205
Rocklin	69,249	17.98%	\$102,609	\$0	\$102,609
Roseville	139,643	36.27%	\$206,915	\$17,377	\$224,292
<b>TOTAL</b>	<b>385,047</b>	<b>100.00%</b>	<b>\$570,541</b>	<b>\$81,877</b>	<b>\$652,418</b>

**Notes:** (1) 2019/2020 Low Carbon Transit Operations Program Eligible Fund Allocation, California State Controller Division of Accounting and Reporting, February 14, 2020.

(2) Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.  
 PUC = Public Utilities Code

**FY 2019/2020 LCTOP Project Summary**

Jurisdiction	Project Title	99313 Fare Revenue Allocation	99314 Fare Revenue Allocation	FY 2019/20 Allocation Amount
PCTPA	South Placer Transit Project	\$507,276	\$81,572	\$588,848
Auburn	Zero Emissions Bus Purchase	\$63,265	\$305	\$63,570
	FY 19/20 Allocation	\$570,541	\$81,877	\$652,418

**Notes:** PCTPA will serve as the grant recipient.

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**  
**TRANSIT PURPOSES**

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: Mary Rister  
Phone:916-625-5024 Email:Mary.Rister@Rocklin.ca.us

The City of Rocklin hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2019/20, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	_____
P.U.C. 99260a, Article 4, Transit Capital:	_____
P.U.C. 99275, Article 4.5, Community Transit Services	_____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$142,748</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	_____
C.C.R. 6648, Capital Reserve:	_____

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

BY: _____ (signature)	BY: _____ (signature)
TITLE: _____	TITLE: <u>City Manager, City of Rocklin</u>
DATE: _____	DATE: _____

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**  
**STREETS & ROADS PURPOSES**

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: Mary Rister  
Phone:916-625-5024 Email:Mary.Rister@Rocklin.ca.us

The City of Rocklin hereby requests, accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2019/20, for street and road purposes (P.U.C. 99400a) in the amount of \$4,450,609 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

BY: \_\_\_\_\_ BY: \_\_\_\_\_  
(signature) (signature)

TITLE: \_\_\_\_\_ TITLE: City Manager, City of Rocklin

DATE: \_\_\_\_\_ DATE: \_\_\_\_\_

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: City of Rocklin

Fiscal Year: FY 2019/20

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
Purchase of Transit Contract Services FY 19/20	\$ 683,829	Carryover FY 18/19 \$ 71,343 STA FY 19/20 \$ 469,738 LTF Article 8c FY 19/20 \$ 142,748
<b>Total Transit</b>	<b>\$ 683,829</b>	<b>Total Transit \$ 683,829</b>
Streets and Roads Capital Projects FY 19/20 (details in approved CIP)	\$ 434,400	Carryover FY 18/19 \$ 1,004,120 LTF Article 8 FY 19/20 \$ 4,450,609
Streets and Roads Maintenance FY 19/20	\$ 2,237,900	Interest Earnings \$ 11,200
Streets and Roads Payroll & Admin FY 19/20	\$ 448,400	
Early FY 20/21 Cap Projects & Payroll	\$ 2,345,229	
<b>Total Streets and Roads</b>	<b>\$ 5,465,929</b>	<b>Total Streets and Roads \$ 5,465,929</b>



# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 20-13**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2019/20 fiscal year funds.

1. To the City of Rocklin for projects conforming to Article 8 Section 99400(a) of the Act: \$ 4,450,609
2. To the City of Rocklin for projects conforming to Article 8 Section Article Section 99400(c) of the Act: \$ 142,748

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2019, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION No. 2020-33

RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF ROCKLIN AUTHORIZING  
THE CITY MANAGER TO SUBMIT CLAIMS  
FOR TRANSPORTATION DEVELOPMENT ACT 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 Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, California Public Utilities Code section 99200 et seq; and

WHEREAS, the California Public Utilities Code commencing with Section 99200 and Title 21 of the California Code of Regulations commencing with Section 6600 authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund and State Transit Assistance Funds; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be apportionment to the City of Rocklin of \$4,593,357 of Local Transportation Funds for transit purposes as authorized by the California Public Utilities Code commencing with Section 99260, and for streets and roads purposes authorized by the California Public Utilities Code commencing with Section 99400; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment to the City of Rocklin of \$469,738 of State Transit Assistance funds for transit operations, as authorized by the California Public Utilities Code Sections 99313 and 99314.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Rocklin hereby authorizes submission of the City of Rocklin's Fiscal Year 2019/20 transportation claims to the Placer County Transportation Planning Agency for a total of \$4,593,357 of Local Transportation Funds and \$469,738 of State Transit Assistance funds; such funds to be used for the purposes indicated in the claims attached hereto as Exhibit A by this reference incorporated herein.

PASSED AND ADOPTED this 25th day of February, 2020, by the following vote:

AYES: Councilmembers: Broadway, Gayaldo, Halldin, Janda, and Patterson  
NOES: Councilmembers:  
ABSENT: Councilmembers:  
ABSTAIN: Councilmembers:

  
\_\_\_\_\_  
Greg Janda, Mayor

ATTEST:

  
\_\_\_\_\_  
Hope Ithurnburn, Interim City Clerk

**CLAIM FOR STATE TRANSIT ASSISTANCE 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: Mary Rister  
Phone: 916-625-5024 Email: Mary.Rister@Rocklin.ca.us

The City of Rocklin hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$469,738 for Fiscal Year 2019/20 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.:

Transit Operations (6730a):	_____
Transit Capital (6730a):	_____
Contracted Transit Services (6731b):	<u>\$469,738</u>
Community Transit Services Provided by WPCTSA (6731.1):	_____

When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

BY: \_\_\_\_\_ (signature) BY: \_\_\_\_\_ (signature)

TITLE: \_\_\_\_\_ TITLE: City Manager, City of Rocklin

DATE: \_\_\_\_\_ DATE: \_\_\_\_\_

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: City of Rocklin

Fiscal Year: FY 2019/20

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>
Purchase of Transit Contract Services FY 19/20	\$ 683,829	Carryover FY 18/19 \$ 71,343 STA FY 19/20 \$ 469,738 LTF Article 8c FY 19/20 \$ 142,748
<b>Total Transit</b>	<b>\$ 683,829</b>	<b>Total Transit \$ 683,829</b>
Streets and Roads Capital Projects FY 19/20 (details in approved CIP)	\$ 434,400	Carryover FY 18/19 \$ 1,004,120 LTF Article 8 FY 19/20 \$ 4,450,609
Streets and Roads Maintenance FY 19/20	\$ 2,237,900	Interest Earnings \$ 11,200
Streets and Roads Payroll & Admin FY 19/20	\$ 448,400	
Early FY 20/21 Cap Projects & Payroll	\$ 2,345,229	
<b>Total Streets and Roads</b>	<b>\$ 5,465,929</b>	<b>Total Streets and Roads \$ 5,465,929</b>

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 20-14**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.

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

Allocation to the City of Rocklin of \$469,738 in State Transit Assistance Funds (PUC 99313) for transit purposes (section 6731b) in FY 2019/20.

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairman is authorized to sign said allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

IT IS FURTHER RESOLVED that the claimant be notified of the Placer County Transportation Planning Agency's action on their claim.

RESOLUTION No. 2020-33

RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF ROCKLIN AUTHORIZING  
THE CITY MANAGER TO SUBMIT CLAIMS  
FOR TRANSPORTATION DEVELOPMENT ACT 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 Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, California Public Utilities Code section 99200 et seq; and

WHEREAS, the California Public Utilities Code commencing with Section 99200 and Title 21 of the California Code of Regulations commencing with Section 6600 authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund and State Transit Assistance Funds; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be apportionment to the City of Rocklin of \$4,593,357 of Local Transportation Funds for transit purposes as authorized by the California Public Utilities Code commencing with Section 99260, and for streets and roads purposes authorized by the California Public Utilities Code commencing with Section 99400; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment to the City of Rocklin of \$469,738 of State Transit Assistance funds for transit operations, as authorized by the California Public Utilities Code Sections 99313 and 99314.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Rocklin hereby authorizes submission of the City of Rocklin's Fiscal Year 2019/20 transportation claims to the Placer County Transportation Planning Agency for a total of \$4,593,357 of Local Transportation Funds and \$469,738 of State Transit Assistance funds; such funds to be used for the purposes indicated in the claims attached hereto as Exhibit A by this reference incorporated herein.



PASSED AND ADOPTED this 25th day of February, 2020, by the following vote:

AYES: Councilmembers: Broadway, Gayaldo, Halldin, Janda, and Patterson  
NOES: Councilmembers:  
ABSENT: Councilmembers:  
ABSTAIN: Councilmembers:

  
\_\_\_\_\_  
Greg Janda, Mayor

ATTEST:

  
\_\_\_\_\_  
Hope Ithurnburn, Interim City Clerk



Western Placer  
Consolidated  
Transportation  
Services Agency

## ***MEMORANDUM***

---

**TO:** WPCTSA Board of Directors

**FROM:** Michael Luken, Executive Director

**SUBJECT:** CONSENT CALENDAR

**DATE:** April 22, 2020

Below are the Consent Calendar items for the April 22, 2020 agenda for your review and action.

1. Placer 211 Funding Agreement

Placer County Department of Health and Human Services (HHS) is in the process of developing a 24/7 online and telephone 211 information system. The Placer County Board of Supervisors directed HHS to begin implementing the system in 2019 and it is expected to be available to all Placer County residents later this year. To ensure the system incorporates updated traffic and is well-connected to the South Placer Transit Information Call Center, WPCTSA will be providing supplemental funding for the Placer 211 system. As detailed in the attached funding agreement, WPCTSA will budget \$50,000 for three fiscal years beginning in FY 2021 to fund Placer 211. At this time, WPCTSA Board approval is only requested for the funding agreement. At the start of each fiscal year, HHS will submit a budget for Board consideration and upon approval of that budget, staff will issue an allocation. Staff recommends that the Board authorize the Executive Director to sign the attached Agreement with the Placer County Department of Health and Human Services. The TAC concurs with staff's recommendation.



CHERYL MAKI  
City of Auburn  
TRINITY BURRUSS  
City of Colfax  
PAUL JOINER  
City of Lincoln  
BRIAN BAKER  
Town of Loomis  
KEN BROADWAY  
City of Rocklin  
JOHN ALLARD  
City of Roseville  
JIM HOLMES  
KIRK UHLER  
Placer County  
JAIME WRIGHT  
Citizen Representative  
MIKE LUKEN  
Executive Director

March, 11, 2020

Jeff Brown  
Director of Health and Human Services  
Placer County  
3091 County Center Dr #290  
Auburn, CA 95603

**SUBJECT: FUNDING AGREEMENT BETWEEN THE COUNTY OF PLACER AND WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY REGARDING PLACER 211**

Dear Mr. Brown:

This agreement, when countersigned, establishes the terms of a funding agreement between the County of Placer (County) and Western Placer Consolidated Transportation Services Agency (WPCTSA) for Placer 211.

1. Funding: WPCTSA agrees to annually allocate \$50,000, for a total of \$150,000 over three fiscal years, to the County for the implementation of a county-wide 211 program. The source of these funds will be Local Transportation Funds (LTF) and/or State Transit Assistance Funds (STA).
2. Term: This Agreement shall commence on July 1, 2020 and terminate on June 30, 2023.
3. Services: Placer County agrees to use these funds to implement a 211 service across Placer County. In particular, WPCTSA's funds shall be used to ensure that accurate information on transportation issues is included in Placer 211's resources, including direction to the South Placer Transit Information Center, information on road closures and detours, and other relevant transportation information.
4. Annual Claim Process: No later than May 1<sup>st</sup> each year, the County shall submit an invoice to WPCTSA for its allocation. Included with the invoice will be a memorandum outlining how the funds are expected to be used over the coming fiscal year. If the invoice is approved by the WPCTSA Board of Directors, WPCTSA staff will issue a check.

5. Termination: Either party may terminate this Agreement for convenience at any time upon giving one hundred and eight (180) days advance written notice to the other party. Within thirty (30) days of termination, the County shall refund to WPCTSA any remaining funds allocated to Placer 211 which are not already encumbered.

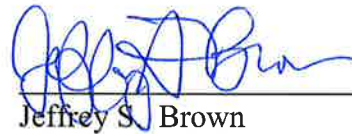
If this Funding Agreement meets with your approval, please sign both copies and return one fully-executed copy. Questions concerning this agreement should be directed to Kathleen Hanley at (530) 823-4029.

Sincerely,

Accepted by:

\_\_\_\_\_  
Michael W. Luken  
Executive Director  
Western Placer CTSA

Date

 3/30/2020

Jeffrey S. Brown  
Director, Health and Human Services  
Placer County

Date



## ***MEMORANDUM***

**TO:** PCLTA Board of Directors **DATE:** April 22, 2020

**FROM:** Mike Luken, Executive Director

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

### **ACTION REQUESTED**

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

### **DISCUSSION**

Staff will present an update on the city councils, town council and Board of Supervisors consideration of the transportation expenditure plan and discuss conditions for the funding outreach effort. Staff will introduce Ordinance 20-01 for a potential ½ cent transportation sales tax measure.

### **BACKGROUND**

#### *Subcounty District Legislation – AB 1413*

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

#### Revised Sales Tax Projection for Contiguous Cities/Town

Approximately \$1.2 billion was projected for the proposed 130-year, ½ cent sales tax in the proposed South Placer County District. This very conservative revenue analysis was performed

**PCLTA Board of Directors**

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

**April 22, 2020**

**Page 2**

by HDL Companies as an update to their 2017 projection which came in at approximately \$1.4 billion.

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

*Transportation Funding Outreach Program*

Staff presented a summary of outreach activities to date in last month's agenda item. Due to current conditions related to the COVID-19 crisis, only social media activities have been taking place. Since last month, the President has outlined the need to move a federal infrastructure funding program forward and outreach has focused on the importance of having a local match in place for federal funding and transportation's role in a potential economic recovery. Staff is preparing for the potential lifting of the shelter in place and conducting limited outreach activities such as additional social media and mailers.

*Proposed Expenditure Plan*

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

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

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

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

Staff will provide an update of this consideration on April 22, 2020 and on May 27, 2020 prior to final approval of Ordinance 20-01 by the Authority.

*Introduction of Transportation Sales Tax Ordinance*

In order to move this matter forward, the Authority must consider the introduction of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail

**PCLTA Board of Directors**

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

**April 22, 2020**

**Page 3**

Transactions and Use Tax Ordinance South Placer County District (Ordinance 20-01). A draft of the Ordinance was reviewed by legal staffs of all Placer Jurisdictions, PCTPA Legal Counsel and staff from the California Department of Tax and Fee Administration (CDTFA). The ordinance contains the following provisions:

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

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

Independent Citizen Oversight Committee

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

Administrative Costs

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

District Policy Advisory Committee

The Ordinance proposes an advisory subcommittee of the PCLTA Board comprised of representative from the three cities within the District and one member of the Board of Supervisors to review all activities related the transportation sales tax measure before they are considered by the full board.

**PCLTA Board of Directors**

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

**April 22, 2020**

**Page 4**

*Next Steps*

A second reading and final approval of the Ordinance by the Authority would occur on May 27, 2020. The Board of Supervisors will consider all election items on July 27, 2020. A schedule for this process is attached to this report as Attachment 3 and was prepared by staff and legal counsel with input from the Placer County Elections Office and the Clerks of each jurisdiction. Staff will consult the polling subcommittee the week of April 20 to determine when and how outreach should continue. Staff will also prepare for an early June 2020 poll but seek Board approval of the commencement if conditions warrant on May 27, 2020.

*Current Events/Cautiously Proceeding Ahead*

The past 30 days continue to be unprecedented in their impact upon operations across many sectors. PCTPA and its programs and projects have been, and will continue to be, impacted. Considering the changing COVID-19 situation, staff and the consultant team recommend an incremental approach to stay the course of prior Board direction, while cautiously testing whether to move forward to requesting a measure be put on the ballot. With this approach, the cities, town and Board of Supervisors are only considering the expenditure plan. The final decision of putting the measure on the ballot would remain solely with the PCLTA Board. In order to make this incremental approach work, resources were approved in March by the Board to conduct outreach and polling to determine how the public health crisis will continue to affect our communities. Those resources were estimated at \$100,000. Staff has determined that they would not have to be funded out of reserves due to savings found in the current fiscal year Overall Work Program and Budget.

ML:DMG:ss





PLACER COUNTY  
LOCAL TRANSPORTATION  
AUTHORITY

## **ORDINANCE No. 20-01**

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

The Placer County Local Transportation Authority does ordain as follows:

#### **PREAMBLE**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

YES \_\_\_\_\_ NO \_\_\_\_\_

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

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

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

SECTION XIV. SEVERABILITY. If any provision of this Ordinance, or the application thereof, is for any reason held invalid or unenforceable by a court of

competent jurisdiction to a person or circumstance, the remainder of the Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby, and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

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

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

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

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

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

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

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

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, California Department of Tax and Fee Administration (CDTFA), State Treasury, or the Constitution of the State of California;
2. The result of that substitution would require action to be taken by or against the Authority or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration (CDTFA), in performing the functions incident to the administration or operation of this Ordinance.
3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
  - i. Provide an exemption from this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
  - ii. Impose this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.
4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

C. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

D. EXEMPTIONS AND EXCLUSIONS.

1. There shall be excluded from the measure of the Transportation Tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
2. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
  - i. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the District as defined in this ordinance in which the sale is made and directly and exclusively in the use of



such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

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

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

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

- iii. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
- iv. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.
- v. For the purposes of subparagraphs iii. and iv. of this subsection, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

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

- i. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.
  - ii. Other than fuel or petroleum products purchased by operators of

aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

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

4 Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part

1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

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

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

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

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

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

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

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

On a motion by \_\_\_\_\_, seconded by \_\_\_\_\_, the foregoing Ordinance was passed and enacted by the Board of the Placer County Local Transportation Authority at a regular meeting thereof, this \_\_\_ day of \_\_\_\_ 2020 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_, 2020

By: \_\_\_\_\_  
Trinity Burruss, Chair  
Placer County Local Transportation Authority

ATTESTED:

By: \_\_\_\_\_  
Solvi Sabol, Clerk of the Board  
Placer County Local Transportation Authority

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

**South Placer County District  
Transportation Expenditure Plan**

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

**CHAPTER 1: GOALS AND OBJECTIVES**

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

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

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

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

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

Provide for mandatory dedication of Transportation Tax funds only for the transportation improvements and programs identified in this Plan and no other purpose.

Provide for a mandatory, annual financial audit of program expenditures to insure that all funds are spent in accordance with this voter adopted Plan and associated legal ordinance.

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

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

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

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

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

### ***1.3 PROVIDE FOR EQUITY IN THE DISTRIBUTION OF TRANSPORTATION TAX REVENUES***

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

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

### ***1.4 PROVIDE FOR LOCAL CONTROL OF THE TRANSPORTATION IMPROVEMENT PLAN***

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

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

## **CHAPTER 2: TAXPAYER ACCOUNTABILITY SAFEGUARDS**

### ***2.1 LEGAL DEDICATION OF FUNDS***

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

### ***2.2 MANDATORY ANNUAL FISCAL AUDIT***

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

### ***2.3 INDEPENDENT CITIZEN OVERSIGHT COMMITTEE***

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

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

## **2.4 MANDATORY PLAN UPDATE AND TERMINATION OF TRANSPORTATION TAX**

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

## **CHAPTER 3: SPECIFIC TRANSPORTATION PROGRAMS TO BE FUNDED**

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

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

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

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



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

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

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

### **3.2. RAIL AND TRANSIT PROGRAM – 10%**

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

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

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

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

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

#### **3.2.c. Commuter/Express Bus Service**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

It is recognized that the Plan cannot anticipate every factor that could affect transportation needs over its thirty (30) year life. New technologies, new travel

patterns, and new transportation modes are amongst the many possibilities that may arise in the future. To provide the flexibility to meet those unanticipated needs and opportunities, the Transportation Plan is anticipated to provide approximately **sixty million dollars (\$60 million)** to a Competitive Projects Program. The Authority shall establish, in the first year after the adoption of this Ordinance, the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The eligibility and selection criteria shall include safety, congestion relief, ability to attract matching funds, and lack of other funding in this overall Transportation Expenditure Plan. Any Competitive Projects Program funds unspent at the conclusion of the thirty (30) year Plan would be added to the Local Transportation Program.

**CHAPTER 4: BOND FINANCING**

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

**CHAPTER 5: ALLOCATIONS SUMMARY**

<b>TRANSPORTATION TAX REVENUE ALLOCATIONS</b>	
Major Highway/Road Program	54%
Rail and Transit Program	10%
Bicycle and Pedestrian Program	5%
Local Transportation Program/Rural Roads Maintenance and Repair Program	25%
Competitive Projects Program	5%
Transparency, Accountability, and Administration	1%
<b>TOTAL</b>	<b>100.000%</b>

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

## **CHAPTER 6. FUNDING FLEXIBILITY AND BONDING TO EXPEDITE PROJECTS**

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

## **CHAPTER 7. INFORMING THE PUBLIC OF LOCAL FUNDING SUPPORT**

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

## **CHAPTER 8. SEVERANCE PROVISIONS**

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

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

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

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

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

- ★ **January 22, 2020 PCTPA Board Meeting**  
Polling #2 Results – Boundary Determination Discussion
- ★ **Late February**  
Email Ordinance and Expenditure Plan to City/Town/County Attorneys
- ★ **March 25, 2020 | PCTPA Board Meeting**  
Polling #3 results presented to PCTPA Board – Decision on whether to proceed
- ★ **April 1, 2020 @ 6:00 pm: Roseville City Council | Approval of Expenditure Plan**  
March 11<sup>th</sup> – Staff Report Due
- ★ **April 8, 2020 @ 6:00 pm: Colfax City Council | Approval of Expenditure Plan**  
March 24<sup>th</sup> – Staff Report Due
- ★ **April 14, 2020 @ 6:00 pm: Rocklin City Council | Approval of Expenditure Plan**  
March 31<sup>st</sup> – Staff Report Due
- ★ **April 14, 2020 @ 7:00 pm: Loomis Town Council | Approval of Expenditure Plan**  
April 6<sup>th</sup> – Staff Report Due
- ★ **April 21, 2020 @ 1:00 pm: Placer Co Board of Sups | Approval of Expenditure Plan**  
April 13<sup>th</sup> – Staff Report Due
- ★ **April 22, 2020 @ 9:00: PCTPA Board Meeting**  
1<sup>st</sup> Reading of Ordinance and Expenditure Plan
- ★ **April 27, 2020 @ 6:00 pm: Auburn City Council | Approval of Expenditure Plan**  
April 20<sup>th</sup> – Staff Report Due
- ★ **May 12, 2020 @ 6:00 pm: Lincoln City Council | Approval of Expenditure Plan**  
April 21<sup>st</sup> – Staff Report Due
- ★ **May 27, 2020 | PCTPA Board**  
2<sup>nd</sup> Reading of Adoption of Ordinance and Expenditure Plan to the PCTPA Board
- ★ **May 28, 2019**  
Publish Ordinance in Auburn Journal with Board Votes from May 27, 2020
- ★ **July 1, 2020**  
125 days before election: Last day boundary maps and accompanying resolution can be presented to elections.
- ★ **July 21, 2020**  
Placer County Board of Sups votes to place all election items on the November ballot
- ★ **August 7, 2020**  
Last day to file arguments against the proposed ballot measure
- ★ **August 17, 2020**  
Last day to file rebuttal arguments
- ★ **November 3, 2020 - Election Day**



**TO:** PCTPA Board of Directors **DATE:** April 22, 2020

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

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

**ACTION REQUESTED**

Authorize the Executive Director to adopt Resolution No. 20-17, approving the FY 2019/20 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 2019/20 OWP and Budget was adopted by the Board in May 2019, and Amendment #1 was adopted in October 2019.

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 2019/20 OWP Amendment #2, attached and summarized below:

***Work Program***

- Addition of Work Element 23, South Placer Transit Project, to reflect the Board approved on-call transit consultant contract to study the feasibility of express bus service from Lincoln to Sacramento Light Rail funded through the Western Placer Consolidated Transportation Services Agency.
- Revision of Work Element 46, Mobility Action Plan, to reflect actual Caltrans grant funding anticipated to be spent in the current fiscal year on staff and consultant costs to complete the Placer-Sacramento Action Plan.
- Addition of Work Element 47, Riego Road/Baseline Road Widening, to reflect the Board approved consultant contract to complete the Project Initiation Document Equivalent to pursue local, state, and federal funding.
- Expansion of Work Element 43, Highway 65 Widening, to prepare Phase 1 grant application for state funding if a local funding match is secured.

**PCTPA Board of Directors**

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

**April 2020**

**Page 2**

- Expansion of Work Element 60, Regional Transportation Funding Strategy, to reflect increased funding, costs to date for the funding strategy consultant and staff time, and the cost of a potential polling survey in June 2020.

Ongoing planning and implementation efforts include participating in the SACOG Next Generation Transit Study (WE 20), closing out 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), and environmental clearance and design for State Route 49 Sidewalks (WE 44).

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***

There is some uncertainty about the full impact the current “shelter-in-place” conditions will have on the budget, especially related to the Local Transportation Funding (LTF) that PCTPA receives. However, PCTPA has been conservative over the last 10 years by maintaining only seven total staff and increasing the reserve funding to \$730,000 (almost 12 percent of the current budget). For 2019/20, staff is pleased to provide the Board with a balanced budget of \$6,196,698.

Staff is beginning work on the final budget for 2020/21, which will take into account estimated reductions in LTF, and will need to be reevaluated during the fiscal year.

LM:ML:ss

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVING AMENDMENT #2                      RESOLUTION NO. 20-17  
TO THE FISCAL YEAR 2019/20 OVERALL WORK  
PROGRAM AND BUDGET**

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held April 22, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

**WHEREAS**, California Government Code Section 29532.1c 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) 2019/20 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 2019/20 OWP was approved on May 22, 2019; and

**WHEREAS**, Amendment #2 to the FY 2019/20 OWP adjusts staff time, professional services, and funding between work elements based on expenditures to date and projections for the remainder of FY 2019/20.

**NOW, THEREFORE, BE IT RESOLVED** that PCTPA hereby approves the Amendment #2 to the FY 2019/20 OWP.

**TO:** PCTPA Board of Directors **DATE:** April 22, 2020

**FROM:** David Melko, Senior Transportation Planner

**SUBJECT:** **FINAL PLACER-SACRAMENTO GATEWAY PLAN**

**ACTION REQUESTED**

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

**BACKGROUND**

The Placer-Sacramento Gateway Plan (Gateway Plan) was initiated as a cooperative planning effort between Placer County Transportation Planning Agency (PCTPA), Caltrans District 3, SACOG, and Capitol Corridor Joint Powers Authority (CCJPA) to qualify projects for SCCP funding. The planning effort includes a project development team comprised of 14 cities, counties, transit agencies, and transportation planning authorities located along the study corridor.

The Final Gateway Plan represents the culmination of a 14-month planning process to address corridor challenges to reduce congestion, increase travel choices, and improve environmental and quality of life issues through development of a comprehensive multimodal corridor plan. Nearly 150 multimodal transportation projects are included in the Gateway Plan that will improve corridor operations, increase travel choices, and close gaps in the existing multimodal transportation network.

Projects seeking SCCP funding must be included in the Gateway Plan and are expected to achieve a variety of transportation performance metrics, including safety, congestion, accessibility, economic development, job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use. These performance metrics will form the basis for how projects are evaluated by the CTC seeking SCCP funding. SCCP funding can only be used for non-capacity increasing and the construction phase of a project.

**DISCUSSION**

**Final Placer-Sacramento Gateway Plan**

The draft Gateway Plan was released for a 50-day public review on November 21<sup>st</sup> ending January 10<sup>th</sup>. Twenty-five comments were received on the draft Plan. To the extent practicable, all comments were addressed or acknowledged in the document. The final draft Plan will be posted prior to the Board meeting at: [www.more80choices.com](http://www.more80choices.com). An Executive Summary is shown as Attachment 1 for Board review. PCTPA staff along with the plan consultant Fehr & Peers will

**PCTPA Board of Directors**  
**FINAL PLACER-SACRAMENTO GATEWAY PLAN**  
**April 2020**  
**Page 2**

summarize the final draft Plan, including projects recommended for inclusion in a 2020 SCCP Cycle 2 grant application.

South Placer County Transit Project

PCTPA, working closely with Placer County, the City of Lincoln and the City of Roseville, has identified an opportunity to provide fixed-route bus service between downtown Lincoln, Kaiser Roseville Hospital, Sutter Roseville Hospital, and Sacramento Regional Transit's Watt / I-80 light rail station. This new service, called the South Placer County Transit Project, will help address a key mobility and traffic congestion issue along the State Route 65 corridor between I-80 and downtown Lincoln. The service requires acquisition of five new buses that would be included in the SCCP grant application, which necessitates Board action to amend the PCT SRTP to include this service as shown in Exhibit 1.

Gateway Plan Priority Projects for SCCP Cycle 2 Grant Application

The Gateway Plan places a significant emphasis on prioritizing projects that are likely to be most effective at addressing corridor needs, are construction ready, and closely align with State's SCCP objectives. Eight priority projects will be presented at the Board meeting and are recommended based on SCCP delivery requirements for inclusion in a SCCP Cycle 2 grant application due to the CTC in mid-2020. The proposed sales tax measure is an integral part of the matching funds for these grant applications. Adjustments will be made to grant applications depending on the Board's direction on the sales tax measure in the next few months.

Subsequent SCCP Grant Application Cycles

Implementation of the Gateway Plan will continue through preparation of projects for subsequent SCCP grant application cycles. This effort is anticipated to involve establishing phasing priorities and performing project development work to advance projects to a sufficient level of readiness so that they can effectively compete for future SCCP grant funding. PCTPA has secured grant funding to prepare a Mobility Action Plan that will complement the Gateway Plan with a focus on needed project development steps for projects competing for SCCP Cycle 3 in 2022. Staff will also be closely monitoring the proposed federal Infrastructure Plan/Stimulus Plan that might offer opportunities for federal funding of some of these projects.

Staff Recommendation

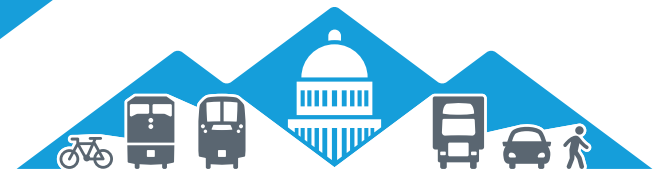
Staff recommends that the Board accept as complete the final draft Placer-Sacramento Gateway Plan; amend the PCT Short-Range Transit Plan (SRTP) 2018-2025 to include the South Placer County Transit Project; and authorize the Executive Director in partnership with SACOG and Caltrans to submit a SCCP Cycle 2 grant application to the CTC. The PCTPA TAC concurred with the staff recommendation.

DM:LM:ML:ss

# PLACER-SACRAMENTO GATEWAY PLAN

EXECUTIVE SUMMARY

FINAL  
APRIL 2020



PLACER-SACRAMENTO GATEWAY PLAN

**The Gateway Plan was built on an unprecedented partnership between local, regional, and State planning entities.**

**Mobility - particularly the lack of travel options - is the top transportation issue facing the Gateway Corridor. Traffic congestion is a primary symptom of limited mobility, costing the region time & money and diminishing the quality of life.**

The Placer-Sacramento Gateway Plan (Gateway Plan) was developed as a comprehensive multimodal corridor plan to qualify for funding through the Solutions for Congested Corridors Program. The Gateway Plan aims to address the existing corridor challenges to reduce congestion and increase travel choices.

The Gateway Plan is sponsored by Caltrans District 3, the Capitol Corridor Joint Powers Authority (CCJPA), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG).

## The Gateway Corridor

The Gateway Plan covers the study area and facilities shown in Figure ES-1. As a multimodal plan, the Gateway Plan includes several transportation system components, referred to as the Gateway Corridor:

- Interstate 80 (I-80)
- State Route 51 (SR 51/Business 80)
- State Route 65 (SR 65/Highway 65)
- US Route 50 (US 50/Highway 50)
- Capitol Corridor intercity passenger rail service
- Sacramento Regional Transit (SacRT) light rail passenger rail service and fixed route bus service
- Placer County Transit, City of Roseville, and City of Auburn commuter and local bus service
- Regional multi-use trails
- Local roadways paralleling state highways

The Gateway Corridor is one of several major transportation corridors within the Sacramento region and fulfills a critical role in the local, regional, and statewide transportation systems.

## Corridor Characteristics

- The corridor is the primary link between Sacramento and Placer County activity centers.
- The corridor is the backbone of the Northern California freight industry.
- The corridor is the Northern California gateway to Sierra Nevada and Lake Tahoe recreational and tourism activities.
- The corridor carries a large - and growing - amount of traffic.
- Corridor motorists experience increasing delays and unreliable travel times.

**The corridor carries over one million empty seats on a daily basis (see Figure ES-3).**

- Existing corridor transit options serve a narrow travel market.
- Corridor travel options are limited (see Figure ES-2).
- Corridor active transportation networks are discontinuous.

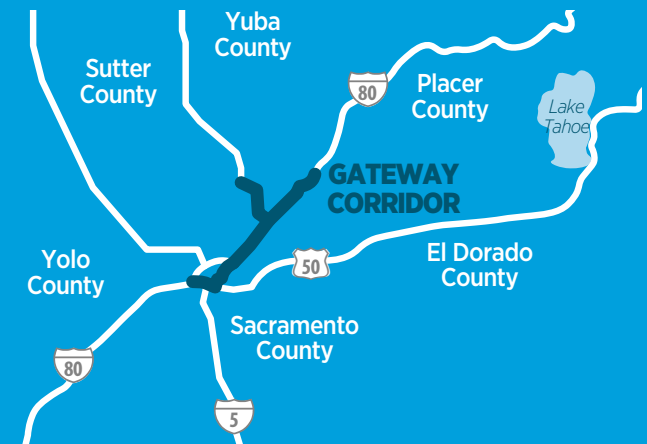


FIGURE ES-1

# The Gateway Corridor

The Gateway Corridor includes segments of I-80, Business 80, Highway 65, and Highway 50, as well as parallel local roadways, transit lines, and bikeways located within two miles of the corridor. Major transportation hubs include Sacramento International Airport, the Port of West Sacramento, the UPRR J.R. Davis Yard, and Sacramento Valley Station.

The Gateway Corridor serves a variety of transportation needs ranging from daily commute travel between Placer and Sacramento Counties to goods movement and recreational travel throughout Northern California and the western United States. As such, the Gateway Corridor poses a dynamic and complex operating environment for its users and operators.

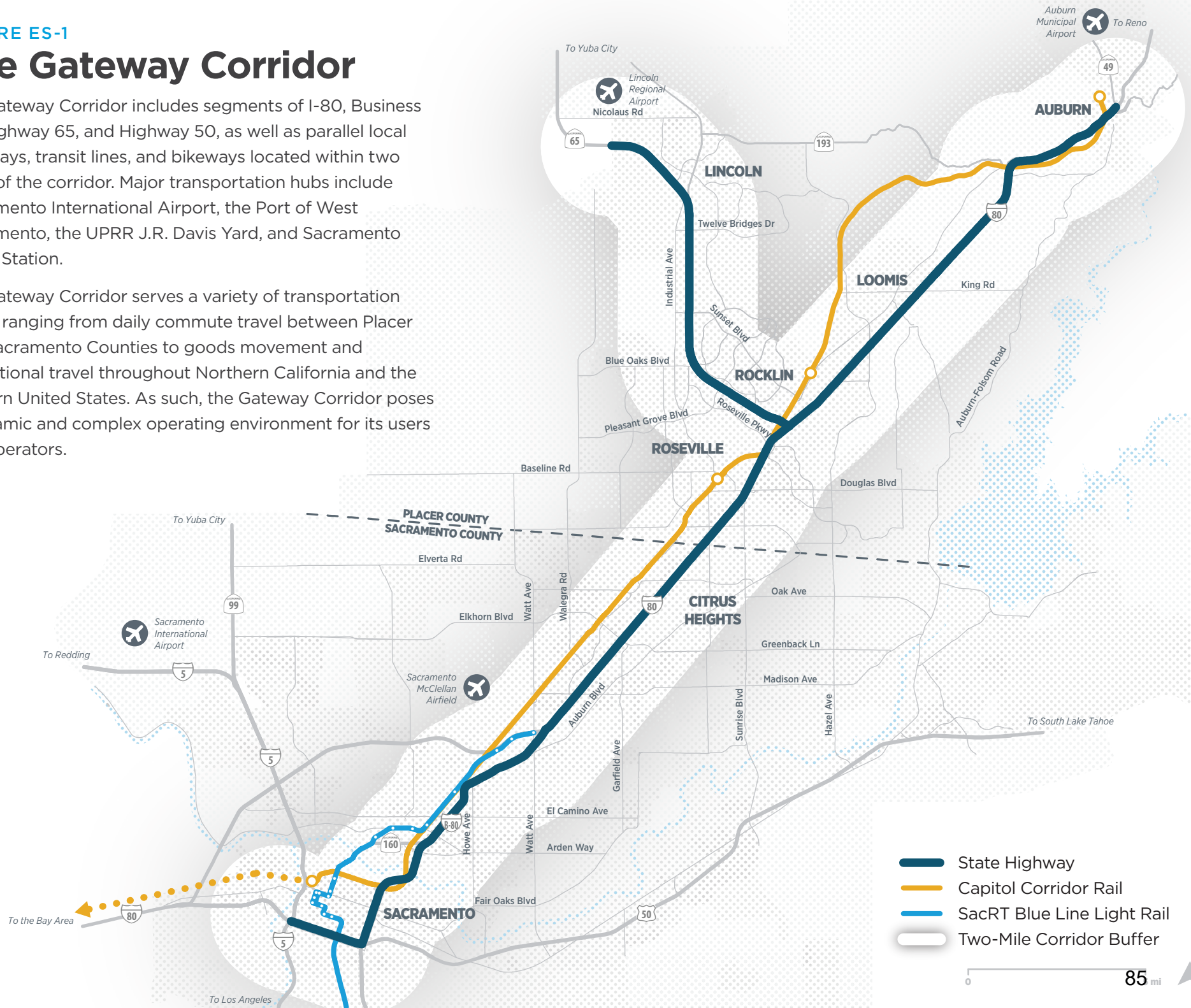











FIGURE ES-2

# Existing Corridor Travel Options

Can corridor travelers easily complete these trips using these options?

	Distance	Private Vehicle	Capitol Corridor		Light Rail	Bus	Walking	Bicycling
			Rail 	Bus 				
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	20+ mi	Yes	Yes	Yes	No	Yes	No	No
Peak hour commute from Sacramento to South Placer	20+ mi	Yes	No	Yes	No	Yes	No	No
Off-peak travel between South Placer and Sacramento	20+ mi	Yes	No	No	No	No	No	No
Travel between Antelope and Sacramento	15 mi	Yes	No	No	No	No	No	No
Travel between Citrus Heights and Roseville	5 mi	Yes	No	No	No	No	No	Yes
Travel between East Sacramento and Downtown	3 mi	Yes	No	No	No	Yes	Yes	Yes

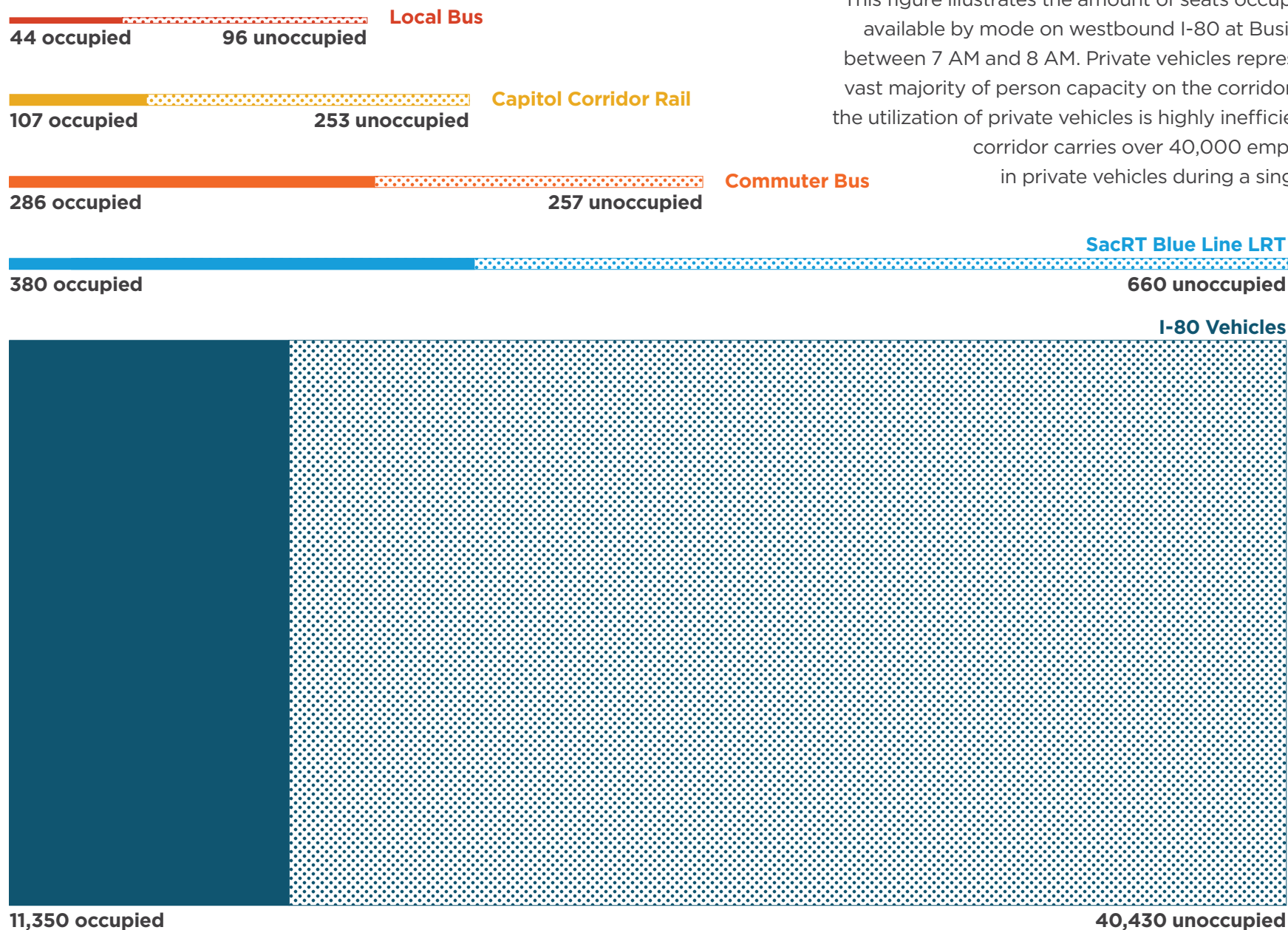
Capitol Corridor rail service is limited to one round-trip per day. Off-peak travel to and from South Placer is possible but requires transfer to connecting bus services at Sacramento Valley Station.

Possible, but requires use of infrequent service and/or multiple connections.

FIGURE ES-3

# Seat Utilization

This figure illustrates the amount of seats occupied and available by mode on westbound I-80 at Business 80 between 7 AM and 8 AM. Private vehicles represent the vast majority of person capacity on the corridor. Today, the utilization of private vehicles is highly inefficient - the corridor carries over 40,000 empty seats in private vehicles during a single hour.



**The Gateway Plan engaged over 5,000 community members.**

**Corridor improvements aim to improve performance and close gaps in the regional roadway, transit, and active transportation networks.**

## Community Engagement

The Gateway Plan included the following community engagement activities to inform the public of the plan and solicit input for future corridor improvements:

- Monthly meetings with a project development team made up of the 14 agencies on the corridor.
- An online user survey, which generated over 4,200 responses.
- Two stakeholder meetings with participation from over 70 stakeholders groups.
- Two community workshops solicited both in-person and virtual feedback from the public.
- Ten pop-ups promoted the plan at community events and gatherings along the corridor.
- Targeted online and in-person outreach to disadvantaged communities.
- Altogether, the in-person outreach activities attracted over 800 participants.

## Corridor Projects

Altogether, the Gateway Plan includes nearly 150 multimodal transportation improvement projects along the study corridor, as shown in Figure ES-4.

### Roadway/Transportation Systems Management Improvements

- Business 80 - express lanes, ramp metering, and interchange improvements
- I-80 - express lanes, auxiliary lanes, ramp metering, and interchange improvements
- Highway 65 - express lanes, ramp metering, and interchange improvements

- Local roadways - widening and complete streets improvements
- Travel demand management programs

### Transit Projects

- Capitol Corridor - Third Track Project (Phases 1 and 2) to provide up to ten round trips per day and station improvements
- Light rail transit - upgrade Blue Line vehicle fleet and enhance Watt/I-80 Station
- Bus - new bus rapid transit routes, new Lincoln-to-Sacramento Commuter and intercity services, and expanded circulator bus, micro-transit, and neighborhood ride services

### Bicycle and Pedestrian Projects

- Closing gaps - completed local and regional trail system
- Complete Streets - enhanced bicycle and pedestrian facilities on major roadways
- Grade separations - new freeway and river grade separations to improve bicycle and pedestrian connectivity

## Plan Performance

Figure ES-5 illustrates the performance of the Gateway Plan with respect to congestion/delay, accessibility, economic development, efficient land use, air quality, and safety. Specific performance measures were developed based on CTC requirements and refined based on community and agency values.

FIGURE ES-4

# The Gateway Plan

This figure illustrates the nearly 150 multimodal transportation projects included in the Gateway Plan. Gateway Plan projects include improvements to roadways, transportation systems management programs/strategies, transit service and facilities, and active transportation facilities.

Improvement projects will improve corridor operations, increase travel choices, and close existing gaps in the existing multimodal transportation network.

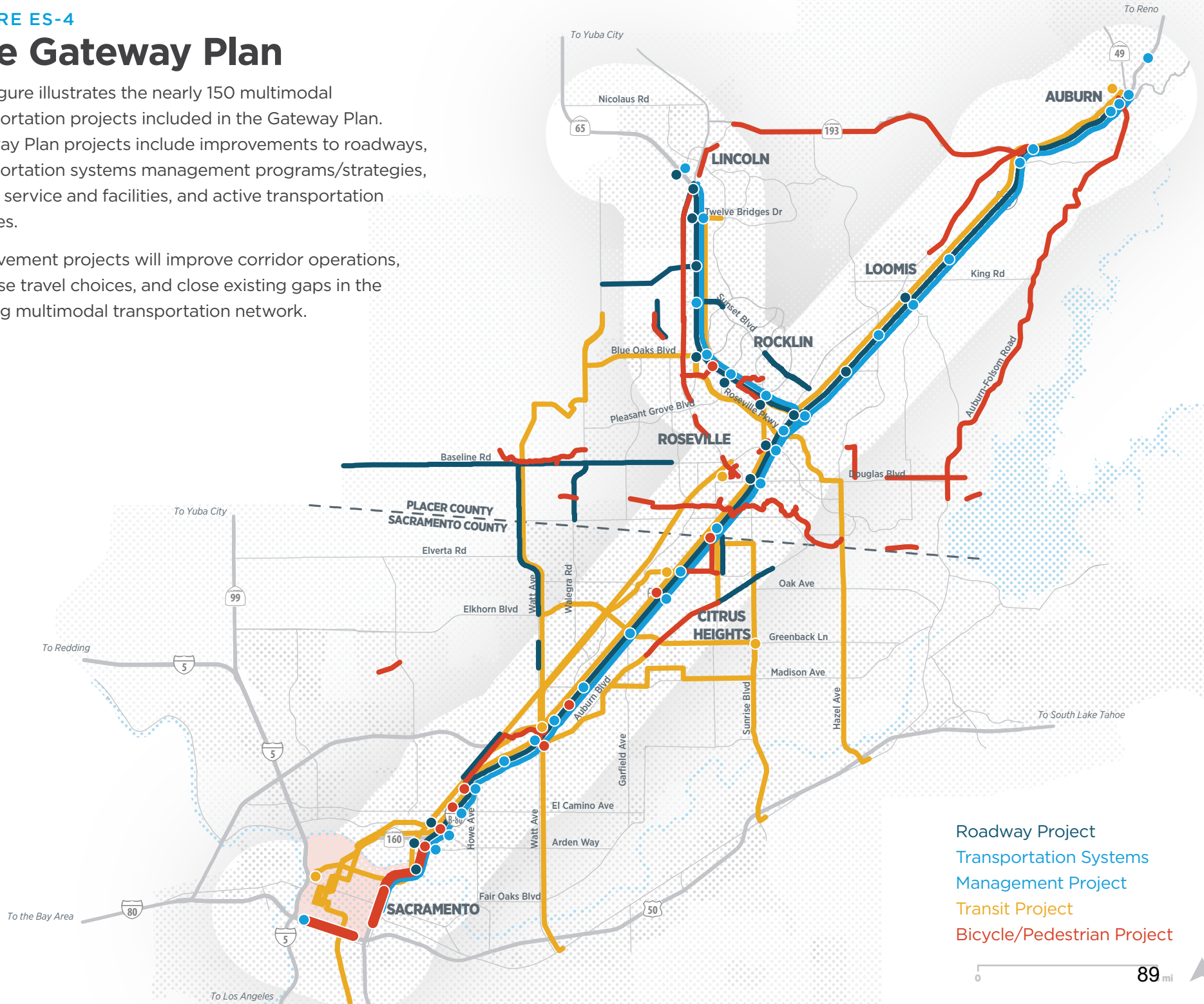


FIGURE ES-5

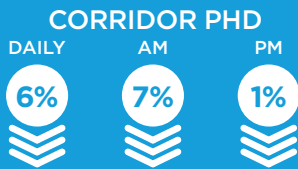
# Gateway Plan Performance Summary



## Congestion/Delay

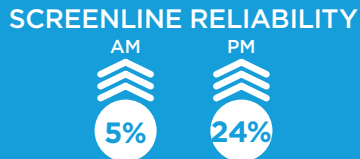
### PERFORMANCE MEASURES

The Gateway Plan would reduce daily and peak hour person hours of delay (PHD) on the corridor.



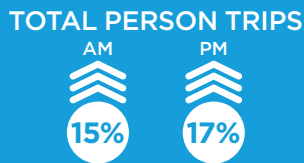
**8 of the 10** screenlines would experience decreased PHD during peak hours

The Gateway Plan would improve travel time reliability.

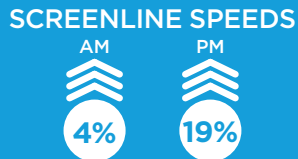


**33% increase** in reliability on Highway 65 at Galleria Boulevard

The Gateway Plan would increase person throughput.

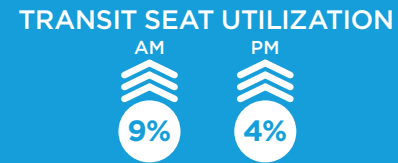


The Gateway Plan would increase vehicle speeds.



**10 of the 10** screenlines would experience increased speeds during peak hours

The Gateway Plan would increase transit seat utilization.

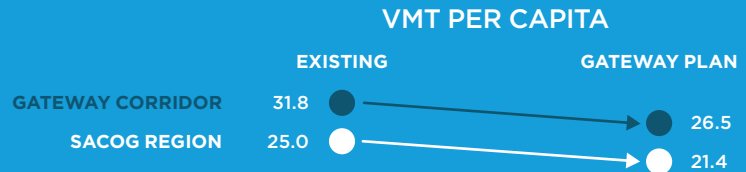


The Gateway Plan would decrease traffic in local neighborhoods, including several disadvantaged communities.

**10 of the 10** screenlines would experience decreased VMT per capita related to neighborhood traffic

6 of the 10 screenline areas are disadvantaged communities

The Gateway Plan would decrease vehicle miles traveled (VMT) per capita on the Gateway Corridor by 17 percent.



The Gateway Plan would improve the capacity and quality of transit service.

- Improvements to:
- Capitol Corridor rail
  - SacRT Blue Line LRT
  - Regional intercity bus routes
  - New BRT corridors

**38% increase** in peak hour transit capacity serving the Gateway Corridor

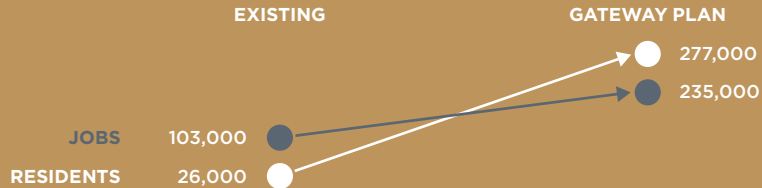


## Accessibility

### PERFORMANCE MEASURE

- The Gateway Plan would increase accessibility to reliable transit service.

#### PEOPLE WITHIN 1/2 MILE OF RELIABLE TRANSIT



## Efficient Land Use

### PERFORMANCE MEASURES

- The Gateway Plan would reduce VMT per capita on the Gateway Corridor and throughout the SACOG region.
- The Gateway Plan would increase bus and rail service to Downtown Sacramento, particularly from South Placer County communities.



## Economic Development

### PERFORMANCE MEASURES

- The Gateway Plan would reduce truck travel times between South Placer County and Downtown Sacramento by 5 percent.
- The Gateway Plan would increase travel choices to tourist and recreational destinations by increasing transit options (e.g., Capitol Corridor) and by reducing peak period corridor delay, which allows for more trip-making flexibility.
- The Gateway Plan includes the Capitol Corridor Third Track Project, which will preserve current Union Pacific Railroad freight operations and reliability for the benefit of regional goods movement.
- Similar to the weekday benefits to corridor delays and speeds, the Gateway Plan would improve peak weekend travel times.



## Air Quality

### PERFORMANCE MEASURE

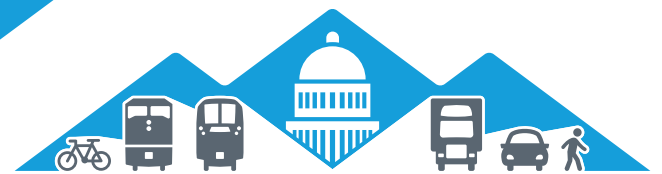
- The Gateway Plan would decrease emissions in the SACOG region, including CO, NO<sub>x</sub>, CH<sub>4</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and N<sub>2</sub>O.



## Safety

### PERFORMANCE MEASURE

- The Gateway Plan would further the “Towards Zero Deaths” goal by reducing the risk for collisions by reducing congestion and, in turn, the potential for congestion-related collisions. The Gateway Plan could also reduce the risk for bicycle- and pedestrian-involved collisions by improving active transportation facilities, especially near freeways.



PLACER-SACRAMENTO GATEWAY PLAN

**EXHIBIT 1 TO RESOLUTION NO. 20-16  
AMEND THE PLACER COUNTY TRANSIT SHORT-RANGE TRANSIT PLAN 2018-2025  
TO INCLUDE THE SOUTH PLACER COUNTY TRANSIT PROJECT**

**PCT Near-Term Implementation Plan**

\*To be added in Chapter 10 to the end of the Local Fixed Route Services section prior to the Dial-A-Ride Services section.

**Initiate Lincoln-Sacramento Light Rail Express Bus Service**

PCT express bus service should be initiated between downtown Lincoln and Sacramento Regional Transit's Watt/I-80 light rail station. This weekday service will consist of 30-minute frequency from 5:00 a.m. to 9:00 p.m. Service will begin in downtown Lincoln before serving the Lincoln Hills community with stops on Sterling Parkway and at the Twelve Bridges Boulevard park and ride lot. The route will then travel to Roseville via State Route 65 to the Galleria Mall, Sutter Hospital and Kaiser Hospital. After stopping at Kaiser Hospital, the service will then provide non-stop service to the Watt /I-80 light rail station. The bus route is depicted in Figure 1. Ridership is conservatively estimated at approximately 627 passenger-trips per day or approximately 160,000 passenger-trips per year.

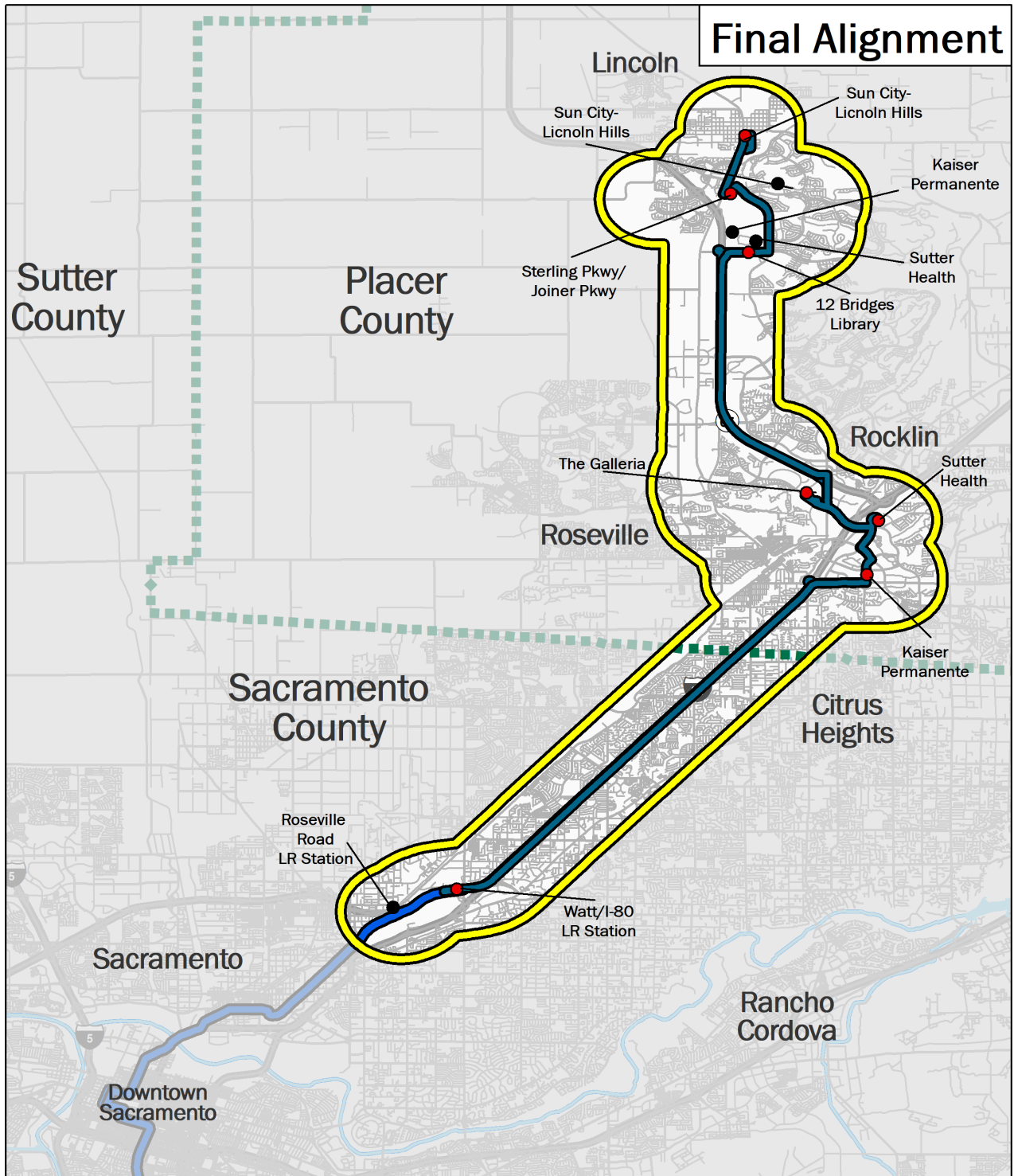
The Lincoln-Sacramento Light Rail Express Bus Service will help address mobility and traffic congestion issues resulting from population and employment growth within the State Route 65 corridor between I-80 and the City of Lincoln. The Lincoln-Sacramento Light Rail Express Bus Service will provide existing Placer and Sacramento County residents an additional mobility option through improved access to key commercial/office, education, regional medical facilities and shopping, and connection with light rail service in Sacramento. Access to these destinations is currently limited. With proposed 30-minute frequencies, the service will provide a competitive transit alternative to single occupant autos that will help reduce peak and off-peak corridor vehicle miles traveled and emissions. The service will also help promote active transportation (walking or biking) to/from bus stops.

The service will importantly provide additional seating capacity between Lincoln, Roseville and the Watt/I-80 light rail station, which should help alleviate existing Placer County Express and Roseville Transit commuter service capacity issues. Additional coordination will need to occur prior to service implementation between Placer County and the City of Roseville to maximize efficiency of the overall South Placer County transit route network.

The Lincoln-Sacramento Light Rail Express Bus Service will require the acquisition of five new buses (four operating and one spare). Operating costs are estimated at about \$1.8 million per year. Farebox revenues are estimated at approximately \$300,000 per year. Operating funds will consist of a mix of federal, State and local funds. Local funds used to support long term operations will require development and agreement of a funding plan involving various potential partners including the cities of Lincoln, Rocklin and Roseville. Capital funding for the purchase of new buses is expected to come from State discretionary funding.



# South Placer County Transit Project



**Placer County Transportation Planning Agency**  
Prepared by **wsp**

- Project Area
- Placer County
- SacRT Blue Line
- Final Alignment
- Stops

0 1.25 2.5 5 Miles

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## IN THE MATTER OF: ACCEPTANCE OF THE FINAL PLACER-SACRAMENTO GATEWAY PLAN

RESOLUTION NO. 20-15

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

**WHEREAS**, California Government Code Section 29532.1(c) identifies PCTPA as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, the California Transportation Commission developed the 2018 Comprehensive Multimodal Corridor Plan Guidelines in response to Senate Bill 1; and

**WHEREAS**, Streets and Highways Code Section 2396 requires the California Transportation Commission to adopt guidelines for the development of the Solutions for Congested Corridors Program; and

**WHEREAS**, the Solutions for Congested Corridors Program objective is to fund projects that make specific performance improvements and are part of a comprehensive multimodal corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects; and

**WHEREAS**, PCTPA worked collaboratively with Caltrans District 3, the Capitol Corridor Joint Powers Authority, the Sacramento Area Council of Governments, and a project development team comprised of 14 cities, counties, transit agencies, and transportation planning authorities located along the Placer-Sacramento Gateway corridor to develop the Placer-Sacramento Gateway Plan; and

**WHEREAS**, the Placer-Sacramento Gateway Plan has been developed as a comprehensive multimodal corridor plan in compliance with the California Transportation Commission's Comprehensive Multimodal Corridor Plan Guidelines to qualify projects for funding from the Solutions for Congested Corridors Program.

**NOW THEREFORE, BE IT RESOLVED** that the Placer County Transportation Planning Agency:

1. Accepts the Final Placer-Sacramento Gateway Plan.
2. Determines that the Final Placer-Sacramento Gateway Plan is statutorily exempt to further environmental review pursuant of the California Environmental Quality Act (CEQA) of 1970 as defined in State Guidelines, Section 15262, Planning and Feasibility Studies, for the implementation of CEQA.

**BE IT FURTHER RESOLVED** that the Executive Director is authorized to submit in partnership with the SACOG and Caltrans a Solutions for Congested Corridors (SCCP) Cycle 2 grant application to the California Transportation Commission (CTC).

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: AMEND THE PLACER  
COUNTY TRANSIT SHORT-RANGE TRANSIT  
PLAN 2018-2025 TO INCLUDE THE SOUTH  
PLACER COUNTY TRANSIT PROJECT**

**RESOLUTION NO. 20-16**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 22, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

**WHEREAS**, California Government Code Section 29532.1(c) identifies PCTPA as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, PCTPA, working closely with Placer County and the City of Roseville, has identified an opportunity to provide fixed-route bus service between downtown Lincoln and Sacramento Regional Transit's Watt / I-80 light rail station, called the South Placer County Transit Project, which will help address a key mobility and traffic congestion issue along the State Route 65 corridor between I-80 and downtown Lincoln; and

**WHEREAS**, the Placer County Short-Range Transit Plan (2018-2025) previously accepted by PCTPA on August 22, 2018 requires amendment to include the South Placer County Transit Project; and

**WHEREAS**, amending the Placer County Short-Range Transit Plan (2018-2025) to include the South Placer County Transit Project will allow PCTPA to pursue funding for said service and assist Placer County to qualify for future State, federal and local transit operating funds.

**NOW THEREFORE, BE IT RESOLVED** that the Placer County Transportation Planning Agency:

1. Amends the Placer County Transit Short-Range Transit Plan 2018-2025 to include the South Placer County Transit Project as shown in Exhibit 1.
2. Determines that the Short-Range Transit Plan Amendment is an activity exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970 as defined in State Guidelines, Section 15061(b)(3), for the implementation of CEQA.

**BE IT FURTHER RESOLVED** that the Placer County Transportation Planning Agency:

1. Determines that the South Placer County Transit Project is a project for the institution of passenger service on highway rights-of-way already in use and is a project statutorily exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970 pursuant to PUC 21080(b)(10).

**TO: PCTPA Board of Directors**

**DATE: April 22, 2020**

**FROM: Kathleen Hanley, Assistant Planner**

**SUBJECT: PLACER-SACRAMENTO ACTION PLAN CONTRACT**

**ACTION REQUESTED**

Authorize the Executive Director to negotiate and sign a consultant contract not to exceed \$1,000,000 for the Placer-Sacramento Action Plan (Action Plan).

**BACKGROUND**

PCTPA, Caltrans District 3, CCJPA and SACOG have been working together for more than a year to develop the Placer-Sacramento Gateway Plan. The Gateway Plan is being recommended for adoption on April 22, 2020, and outlines almost 150 projects to improve travel along the Placer-Sacramento Gateway Corridor. However, only eight of those projects are ready to pursue funding in 2020. The Action Plan will continue this corridor planning work by analyzing the remaining projects and selecting priority projects to pursue for competitive funding in 2022.

In addition to selecting priority projects, the Action Plan effort will include partnership with local agencies to move priority projects closer to implementation and an innovative community engagement program utilizing virtual reality technology. This will be pivotal in educating residents on the importance of transportation to quality of life, health issues and economic development along the corridor. This effort supports other programs such as a potential transportation sales tax measure in South Placer County and the NextGen Transit Study being led by SACOG this year. The construction of key transportation infrastructure projects will be important in an economic recovery following the COVID-19 crisis.

**DISCUSSION**

PCTPA is working with CCJPA, SACOG, and Caltrans District 3 to fully fund the Action Plan. To date \$649,000 has been secured from a Caltrans Sustainable Communities Planning Grant. PCTPA staff will continue discussions with the agencies along the corridor to secure additional funding.

A Request for Proposals (RFP) was mailed to qualified firms on February 10, with proposals due by March 20. A total of four firms submitted proposals that were reviewed by an evaluation committee consisting of representatives from PCTPA, SACOG, and Caltrans. Mark Thomas was identified as the top ranked firm. If a contract cannot be successfully completed with the first-place team, staff would then begin negotiations with the second-ranked team.

KH:LM:ML:ss

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

**Technical Advisory Committee Meeting Minutes**

**April 7, 2020 – 3:00 p.m.**

**ATTENDANCE**

**Technical Advisory Committee (TAC)**

Mengil Deane, City of Auburn  
Fallon Cox, Caltrans  
Chris Clardy, City of Colfax  
Ray Leftwich, City of Lincoln  
Brit Snipes, Town of Loomis  
Justin Nartker, City of Rocklin  
Mike Dour, City of Roseville  
Amber Conboy, Placer County  
Will Garner, Placer County  
Katie Jackson, Placer County  
Rich Moorehead, Placer County

**Staff**

Mike Luken  
Aaron Hoyt  
David Melko  
Luke McNeel-Caird  
Solvi Sabol  
Kathleen Hanley

This meeting was conducted via video conference call.

**Federal Infrastructure Bill - List of Stimulus Projects**

Mike Luken had asked the TAC for a list of shovel-ready projects in anticipation of a COVID-19 federal infrastructure package to stimulate the economy. This direction came out of a meeting with the City and Town Managers and Placer County Executive Officer regarding COVID-19 and will eventually be part of a larger effort with SACOG and the Water Association. The goal is to provide a multi-faceted list of projects to our federal and state delegation that would include transportation, water, sewer, and health care projects to demonstrate need and readiness. Luken will provide an updated list of projects to the TAC this week. This is the first iteration of this list and there will likely be future information needed as we receive more details on a stimulus package. David Melko noted that one of the eligibility requirements of the Recovery Act of 2009 (ARRA) included funding projects currently in a planning or programming document, i.e., the MTIP.

**Transportation Sales Tax – First Reading of Ordinance**

Mike Luken reported that based on the polling results presented at the last PCTPA Board meeting, the Board made the decision to cautiously move forward with social media outreach and observe what happens in April and May. If warranted, we will do a final poll in early to mid-June.

Mike noted jurisdictions are now taking the Expenditure Plan to their City/Town Councils and Board of Supervisors for approval. Roseville City Council has already approved the Expenditure Plan. The Board will be hearing the first reading of the Ordinance this month which includes the Expenditure Plan. In May, we will be asking the Board to approve the Ordinance and they will decide if polling is warranted based on the climate as it relates to the COVID 19 crisis.

## **FY 2019/20 Overall Work Program (OWP) and Budget – Amendment #2**

Luke McNeel-Caird had previously provided the FY 2019/20 OWP and Budget – Amendment #2 to the TAC. No comments have been received. McNeel-Caird noted the two new work elements – WE 24, South Placer Transit Project and WE 47, Riego Road/Baseline Road Widening and the additional funding for WE 60, Regional Transportation Funding strategy to reflect the approved budget for the funding strategy consultant. Luke acknowledged the budget issues that everyone is facing as a result of the current crisis, adding that we have never staffed up, and that we have a balanced budget of \$6.2 million. The TAC concurred with bringing the FY 2019/30 OWP and Budget – Amendment #2 to the Board this month.

Will Garner asked how 4<sup>th</sup> quarter LTF adjustments will the OWP and PCTPA member jurisdictions. In response to the likely reduction in Local Transportation Funding (LTF), McNeel-Caird explained that we received our LTF for FY 19/20 earlier in the year. It's anticipated that we will have to make an adjustment in FY 20/21. McNeel-Caird added that we will likely not have carryover and potentially will go into FY 20/21 with a negative balance. We will not see any data from the California Department of Tax and Fee Administration (CDTFA) for the month of March until May.

## **Placer-Sacramento Gateway Plan**

David Melko said that the Placer-Sacramento Gateway Plan (Gateway Plan) began 14 months ago. The goal was to prepare a comprehensive multimodal corridor plan that meets the Solutions for Congested Corridor (SCCP) Guidelines. Melko explained that the planning effort included a team of 14 agencies located along the study corridor and emphasized the robust outreach effort that was key in the development of the Gateway Plan. The draft Gateway Plan was released for public review in November. Twenty-six comments were received and, to the extent possible, these comments were addressed and acknowledged. David explained that we will be taking the Gateway Plan to the Board for acceptance this month. In addition, we will be asking that they amend the Short-Range Transit Plan (SRTP) to include the South Placer County Transit Project. Lastly, David added that we be requesting the Board authorize the Executive Director to submit an SCCP Cycle 2 grant application to the California Transportation Commission (CTC) in June. This would include eight projects that are have environmental clearance complete. The TAC concurred with the requested Board actions pertaining to the Gateway Plan. The direction the sales tax measure takes may impact this list of projects.

Luke McNeel-Caird expressed his appreciation to the jurisdictions in Placer and Sacramento counties who participated in the development of the Gateway Plan. Luke added that final comments are due by April 10<sup>th</sup> and any necessary revisions will be included in the plan that is being taken to the Board this month.

## **Placer-Sacramento Action Plan Contract**

Kathleen Hanley explained the Placer-Sacramento Action Plan (Action Plan) addresses the remainder of the 150 projects that were identified in the Gateway Plan. Kathleen noted that only eight of the 150 projects identified in the study area were ready to pursue funding in the 2020 Senate Bill 1 (SB1) cycle. Building on previous analysis and an innovative community engagement component which includes virtual reality technology, the Action Plan will advance priority projects closer to construction and better position them for competitive funding in 2022.

Kathleen Hanley said we released an RFP for the Action Plan in February and received four proposals. An evaluation committee consisting of our partners that include, SACOG, and Caltrans District 3 ranked the proposals and the top ranked firm was Mark Thomas. Action Plan efforts will continue into 2022



and once finished, we will consider pursuing a grant under SB1 Cycle 3. The Action Plan is partially funded by a Caltrans Sustainable Communities grant. The TAC concurred authorizing the executive director to sign a negotiate and sign a consultant contract for the Action Plan.

**Other Issues**

- a) **Low Carbon Transit Operations (LCTOP):** Aaron Hoyt provided an FY 2019/20 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate. Hoyt explained the allocation identifies funding for the South Placer Transit Project and City of Auburn Zero Emissions Bus purchase. The South Placer Transit project funding will serve as match funding for the Solutions for Congested Corridors application to purchase five buses to deliver this service. PCTPA will prepare an allocation request which will go to Caltrans and the California Air Resources Board (CARB) for review. TAC concurred with the funding allocation.
- b) **Western Placer Consolidated Transportation Services (WPCTSA) and Health and Human Services 211 Agreement:** Kathleen Hanley explained that Placer County directed Health and Human Services to implement a 211 service which offers free online and telephone support to community members to connect them with resources ranging from public transit, traffic information, disaster aid to health and human service. CTSA is going to enter into a funding partnership with Health and Human Services for \$50,000 for three years to ensure that it works well with our South Placer Transit Information service. Details of the service and its integration with South Placer Transit Information will be brought to the Transit Operators Working Group (TOWG). The TAC concurred with bringing this funding agreement to the Board in April.
- c) **Highway Infrastructure Program Apportionment – 2020:** Kathleen Hanley explained that this is the third year of receiving these funds. Previously these funds have helped bridge the funding gap on highway projects and therefore enabled the transfer of other funding on such as Nevada Street and the Colfax Roundabout. This year we are asking the Board to use the approximately \$360,000 as match funding for the I-80 Auxiliary Lanes Project. The TAC concurred.
- d) **Airport Land Use Compatibility Plan (ALUCP):** David Melko said proposals to update the ALUCP are due April 24<sup>th</sup>. We hope to go to the Board in June. Efforts to begin the update will start July 1<sup>st</sup>
- e) **Active Transportation Program:** Mike Luken said we were asked for our input regarding placing greater emphasis on Disadvantaged Communities and the Green Means Go criteria within the SACOG Regional ATP Cycle 5 guidelines. Luken said he responded to SACOG that PCTPA and its members jurisdictions do not support increased emphasis for disadvantaged communities beyond the current 25% threshold and a greater emphasis on projects that are part of Green Go which has not adopted definitive criteria as of yet.

**PCTPA Board Meeting:** Wednesday, April 22, 2020

**Next TAC Meeting:** Tuesday, March 10th - 3:00 pm

The TAC meeting concluded at approximately 3:40 pm.

SS:ML

**TO: PCTPA Board of Directors**

**DATE: April 22, 2020**

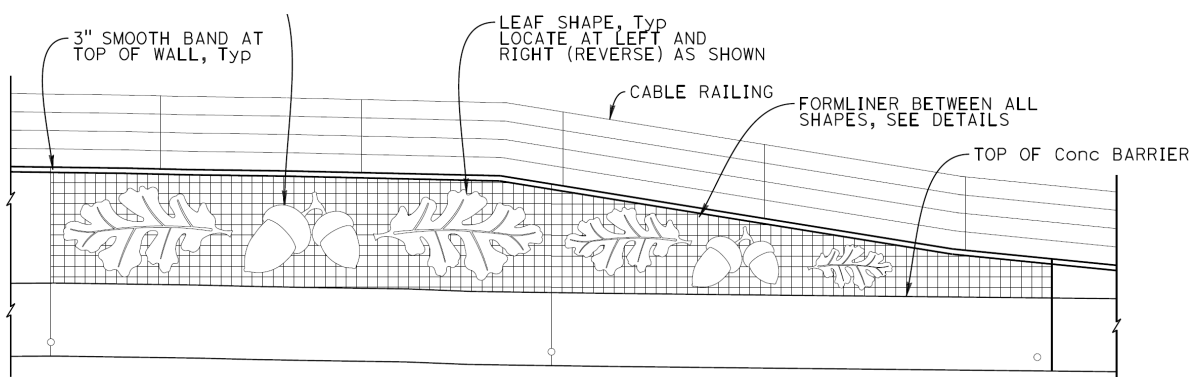
**FROM: Luke McNeel-Caird, Deputy Executive Director**

**SUBJECT: STATUS REPORT**

**1. Highway 65 Widening Phase 1 Design**

The Phase 1 project will add a third lane on southbound Highway 65 from Blue Oaks Boulevard to Galleria Boulevard and an auxiliary lane on southbound Highway 65 from Pleasant Grove Boulevard to Galleria Boulevard. The consultant team has been hard at work completing safety and constructability reviews through Caltrans, and the Phase 1 project reached a critical milestone with the submittal of 100 percent design plans to Caltrans and local agencies for final review. If a local funding source is secured, this project could start construction in 2021.

The project team, including PCTPA, Cities of Lincoln, Rocklin, and Roseville, County of Placer, Caltrans, and the United Auburn Indian Community, have been working over the last year on a corridor aesthetics master plan to create a holistic approach for Highway 65 from Interstate 80 to Lincoln Boulevard. As transportation projects are considered along Highway 65, the master plan will be used to create aesthetics unique to the specific area and coordinated along the corridor. The Highway 65 Widening Phase 1 project will be the first to incorporate a treatment to a new retaining wall under the Pleasant Grove Boulevard overcrossing (see proposal below).



LM:ML:ss

**April 7, 2020**

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

**FROM:** Cherri Spriggs, Principal, FSB Public Affairs

**RE:** March Summary of Activities for Funding Strategy Outreach Effort

*\*It should be noted that as "Shelter-In-Place" Directives were issued much of the outreach work turned virtual rather than in-person\**

---

Areas of focus this month were as follows:

**Legislation – Complete**

**Research – In Progress**

- Conducted March Survey
- Participated in numerous briefing calls

**Stakeholder Outreach – In Progress**

- Updated stakeholder universe
- Continued to meet individually with key stakeholders
- Held Stakeholder Meeting

**Partner Collaboration – In Progress**

- Connected with key partners

**Earned Media/Collateral Development/Paid Advertising – In Progress**

- Produced and delivered the expenditure plan
- Delivered electronic billboards and static billboard
- Delivered animated video
- Placed new digital advertising
- Continued social media response

**Account Management – In Progress**

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Continued Implementing Draft FY 2019-2020 Plan
- Updated Draft FY 2019-2020 Plan
- Prepared monthly report

FY-2019/20 OUTREACH PLAN	ELEMENTS
July 2019	<ul style="list-style-type: none"> <li>● Op-Ed SB 1 Funding, John Allard</li> <li>● Social Media with AIM</li> <li>● Legislative Support</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Advertising</li> <li>● Non-Profit Stakeholder Meeting</li> <li>● Stakeholder Meeting</li> <li>● Rocklin Chamber July Mixer at Quarry Park</li> <li>● Roseville Galleria Table</li> <li>● Expenditure Plan Booklet Production</li> </ul>
August 2019	<ul style="list-style-type: none"> <li>● Op-Ed, Evacuation/Emergency Responders, Devon Bell</li> <li>● Social Media Coordination with AIM</li> <li>● Legislative Support</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Advertising</li> <li>● Electronic Billboards</li> <li>● Roseville Galleria Table</li> <li>● Lincoln Chamber Executive Director's Breakfast</li> <li>● Expenditure Plan Booklet Production</li> </ul>
September 2019	<ul style="list-style-type: none"> <li>● Op-Ed, AB1413, Jim Holmes</li> <li>● Social Media Coordination with AIM</li> <li>● Legislative Support</li> <li>● Advertising</li> <li>● Electronic Billboards</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Rocklin Chamber Hot Chili Cool Cars</li> <li>● Roseville Splash</li> <li>● Roseville Chamber</li> <li>● Lincoln Showcase</li> <li>● Stakeholder Meeting</li> <li>● Roseville Galleria Table</li> <li>● Focus Group Prep</li> <li>● Expenditure Plan Booklet Production</li> </ul>
October 2019	<ul style="list-style-type: none"> <li>● Op-Ed, Safe Routes to School, Gayle Garbolino</li> <li>● Social Media Coordination with AIM</li> <li>● Legislative Support</li> <li>● Focus Groups</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Stakeholder Meeting</li> <li>● Loomis Eggplant Festival</li> <li>● Roseville Galleria Table</li> <li>● Earned Media Story Re: Transportation Needs &amp; Funding</li> <li>● Movie Theater Advertising</li> <li>● Small Business Summit</li> </ul>

FY-2019/20 OUTREACH PLAN	ELEMENTS
November 2019	<ul style="list-style-type: none"> <li>● <del>Due to Op Ed Back Up Skipping November</del></li> <li>● <del>Activity Coordination with AIM</del></li> <li>● <del>Roseville Galleria Table— November 9 Nancy/Mike Canceled</del></li> <li>● <del>January Survey Development</del></li> <li>● <del>Tier III &amp; Tier IV Presentations</del></li> <li>● <del>Movie Theater Advertising</del></li> <li>● <del>Roseville Holiday Parade</del></li> <li>● <del>Expenditure Plan Piece Production</del></li> <li>● <del>Direct Mail Piece Production</del></li> <li>● <del>Video Production— Emergency Study Fireman/Policeman/Ambulance</del></li> </ul>
December 2019	<ul style="list-style-type: none"> <li>● <del>Op Ed, Local Match &amp; Visitor Funding, Jeff Richardson</del></li> <li>● <del>Activity Coordination with AIM</del></li> <li>● <del>Survey Finalized to Take to December 5 Board Meeting</del></li> <li>● <del>Stakeholder Meeting</del></li> <li>● <del>Tier III &amp; Tier IV Presentations</del></li> <li>● <del>Movie Theater Advertising</del></li> <li>● <del>Roseville Galleria Table/Kiosk— December 7 Cherri/Kathleen</del></li> <li>● <del>Direct Mail Production</del></li> <li>● <del>Expenditure Plan Piece Production</del></li> <li>● <del>Video Production— Emergency Study Fireman/Policeman/Ambulance</del></li> <li>● <del>*Digital Advertising</del></li> </ul>
January 2020	<ul style="list-style-type: none"> <li>● <del>Survey in the Field</del></li> <li>● <del>Funding Strategy Town Hall Meeting @ William Jessup— January 16</del></li> <li>● <del>Activity Coordination with AIM</del></li> <li>● <del>Tier III &amp; Tier IV Presentations</del></li> <li>● <del>Direct Mail— Transportation Needs &amp; Funding</del></li> <li>● <del>Movie Theater Advertising</del></li> <li>● <del>Digital Advertising</del></li> </ul>
February 2020	<ul style="list-style-type: none"> <li>● <del>Op Ed, TBD Author &amp; Topic</del></li> <li>● <del>Tier III &amp; Tier IV Presentations</del></li> <li>● <del>Activity Coordination with AIM</del></li> <li>● <del>March Survey Development</del></li> <li>● <del>Stakeholder Meeting</del></li> <li>● <del>Direct Mail Production</del></li> <li>● <del>Video Production— How Transportation is Funded</del></li> <li>● <del>*Electronic Billboards</del></li> <li>● <del>*Movie Theater Advertising</del></li> <li>● <del>*Digital Advertising</del></li> </ul>
March 2020	<ul style="list-style-type: none"> <li>● <del>Op-Ed, Economic Development, Sherry Conway – Bumped due to COVID 19</del></li> <li>● <del>Activity Coordination with AIM</del></li> <li>● <del>Tier III &amp; Tier IV Presentations - Bumped due to COVID 19</del></li> </ul>

FY-2019/20 OUTREACH PLAN	ELEMENTS
	<ul style="list-style-type: none"> <li>● Roseville Galleria Table - <i>Bumped due to COVID 19</i></li> <li>● <del>Stakeholder Meeting</del></li> <li>● <del>Survey in the Field</del></li> <li>● <del>Survey Results Going to PCTPA Board</del></li> <li>● <del>Direct Mail Piece Hits Early March After Primary</del></li> <li>● <del>Video Production/Finalize How Transportation is Funded</del></li> <li>● <del>*Movie Theater Advertising</del></li> <li>● <del>*Digital Advertising</del></li> <li>● <del>Electronic Billboard Advertising</del></li> <li>● <del>Static Billboard Advertising</del></li> </ul>
<p><b>April 2020</b></p>	<ul style="list-style-type: none"> <li>● Op-ed, Transportation Needs &amp; Funding</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Activity Coordination with AIM</li> <li>● Roseville Galleria Table</li> <li>● Stakeholder Meeting</li> <li>● Activity Coordination with AIM</li> <li>● Cities Vote to Place on the Ballot</li> </ul>
<p><b>May 2020</b></p>	<ul style="list-style-type: none"> <li>● Op-Ed, Board Decision to Proceed, County Supervisor and PCTPA Board Chair</li> <li>● Cities Vote to Place on the Ballot</li> <li>● PCTPA Board Decision to Proceed</li> <li>● Earned Media Story Re: Decision</li> <li>● Stakeholder Meeting</li> <li>● Roseville 2020</li> <li>● Rocklin State of the City</li> <li>● Roseville Galleria Table</li> <li>● Activity Coordination with AIM</li> <li>● *Direct Mail Production</li> </ul>
<p><b>June 2020</b></p>	<ul style="list-style-type: none"> <li>● PCTPA Board Decision to Proceed (Alternate Date)</li> <li>● *Direct Mail Production</li> <li>● Activity Coordination with AIM</li> </ul>

## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** April 6, 2020  
**RE:** March 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 March.

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. AIM included this messaging in the 80/65 Interchange project update video and through various social media posts. AIM also implemented a guerilla marketing campaign that included moveable signage around the South Placer region, directing people to [KeepPlacerMoving.com](http://KeepPlacerMoving.com) to learn more about upcoming transportation projects.

### **PCTPA.net & Social Media**

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, Placer County's response to the COVID-19 crisis and other transportation and service update news.

Key social media posts included:

- Placer County Road Resurfacing Project
- Roseville Police Department: Pedestrian safety video
- 80/65 Interchange Video #8 Update
- Capitol Corridor Oakland Coliseum promotion

- Myth vs. Fact graphics (7)
- Placer County Hidden Falls regional park project
- Roseville Transit Game Day Express update
- CCJPA COVID-19 service update
- Auburn Transit service reduction
- Roseville Transit service update
- Placer County commuter bus service reduction
- City of Rocklin parks and trails update
- Auburn Bowman Road bridges project
- Capitol Corridor funding update
- Roseville Transit: public transportation essential service

Current social media page statistics include:

- Facebook – 1,780 Followers
  - *Previously 2/29: 1,760*
- Twitter – 1,387 Followers
  - *Previously 2/29: 1,345*
- Instagram – 964 Followers
  - *Previously 2/29: 882*

Key website analytics include:

- Total page views for the PCTPA website during March: 3,736
  - 22.78% of views were on the Home Page
  - 6.75% of views were on the Placer County bike map page
  - 5.03% of views were on the Action Plan page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during March: 435

## **80/65 Interchange Video #8 - Improving Emergency Response Time**

AIM distributed and launched the eighth 80/65 Interchange video update about emergency response and sent it to PCTPA for review. Interviewees included: Chief William Hack of Rocklin Fire Department, Chief Doug Lee of Lincoln Police and Fire Department, Chief Rick Bartee of Roseville Fire Department, Dr. Joseph Morris of Kaiser Permanente in Roseville, and Dr. Peter Hull of Sutter Health. This video has garnered 13,496 views across all platforms.

## **Media Relations**

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues.



## Project Assistance

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

AIM coordinated logistics for, developed and launched a project update for the Interstate 80 / Highway 65 Interchange Project.



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

March 31, 2020

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

### **Infrastructure**

Four developments this month:

1. Post the CARES Act– There is already talk about a Phase 4 coronavirus economic stimulus bill, possibly for May. Items being discussed for inclusion are regulatory reform, corporate tax relief, sick leave benefits, health care worker and pension protections, funds for state and local governments, executive compensation, stock buybacks, and infrastructure. Regarding infrastructure, the Republicans say they support putting the government and the private sector together to improve transportation and other core infrastructure needs while the Democrats are talking about direct government spending on roads, transit, rail, clean energy, water education, hospitals, broadband, and housing, among other priorities. Senator Barrasso, Chair of the Environment and Public Works Committee, has already said that he wants the Committee’s bipartisan FAST Act reauthorization bill included in any infrastructure package.

2. Pre “shutdown” - Democratic staff from the T&I Committee met with legislative assistants of Committee members to discuss their infrastructure priorities. No details disclosed.

3. Majority Leader Hoyer continued to work on the Democratic leadership \$2B infrastructure proposal. They’ve apparently settled on how to allocate \$1.5B so far, but beyond what was revealed at the press conference and what DeFazio and Pallone put on table, no other details have been disclosed.

4. The National Association of Counties held its annual conference recently and T&I Committee members appeared on a panel. They said all infrastructure funding ideas are on the table including P3, fuel taxes, tolling, battery taxes, etc.

To review, on January 28, the House Democratic leadership along with the chairs of the key congressional committees of jurisdiction (T&I, Energy and Commerce, and Ways and Means) rolled out a mega infrastructure framework – with more details and legislative language to follow – that focuses on surface transportation issues, broadband, 911 updates, brownfields, safe

drinking water, with mention of housing, education and natural resources. See the following: <https://transportation.house.gov/imo/media/doc/Moving%20Forward%20Framework.pdf>.

## **President's FY21 Infrastructure Budget**

To review, the President's FY21 Budget has two major infrastructure components. The first is a \$810 billion, 10-year reauthorization of surface transportation programs. The second is a \$190 billion in investments across a range of infrastructure, as follows:

- **\$60 Billion for a new Building Infrastructure Great grants program:** This “mega-projects” program will focus on delivery of such projects across a range of sectors: surface transportation road, bridge, rail, transit, pipeline, landside port, and intermodal connection capital investments; lock, dam, and canal investments; drinking water and waste treatment capital investments; and energy and broadband capital investments.
- **\$50 billion for a new Moving America's Freight Safely and Efficiently program.** This program will support projects with significant economic, mobility, and safety benefits on our strategic highway, rail, port, and waterway freight networks.
- **\$35 billion for a new Bridge Rebuilding program.** This program will make targeted investments in critical bridge infrastructure to restore them to good condition. \$12 billion will be provided for “off- system” bridges allocated via formula, and \$23 billion will be provided for larger bridges via a competitive process.
- **\$25 billion for a new Revitalizing Rural America program.** This program focuses on the needs and contributions to our economy made by rural communities and helps them deliver broadband, transportation, water and other infrastructure projects.
- **\$20 billion for a Transit State of Good Repair Sprint program.** The program will focus exclusively on rehabilitating existing transit assets (no new capacity projects).
- **\$6.5 billion for a Public Lands Infrastructure Fund.** This program would address the deferred maintenance backlog in our national parks, forests, wildlife refuges and other public lands, along with Bureau of Indian Education school.

## **Senate Highway Bill**

FAST Act reauthorization required by Sept. 30 when current program expires. Senate EPW has reported its version of the bill (see below). Other Senate committees that need to act include Banking (mass transit), Commerce (trucking, rail and safety), and Finance (how to pay for the bill). Senate Banking Committee held an authorization hearing on Feb. 25. House T&I working on a draft. Other House committees that need to act include Energy and Commerce (safety) and Ways and Means (how to pay for the bill).

To review, the EPW bipartisan bill would authorize \$287 billion in highway spending, 90- percent of which would be distributed to the states by formula. The bill also features

a title on climate change, which would authorize \$10.8 billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

## **Earmarks**

**Status:** No new developments. Continue to monitor in conjunction with the Office of House Majority Leader.

To review, recent reports indicate discussion, and in some cases real interest, in bringing back earmarks. Many House Democrats have voiced support for overturning the current ban on earmarks. Most noticeably is Majority Leader Hoyer who is shopping an earmark return plan that would require for every earmark the recipient be a public, not a private entity, the Member requesting the earmark be identified, the earmark project be located in the Member's district/state, and the Member acknowledge under penalty that he or she has no vested interest in the earmark project. Transparency and accountability, Hoyer says, are the cornerstones of his proposal. To date, House Republicans are either opposed or silent on the return as are Senate republicans. Senate Democrats support overturning the ban with accompanying stringent rules.

## **Bill Tracking**

H.R.4780 — 116th Congress (2019-2020)

### **National Infrastructure Investment Corporation Act of 2019**

**Sponsor:** Rep. Carbajal, Salud O. [D-CA-24] (Introduced 10/22/2019) **Cosponsors:** (0)

**Committees:** House - Transportation and Infrastructure

H.R.4687 — 116th Congress (2019-2020)

### **SMART Infrastructure Act**

**Sponsor:** Rep. Rouda, Harley [D-CA-48] (Introduced 10/16/2019) **Cosponsors:** (3, now 5)

**Committees:** Transportation and Infrastructure; Science, Space, and Technology; Agriculture; Energy and Commerce

S.352 — 116th Congress (2019-2020)

### **BUILD Act**

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

**Committees:** Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

H.R.180 — 116th Congress (2019-2020)

### **Build America Act of 2019**

Sponsor: [Rep. Hastings, Alcee L. \[D-FL-20\]](#) (Introduced 01/03/2019) Cosponsors: (7, now 12)  
Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

[S.146](#) — 116th Congress (2019-2020)

### **Move America Act of 2019**

Sponsor: [Sen. Hoeven, John \[R-ND\]](#) (Introduced 01/16/2019) Cosponsors: (1)  
Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

[H.R.658](#) — 116th Congress (2019-2020)

### **National Infrastructure Development Bank Act of 2019**

Sponsor: [Rep. DeLauro, Rosa L. \[D-CT-3\]](#) (Introduced 01/17/2019) Cosponsors: (60, now 61)  
Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

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

### **RAPID Act**

Sponsor: [Sen. Cornyn, John \[R-TX\]](#) (Introduced 02/06/2019) Cosponsors: (1)  
Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

S.403 — 116th Congress (2019-2020)

**IMAGINE Act**

Sponsor: Sen. Whitehouse, Sheldon [D-RI] (Introduced 02/07/2019) Cosponsors: (5, now 7)  
Committees: Environment and Public Works. Encourages the use of innovative construction materials and techniques to accelerate the deployment, extend the service life, improve the performance, and reduce the cost of domestic transportation and water infrastructure projects.

H.R.228 — 116th Congress (2019-2020)

**Increase Transportation Alternatives Investment Act of 2019**

Sponsor: Rep. Velazquez, Nydia M. [D-NY-7] (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.

H.R.880 — 116th Congress (2019-2020)

**Surface Transportation Investment Act of 2019**

Sponsor: Rep. Brownley, Julia [D-CA-26] (Introduced 01/30/2019) Cosponsors: (1)  
Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses.  
The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

S.1518 — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4)  
Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

H.R.3134 — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: Rep.

Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2)  
Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.