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# A G E N D A

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

**Wednesday, May 22, 2019**

**3:00 p.m. ← Note new time!**

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

- A. Flag Salute**
- B. Roll Call**
- C. Closed Session – Conference Room A** **Action**  
Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9):  
  
NAME OF CASE: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)
- D. Approval of Action Minutes: April 24, 2019** **Action**  
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**  
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. 2019 Highway Infrastructure Program (HIP) Apportionments Pg. 4
  2. Master Agreement and Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2019/20 - \$57,900 Pg. 6
  3. Nevada Station Operating Budget for FY 2019/20 and 2020/21 Pg. 8

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**May 22, 2019**  
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4.	FY 2018/19 Placer County Claim for State Transit Assistance (STA) - \$1,093,886	Pg. 9
<b>H.</b>	<b>Consent Calendar: Western Placer Consolidated Transportation Services Agency</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.	<b>Action</b> Pg. 14
1.	Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2019/20 – Richardson & Company: \$5,500	Pg. 15
<b>I.</b>	<b><u>PUBLIC HEARING – CONTINUED FROM APRIL 24:</u></b> <b>Consideration of an Appeal of Consistency Determination for the Verizon Cell Tower Minor Use Permit Modification</b> <i>Staff presentation by David Melko</i>	<b>Action</b> Pg. 17
<b>J.</b>	<b>Dry Creek West Multi-Use Trail Planning and Feasibility Study</b> Accept the Dry Creek Greenway West Multi-Use Trail Planning and Feasibility Study Final Report as complete for purposes of the Caltrans Planning grant and direct staff to submit the final report to Caltrans pending any changes by the Roseville City Council and Placer County Board of Supervisors. <i>Staff presentation by Aaron Hoyt</i>	<b>Action</b> Pg. 47
<b>K.</b>	<b>Final FY 2019/20 Overall Work Program (OWP) and Budget</b> Authorize the Executive Director to submit the attached final FY 2019/20 Overall Work Program (OWP) and Budget to Caltrans <i>Staff presentation by Luke McNeel-Caird</i>	<b>Action</b> Pg. 53
<b>L.</b>	<b>Executive Director’s Report</b>	<b>Info</b>
<b>M.</b>	<b>Board Direction to Staff</b>	
<b>N.</b>	<b>Informational Items</b>	<b>Info</b>
1.	PCTPA TAC Minutes – May 7, 2019	Pg. 55
2.	Status Reports	
a.	PCTPA – April 2019	Pg. 58
b.	AIM Consulting – April 2019	Pg. 74
c.	Key Advocates – April 2019	Pg. 77
d.	FSB – April 2019	Pg. 81
e.	Smith, Watts & Hartman – April 2019	Pg. 83
3.	Newspaper Articles	Pg. 84
4.	WPCTSA Financial Reports – March 31, 2019	<i>Under separate cover</i>

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
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***Next Regularly Scheduled PCTPA Board Meeting***  
***June 26, 2019***  
***9:00 AM***

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

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

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

<b>PCTPA Board Meetings – 2019</b>	
Wednesday, January 23	Wednesday, July 24
Wednesday February 27	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22 – 3:00 PM	Wednesday, December 4
Wednesday, June 26	



# MINUTES

**REGULAR MEETING OF THE  
Placer County Transportation Planning Agency  
Western Placer Consolidated Transportation Services Agency  
Airport Land Use Commission**

**April 24, 2019 at 9:00 AM  
Placer County Board of Supervisors Chambers  
175 Fulweiler Avenue  
Auburn, CA 95603**

## **ROLL CALL**

John Allard  
Ken Broadway  
Trinity Burruss, Vice Chair  
Clark-Crets  
Jim Holmes, Chair  
Paul Joiner  
Cheryl Maki  
Kirk Uhler  
Jaime Wright

## **STAFF**

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

**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)**

There was no public comment on this item. After the PCTPA Board returned from Closed Session, Chair Holmes announced that no action was taken.

## **APPROVAL OF ACTION MINUTES – MARCH 27, 2019**

Upon motion by Joiner and second by Broadway, the minutes of March 27, 2019 were unanimously approved.

## **PUBLIC COMMENT**

Lee Bastien, Sheridan Municipal Advisory Council, provided commentary regarding the community requests to build Phase 2B of the Lincoln Bypass.

## **CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

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

1. 2018 Highway Infrastructure Program (HIP) Apportionments
2. FY 2017/2018 TDA Financial Audits (under separate cover)
3. FY 2018/19 City of Lincoln Claim for Local Transportation Funds (LTF) - \$2,682,645
4. FY 2018/19 City of Lincoln Claim for State Transit Assistance (STA) Funds - \$322,843
5. Reprogram PCTPA Congestion Mitigation & Air Quality (CMAQ) Funds from Highway 49 Sidewalk Gap Closure to City of Auburn Nevada Street Pedestrian and Bicycle Facilities
6. FY 2018/19 Town of Loomis Claim for Local Transportation Funds (LTF) - \$376,752
7. FY 2018/19 Town of Loomis Claim for State Transit Assistance (STA) Funds - \$45,341
8. FY 2018/19 City of Lincoln Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$171,548

**CONSENT CALENDAR: WESTERN LACER COUNTY TRANSPORTATION PLANNING AGENCY**

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

1. FY 2019/20 South Placer County Transportation Call Center Budget - \$567,710

**PUBLIC HEARING: CONSIDERATION OF AN APPEAL OF THE CONSISTENCY DETERMINATION FOR THE VERIZON CELL TOWER MINOR USE PERMIT MODIFICATION**

Chair Holmes reported that this item is to be continued. Mike Luken added that this item will be heard at the next meeting of the Placer County Airport Land Use Commission (May 22, 2019).

**TRANSPORTATION FUNDING OUTREACH-EXPENDITURE PLAN: RECOMMEND APPROVAL IN CONCEPT OF THE EXPENDITURE PLAN FOR THE FUNDING OUTREACH PROGRAM.**

Mike Luken, Executive Director, presented the staff report. An update was provided on AB 1413 and the transportation outreach plan. Luken updated the Board on the expenditure plan as provided in the agenda packet.

**Public Comment:** Michael Garrabedian, Placer Group Sierra Club, spoke in opposition to the expenditure plan as provided.

It was moved/seconded (Uhler/Broadway) and passed by unanimous vote that the Board approve in concept the expenditure plan for the funding outreach program as provided.

**HIGHWAY 65 WIDENING PHASE 1 CONSULTANT CONTRACT AND PROJECT UPDATE**

Luke McNeel-Caird, Deputy Executive Director, presented the staff report. McNeel-Caird introduced Chris Benson and Lauren Reinking, project consultants from CH2M/Jacobs. McNeel-Caird recognized Rod Murphy, project manager for Caltrans. McNeel-Caird and Chris Benson gave a presentation on the Highway 65 Widening Phase 1 project.

It was moved/seconded (Joiner/Wright) and passed by unanimous vote to authorize the Executive Director to negotiate and sign a budget adjustment, not to exceed \$795,000, with

CH2M/Jacobs for services to complete the final design to make the Highway 65 Phase 1 Project ready for construction.

**EXECUTIVE DIRECTOR’S REPORT**

Mike Luken, Executive Director, reported that the first public meeting of the Placer-Sacramento Gateway Plan occurred on April 23<sup>rd</sup>. This comprehensive plan includes fourteen jurisdictions and will help guide the direction of mobility options on the I-80 and SR 65 corridors. Luken added the objective of the plan is to make PCTPA and the region more competitive for SB 1 funding.

Mike Luken said that PCTPA was invited to participate in SACOG’s strategic planning retreat process along with other agencies throughout the region.

Lastly, Mike Luken reported that our May 22 meeting will be held at 3:00 pm in order to participate in the Roseville 2019 event.

**ADOURN**

Chair Holmes adjourned the meeting at approximately 9:40 am.

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Mike Luken, Executive Director

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Jim Holmes, Chair

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

**TO: PCTPA Board of Directors**

**DATE: May 22, 2019**

**FROM: Michael Luken, Executive Director**

**SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for the May 22, 2019 agenda for your review and action.

1. 2019 Highway Infrastructure Program (HIP) Apportionments  
The 2019 Federal Appropriations Act included additional funding under the Highway Infrastructure Program. The total apportionment to California was approximately \$256 million, with \$1,248,730 distributed to PCTPA based on Caltrans distribution formula. The HIP funding has specific deadlines on expenditures and no deadline extensions are allowed. Therefore, PCTPA Board approval is requested to allocate \$350,000 of HIP funding to the City of Colfax for the construction of the South Auburn Street and Interstate 80 Roundabout Project, which will leverage \$1.25 million in Caltrans discretionary funding and will allow the project to begin construction this summer. The PCTPA TAC has concurred with this request and staff recommends Board approval. The remaining \$898,730 will be allocated at a future PCTPA Board meeting.
2. Master Agreement and Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2019/20 - \$57,900  
A Request for Proposals was distributed to qualified auditing firms and posted to the PCTPA website on March 1, 2019. One proposal from Richardson & Company, LLP (PCTPA's incumbent independent auditor for the prior five fiscal years) was received by the deadline of March 29, 2019. Based upon staff's review of the proposal and in recognition of the firm's qualifications and extensive experience with auditing public entities, Transportation Development Act (TDA) funding, and transportation and transit agencies, staff is requesting Board authorization to sign a contract with Richardson and Company. Staff recommends approval of the attached Master Agreement and Letter of Task Agreement for FYE June 30, 2019. TDA compliance audit services for \$39,700 and \$18,200 for PCTPA fiscal audit services, for a total of \$57,900 as budgeted in the Agency's FY 2019/20 Overall Work Program and Budget.
3. Nevada Station Operating Budget for Fiscal Years 2019/20 and 2020/21  
In December 2003, PCTPA completed the purchase of the Nevada Station office building at 249-299 Nevada Street in Auburn to house the Agency's operations. In doing so, the Agency has also become a landlord, charged with the responsibility of operating and maintaining the building, negotiating commercial leases, and resolving property and tenant issues. Because of certain powers needed to obtain bond financing that are not specifically held by PCTPA, the South Placer Regional Transportation Authority (SPRTA) agreed to be the conduit for the financing of the purchase of the Nevada Station. Under this arrangement, SPRTA is listed as the official owner of the building and fully leases it to PCTPA. PCTPA, in turn, handles all management, operations,

maintenance and repairs, tenant leasing, rental collection, and bond payments. Under the terms of the ownership arrangement, the bi-annual budget is approved by both SPRTA and PCTPA. The budget to actual figures for Fiscal Year (FY) 2017/18 and 2018/19 (as estimated through 6/30/19) are attached. MUFG Union Bank, which services the bonds, requires that the Agency certify that bond payments are included in the building's operating budget and are included accordingly. The PCTPA and SPRTA TACs have concurred with this request. Staff is requesting the Board's certification and approval of the proposed Nevada Station operating budgets for FY 2019/20 and 2020/21.

4. FY 2018/19 Placer County Claim for State Transit Assistance (STA) – \$1,093,886  
Placer County submitted a claim for \$1,093,886 in STA funds for FY 2018/19 for transit purposes. The County's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

ML:LM:ss



May 22, 2019

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

SUBJECT: LETTER OF TASK AGREEMENT #19-01  
BETWEEN RICHARDSON & COMPANY, LLP AND  
THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Dear Ms. Sheipline:

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

- 1) Incorporated Master Agreement: This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Richardson & Company, LLP in fiscal year 2019/20. This signed Letter of Task Agreement comprises the contract between Richardson & Company, LLP and PCTPA.
- 2) Term: Consultant services are to commence July 1, 2019 and shall be completed in such a sequence as to assure that the project is on budget and on schedule, but in any event, all of the services required herein shall be completed no later than June 30, 2020. Extensions to this contract may be made with the agreement of both parties.
- 3) Scope of Services:
  - Richardson & Company, LLP will perform the tasks for the fiscal year ending June 30, 2019 as described in the proposal submitted to PCTPA, dated March 29, 2019, in accordance with standard accounting practices and standards for government entities.
  - Consultant will perform the independent fiscal audit of PCTPA, the single audit of PCTPA federal funds as necessary, the compliance audits of Transportation Development Act (TDA) claimants in Placer County pursuant to Public Utilities Code 99245, the audits of Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Transit System, Safety, Security and Disaster Response Fund (TSSSDR), Low Carbon Transit Operations Program (LCTOP), State of Good Repair Fund (SGR), assist with entries and compliance with GASB 68 and 75 for pension and other postemployment benefit plans, preparation of financial statements and the State Controller’s Financial Transactions Report for PCTPA.
  - Richardson & Company, LLP engagement letter, dated April 25, 2019, is an integral part of this agreement and further clarifies the scope of services to be conducted and audit objectives and procedures.
- 4) Personnel: Consultant shall provide its own personnel to perform the work in the proposal. Consultant shall provide administrative support and overhead expenses.

5) Compensation:

Fiscal and TDA Compliance Audit and PCTPA Single Audit - For services rendered in FY 2019/20, Consultant will receive a sum of \$57,900 (\$14,500 for the audit and preparation of financial statements of PCTPA, \$39,700 for the TDA claimants, and \$3,700 for PCTPA's Single Audit).

Additional Services – In FY 2019/20, should any of the claimant audits require a large number of adjustments that result in exceptional additional time or in the event the scope of the audit has to be increased, Consultant may bill hourly for these additional services only upon discussion with and agreement by PCTPA staff. Consultant's hourly rates are included in the attached Engagement Letter.

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

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to Shirley LeBlanc, Fiscal/Administrative Officer at (530) 823-4030.

Sincerely,

Accepted by:

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

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

Encl.

NEVADA STATION - OPERATING BUDGET  
 BUDGET TO ACTUAL: FY's 2017/18 - 2018/19  
 PROPOSED BUDGET: FY's 2019/20 - 2020/21

	FY 2017/18		FY 2018/19		PROPOSED BUDGET	
	BUDGET	ACTUAL	BUDGET	ACTUAL (Projected)	FY 2019/20	FY 2020/21
<b>GROSS INCOME - PROJECTED</b>						
TENANT RENTAL INCOME	305,464	285,455	314,498	299,222	327,928	336,646
INTEREST INCOME	500	513	500	550	500	500
LESS: 5% VACANCY & CREDIT LOSS	(7,609)	-	(7,874)	-	(8,358)	(8,570)
<b>TOTAL EFFECTIVE INCOME</b>	<b>298,355</b>	<b>285,968</b>	<b>307,124</b>	<b>299,772</b>	<b>320,069</b>	<b>328,576</b>
<b>OPERATING EXPENSES - PROJECTED</b>						
ACCOUNTANT/ATTORNEY	500	-	500	-	500	500
CARPET CLEANING	250	-	250	-	250	250
ELEVATOR MAINT/LICENSE	4,500	2,551	4,500	2,529	2,750	3,000
FIRE EXTINGUISHERS	100	-	100	62	100	100
GARBAGE DISPOSAL	3,800	3,823	3,900	3,963	4,000	4,250
GUTTER CLEANING	150	-	150	-	150	150
HVAC MAINTENANCE	1,000	918	1,000	1,130	1,250	1,500
INSURANCE	3,500	3,461	3,750	3,552	3,750	4,000
JANITORIAL SERVICE	4,000	3,840	4,250	3,840	4,000	4,250
LANDSCAPING SERVICE	5,500	5,400	5,750	5,475	5,750	5,750
LIGHTING	500	-	500	1,000	750	750
LOCKSMITH	150	641	150	100	250	250
MANAGEMENT - PCTPA ADMINISTRATION	16,000	15,918	16,000	16,391	15,000	15,000
MANAGEMENT - BLDG ASSESSMENT	-	-	-	-	5,000	-
MANAGEMENT - MAINTENANCE SERVICES	-	-	-	-	5,000	10,000
MISC REPAIRS & EXPENSES	5,000	762	5,000	2,730	5,000	5,000
PCWA	2,500	1,961	2,500	2,209	2,500	2,750
PG&E	2,000	1,579	2,250	1,541	1,750	2,000
PHONE (ELEVATOR)	500	508	500	483	500	500
PLUMBING / ELECTRICAL	1,000	652	1,000	2,407	2,000	2,250
REAL ESTATE TAXES	2,500	2,964	2,500	2,292	2,500	2,500
RESTROOM SUPPLIES	1,000	910	1,000	697	1,000	1,000
SECURITY	1,000	504	1,000	694	1,000	1,000
SEWER FEES	3,500	3,386	3,500	3,381	3,500	3,500
WINDOW WASHING	750	-	750	895	1,000	1,000
TRANSFER TO RESERVE - HVAC (12 units)	-	-	-	-	12,500	15,000
TRANSFER TO RESERVE - PAINTING/SIDING (Exterior)	8,500	8,500	8,500	11,000	5,000	5,000
TRANSFER TO RESERVE - PARKING LOT PAVING	-	-	-	-	-	-
TRANSFER TO RESERVE - ROOFING REPAIRS	500	3,800	500	13,000	5,000	5,000
<b>TOTAL OPERATING EXPENSES</b>	<b>68,700</b>	<b>62,078</b>	<b>69,800</b>	<b>79,371</b>	<b>91,750</b>	<b>96,250</b>
<b>NET INCOME</b>	<b>229,655</b>	<b>223,890</b>	<b>237,324</b>	<b>220,401</b>	<b>228,319</b>	<b>232,326</b>
<b>NON-OPERATING EXPENSES</b>						
DEBT SERVICE (Principal + Interest)	192,255	191,861	189,099	188,469	190,482	191,099
BOND TRUSTEE ADMIN FEE	2,900	2,150	2,900	2,150	2,150	2,150
MISC. NON-OPERATING	750	741	750	831	750	750
LEASE COMMISSIONS	1,250	2,532	1,250	2,500	2,500	2,500
TENANT IMPROVEMENTS	1,500	4,761	1,500	5,000	5,000	5,000
BOND COUNSEL	250	-	500	-	500	500
<b>TOTAL NON-OPERATING EXPENSES</b>	<b>198,905</b>	<b>202,044</b>	<b>195,999</b>	<b>198,950</b>	<b>201,382</b>	<b>201,999</b>
TRANSFER FROM PCTPA RESERVES	-	-	-	-	-	-
DUE TO PCTPA - PROPERTY MGMT.	15,000	13,704	15,000	19,339	10,137	-
DUE TO PCTPA - NOTE PAYABLE	35,000	-	35,000	10,000	15,000	30,000
<b>NET OPERATING CASH FLOW</b>	<b>(4,250)</b>	<b>8,141</b>	<b>6,324</b>	<b>(7,888)</b>	<b>1,800</b>	<b>327</b>
<b>CUMULATIVE CASH FLOW RESERVE</b>				<b>253</b>	<b>2,053</b>	<b>8 2,380</b>

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM: CLAIMANT: County of Placer  
ADDRESS: 3091 County Center Dr. , Ste. 220  
Auburn, CA 95603  
CONTACT PERSON: Becky Correa  
Phone: 530-745-3599 Email: bcorrea@placer.ca.gov

The County of Placer 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 \$ 1,093,886 for Fiscal Year 2018/2019 , 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):	\$ <u>\$760,000</u>
Transit Capital (6730a):	\$ <u>\$333,886</u>
Contracted Transit Services (6731b):	\$ _____
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 Placer County

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

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

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

TITLE: Chairman, Board of Supervisors

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

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

**PCTPA LTF ANNUAL CLAIM FORM**  
**PROJECT AND FINANCIAL PLAN**

Briefly describe all proposed projects and indicate proposed expenditures by your agency for the ensuring fiscal year for purposes related to public transportation, pedestrian and bicycle facilities, and streets and roads. Provide each project a title and number. (Use additional forms as necessary)

Claimant PLACER COUNTY

Fiscal Year 2018/19

Brief Project Description	Project Cost	Source of Funding
Placer County Transit Operations - 2018/2019	Salaries & Benefits: \$3,082,558	LTF – PCTPA \$3,100,000
	Services & Supplies \$4,151,355	<b>STA – PCTPA \$675,000</b>
	Other \$180,540	FTA 5307 \$975,000
	Contingency \$125,000	FTA 5311 \$15,000
		SGR – PCTPA \$132,795
		Fares \$798,400
		Other Agency \$1,488,500
	Interest \$11,400	
	Other \$343,358	
	<b>Total: \$7,539,453</b>	<b>Total: \$7,539,453</b>
Placer County Transit Capital 2018/2019	Upgraded Bus Equipment & Installation \$228,000	Prop 1b \$228,000
	<b>Total: \$228,000</b>	<b>Total: \$228,000</b>
Tahoe Area Regional Transit Operations 2018/2019	Salaries & Benefits: \$3,245,007	LTF – TRPA \$626,800
	Services & Supplies \$3,049,352	LTF – PCTPA \$1,000,000
	Other \$365,600	STA – TRPA \$316,000
	Contingency \$65,000	<b>STA – PCTPA \$85,000</b>
		FTA 5307 \$700,000
		FTA 5311 \$350,000
		SGR – PCTPA \$49,172
	SGR – TRPA \$50,088	
	Fares \$528,800	
	Other Agency \$3,019,099	
	<b>Total: \$6,724,959</b>	<b>Total: \$6,724,959</b>
Tahoe Area Regional Transit Capital 2018/2019	1 Bus \$572,670	FTA 5307 CMAQ \$450,000
	Upgraded Bus Equipment & Installation \$211,330	SGR - PCTPA \$122,670
		Prop 1b \$211,330
	<b>Total: \$784,000</b>	<b>Total: \$784,000</b>
<b>TOTAL TRANSIT</b>	<b>\$15,276,412</b>	<b>\$15,276,412</b>
Capital Reserve	1 Commuter Bus \$575,000 (Total of 5 to Replace)	<b>STA-PCTPA FY18/19 \$333,886</b> STA FY 20/21 \$241,114
<b>TOTAL STA – PCTPA</b>		<b>\$1,093,886</b>

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE TRANSIT ASSISTANCE FUNDS TO  
THE COUNTY OF PLACER**

**RESOLUTION NO. 19-09**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 22, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

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Chair  
Placer County Transportation Planning Agency

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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 County of Placer of \$1,093,886 in State Transit Assistance Funds (PUC 99313 & 99314) for transit operations (section 6730a) in the amount of \$679,729 and transit capital in the amount of \$333,886 (section 6730a).

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.

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

**In the matter of:** A Resolution to execute a claim in the amount of \$1,093,886 for FY 2018-19 State Transit Assistance Funds and submit to the Placer County Transportation Planning Agency

Resolution No: \_\_\_\_\_

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on \_\_\_\_\_ by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

\_\_\_\_\_  
Chair, Board of Supervisors

Attest:

\_\_\_\_\_  
Clerk of said Board

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WHEREAS, the California Public Utilities Code Commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizing State Transit Assistance funding available through the 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 State Transit Assistance Funds.

BE IT RESOLVED, by the Board of Supervisors, County of Placer, State of California, to execute the attached FY 2018-19 State Transit Assistance Fund Claim to the Placer County Transportation Planning Agency, in the amount of \$760,000 of State Transit Assistance Funds for transit operations and \$333,886 for future a future capital project as authorized by Section 99200 of the California Public Utilities Code and Section 6600 of the California Code of Regulations.





Consolidated  
Transportation  
Services Agency

## ***MEMORANDUM***

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**TO:** WPCTSA Board of Directors  
**FROM:** Michael Luken, Executive Director  
**SUBJECT:** CONSENT CALENDAR

**DATE:** May 22, 2019

Below are the Consent Calendar items for the May 22, 2019 agenda for your review and action.

1. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2019/20 – Richardson & Company: \$5,500  
Staff recommends approval of the attached Letter of Task Agreement for FYE June 30, 2019 Financial Audit services with Richardson & Company for \$5,500 and will be included in the Agency's upcoming FY 2019/20 budget.

ML:ss



May 22, 2019

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

**SUBJECT: LETTER OF TASK AGREEMENT #19-01  
BETWEEN RICHARDSON & COMPANY, LLP AND  
THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

Dear Ms. Sheipline:

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

- 1) Incorporated Master Agreement: This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Richardson & Company in fiscal year 2019/20 for the Western Placer Consolidated Transportation Services Agency (WPCTSA). This signed Letter of Task Agreement comprises the contract between Richardson & Company and WPCTSA, with PCTPA acting as contract administrator.
- 2) Term: Consultant services are to commence July 1, 2019 and shall be completed in such a sequence as to assure that the project is on budget and on schedule, but in any event, all of the services required herein shall be completed no later than June 30, 2020. Extensions to this contract may be made with the agreement of both parties.
- 3) Scope of Services:
  - Consultant will perform the tasks for the fiscal year ending June 30, 2019 as described in the proposal submitted to PCTPA, dated March 29, 2019, in accordance with standard accounting practices and standards for government entities, for the preparation of an independent fiscal audit of WPCTSA and the State Controller’s Financial Transactions Report for WPCTSA, including the STA supplemental form, as amended.
  - Richardson & Company engagement letter, dated April 25, 2019, is an integral part of this agreement and further clarifies the scope of services to be conducted and audit objectives and procedures.
- 4) Personnel: Consultant shall provide its own personnel to perform the work in the proposal. Consultant shall provide administrative support and overhead expenses.
- 5) Compensation: For services rendered in FY 2019/20, consultant will receive a sum not to exceed \$5,500. Consultant will invoice on a monthly basis for work completed and reference the appropriate work completed, the cost of each task, and shall include a ten percent (10%) retainage. The accumulated retainage will be released upon acceptance by WPCTSA of the audit report. Requisitions for payment shall reference the appropriate work completed and the cost of each task. Invoices will be paid within thirty (30) days of receipt.

Richardson & Company, LLP  
Letter of Task Agreement #19-01  
May 22, 2019  
Page Two

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to Shirley LeBlanc, Fiscal/Administrative Officer at (530) 823-4030.

Sincerely,

Accepted by:

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Michael W. Luken                      Date  
Executive Director  
Western Placer Consolidated  
Transportation Services Agency

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



## ***MEMORANDUM***

**TO:** Placer County Airport Land Use Commission      **DATE:** May 22, 2019

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

**SUBJECT:** **PUBLIC HEARING – CONTINUED FROM APRIL 24: CONSIDERATION OF AN APPEAL OF CONSISTENCY DETERMINATION FOR THE VERIZON CELL TOWER MINOR USE PERMIT MODIFICATION**

### **ACTION REQUESTED**

1. Open the public hearing continued from April 24, 2019, receive public comment on the proposed Verizon Cell Tower consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP), close the public hearing; and
2. Confirm the Airport Land Use Commission (ALUC) Executive Secretary's determination that the proposed Verizon Cell Tower is not consistent with the ALUCP after considering the applicant's appeal request.

### **BACKGROUND**

Beacon Development LLC (applicant) proposes modifications to an existing cell tower located at the end of 12393 Shale Ridge Road, Auburn, to extend its height from 41 feet to a new height of 63 feet 2 inches, and to add antennas, a generator, and additional equipment at the tower's base. The existing tower is in Compatibility Zone B2 of the 2014 Auburn Municipal ALUCP. This tower was originally approved as conditionally compatible in Zone B2 under the 2000 ALUCP. The Placer County Planning Services Division referred the item to the ALUC for review, which requires approval of a Minor Use Permit Modification from Placer County.

A project staff review (also known as the Executive Secretary's determination) was completed on January 15, 2019, which found that, as proposed, the project is incompatible with ALUCP safety and airspace protection provisions for Compatibility Zone B2 (refer to Attachment 1). This recommendation was communicated to the County Planning Services Division and the applicant. The applicant subsequently filed an appeal of the Executive Secretary's determination on March 11, 2019 (refer to Attachment 2). The appeal request includes the Federal Aviation Administration (FAA) "Determination of No Hazard to Air Navigation" aeronautical study dated February 14, 2019, which revealed that while the proposed cell tower height would exceed obstruction standards, it would not be considered a hazard to air navigation subject to FAA conditions.

At the April 24, 2019 meeting the appeal was continued until May 22, 2019 in order to provide time to review and respond to the applicant's letter (refer to Attachment 3) received on the morning of the scheduled public hearing.

### **DISCUSSION**

#### ***ALUC Appeal Process***

An appeal of a staff review is automatically forwarded to the ALUC for a final consistency determination and subject to a public hearing. A public hearing notice was published in the Auburn Journal ten days prior to the meeting and distributed to all property owners within 300 feet

**Airport Land Use Commission  
PUBLIC HEARING – CONTINUED FROM APRIL 24:  
APPEAL OF CONSISTENCY DETERMINATION  
FOR THE VERIZON CELL TOWER  
May 2019  
Page 2**

of the parcel's boundary lines. Notice was also provided to the applicant and relevant area stakeholders.

As part of making a final consistency determination with the ALUCP, the ALUC is required to review the proposed project, the Executive Secretary determination, and information submitted by the applicant supporting the appeal request.

The ALUC has three choices in making a final determination regarding the project's consistency with the ALUCP – find the proposal:

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

If the ALUC decides to grant a special condition for a consistency determination, it is required to make specific findings as to why an exception is being made. These findings must:

- State the nature of the extraordinary circumstance;
- Specify the proposal will not in this case create a safety hazard to people on the ground; and
- Specify that special measures would be taken to minimize hazards to the facility and its occupants.

***Federal Aviation Administration (FAA) Regulation***

The FAA, through Federal Aviation Regulations Part 77 "Safe, Efficient Use, and Preservation of the Navigable Airspace," identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The FAA will prepare an aeronautical study of a project and issue a determination as to whether the proposal is an obstruction, and if so, whether it is a hazard. The FAA determination does not relieve the proponent of its responsibility to comply with any local law, ordinances or regulation, or state or other federal regulations.

***Federal Communications Commission (FCC) Regulation***

The FCC, through Title 47 C.F.R. "Accelerating Wireless and Wireline Broadband Deployment by Removing Barriers to Infrastructure Investment," adopted rules to streamline the siting review process of wireless infrastructure in order to facilitate the deployment of next-generation facilities. These rules preempt from local land use control modifications to existing wireless facilities where the proposal does not substantially change the facility's physical dimensions. Federal law defines a substantial change, which is subject to local control, as a modification that "increases the height of the tower by more than 10 percent or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed 20 feet, whichever is greater; and for other eligible support structures, it increases the height of the structure by more than 10 percent or more than 10 feet, whichever is greater" (47 C.F.R. §1.6100(b)(7)(i)).

***ALUC Consistency Determination***

New communication facilities, including cell towers, or expansion of existing sites or facilities are prohibited in Compatibility Zone B2 (ALUCP Policy 3.4.9(c)(2)). The proposed project was

**Airport Land Use Commission**  
**PUBLIC HEARING – CONTINUED FROM APRIL 24:**  
**APPEAL OF CONSISTENCY DETERMINATION**  
**FOR THE VERIZON CELL TOWER**  
**May 2019**  
**Page 3**

therefore, considered inconsistent with ALUCP’s safety and airspace protection provisions for Zone B2. A Height Review Overlay Zone also overlays the project site, which requires a FAA aeronautical study and an aviation easement dedicated to the airport owner, the City of Auburn. A separate Mead & Hunt analysis confirms and supports the ALUC staff conclusions that the proposed project is inconsistent with the ALUCP (refer to Attachment 4).

The applicant’s appeal request references the FAA’s aeronautical study as grounds to reverse the ALUC’s Executive Secretary’s determination. In addition, the applicant’s letter, dated April 22, 2019, sets forth FCC regulation that preempts from local land use control certain wireless facilities. The letter asserts that their proposal to modify the existing cell tower falls within the provision which exempts from local control modifications which are not substantial changes to existing facilities.

To enhance Auburn Municipal Airport’s safety, it is important to maintain obstruction-free airport airspace to allow for a wider flight safety path for airplanes using this airport. Notwithstanding the FAA aeronautical study conclusion, staff recommends that the ALUC deny the appeal by confirming the ALUC Executive Secretary’s determination that the proposed Verizon Cell Tower Minor Use Permit Modification is inconsistent with the ALUCP after considering the applicant’s appeal request. In addition, the ALUC received a letter from the City of Auburn supporting the staff recommendation (refer to Attachment 5).

Regarding the applicability of the FCC exemption provisions set forth in the applicant’s April 22, 2019 letter, an analysis prepared by ALUC Legal Counsel Sloan Sakai concludes that the referenced exemption does not apply to the proposed project and does not affect the ALUC’s consideration of this matter (refer to Attachment 6). The proposal constitutes a substantial change under FCC regulation, increasing the existing tower height by over 50 percent, from 41 feet to 63 feet 2 inches. Sloan Sakai advises multiple local agencies on legal matters related to cell towers and comprehensive airport land use plans.

The PCTPA TAC concurs with the staff recommendation. The applicant may appeal the decision of the ALUC to the Placer County Board of Supervisors within ten (10) days of the ALUC’s decision to uphold the Executive Secretary’s determination.

ML:DM:LM:ss

**PLACER COUNTY  
AIRPORT LAND USE COMMISSION**

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**REQUEST FOR STAFF REVIEW**

**PLACER COUNTY AIRPORT LAND  
USE COMMISSION (ALUC)**

299 Nevada Street  
Auburn, CA 95603  
Phone: 530.823.4030  
Fax: 530.823.4036

**Date Received: December 6, 2018**

**Received From:** Placer County  
Planning Services Division

**Airport Name:** Auburn Municipal  
Airport

**ALUC Case No.:** 2018/2019 -- 5

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**Project Title: Verizon Cell Tower at Auburn Airport Minor Use Permit Modification**

**Project Description:**

Applicant is proposing a 14-foot extension, 12 antennas, a generator, three remote radio units, six power lines, three fiber lines and three squids to an existing Verizon Cell Tower located at 12393 Shale Ridge Road on a 2,310 sq. ft. site (APN: 076-470-024-000) located in the North Auburn community. The project requires a Minor Use Permit Modification.

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**Application for:**  Rezone  General/Community Plan Amendment  Other

**Background**

On December 6, 2018 PCTPA received an initial project application for a Minor Use Permit Modification for an existing Verizon telecommunications facility located at the end of Shale Ridge Lane in the North Auburn community.

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**ALUC Staff Comments**

The Placer County Airport Land Use Compatibility Plan (ALUCP) illustrates that parcel APN: 076-470-024-000 is in the Auburn Municipal Airport's influence area boundary (see attached map)<sup>1</sup>. Two Compatibility Zones (Map AUB-4A – page 4-12) potentially lie over the site.

- Compatibility Zone B2 – Adjacent to Runway – covers the area along each side of the runway. Noise is the key factor; however, risk is also a factor. Height restrictions may be required.
- Compatibility Zone C1 – The Extended Approach/Departure Corridor – covers locations beneath the predominately-used south-side traffic pattern. The zone is affected by moderate degrees of both noise and risk.

In addition, the site appears to be fall within a Height Review Overlay Zone for Auburn Municipal Airport. Airspace review by the Federal Aviation Administration (FAA) is required for any site greater than 35 feet tall in Zone B2 and 70 feet in Zone C1. Acceptability of a project with respect to height is based on this review.

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<sup>1</sup> See PCTPA's web site ([www.pctpa.net](http://www.pctpa.net)) for more on the Airport Compatibility Plan.

Primary Compatibility Criteria (Table AUB-4A – pages 4-5 and 4-10 respectively) summarizes development conditions, including the following requirements for the project site:

- Communication facilities, including cell towers, are prohibited in Compatibility Zone B2; and
- Communication facilities, including cell towers, are conditionally compatible in Compatibility Zone C1 only if a site outside this zone would not serve the intended public function. All such facilities would need to meet airspace protection criteria, including height, lighting, and distance from the runway centerline.

The PCALUCP has no authority over approved development or existing buildings regardless of whether the uses are compatible with airport activities. This limitation over existing land uses applies only to the extent that the use remains constant. Proposals requiring Placer County discretionary review (such as expanding a use, converting to a different use, variances, or redevelopment) triggers PCALUCP consistency determination by the ALUC.

The PCALUCP requires that an ALUC consistency determination be completed on a proposed project *before* local agency approval.

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### ALUC Staff Evaluation

**1. Noise.** The project site is bisected by the airport's 60 CNEL noise contour. The project is not considered a sensitive land use impacted by aircraft noise.

***The proposal is consistent with Airport Compatibility Plan noise provisions.***

**2. Safety.** The project site is in Compatibility Zones B2 and C1. New communication facilities, including cell towers, or expansion of existing sites or facilities are prohibited in Compatibility Zone B2. Refer to ALUCP Policy 3.4.9(c)(2) and PUC Section 21658.

The project description identifies an emergency 20KW diesel generator along with propane fuel stored on-site. Within Compatibility Zones B2 and C1, there are restrictions on the storage of fuel and other hazardous materials. Generally, up to 6,000 gallons of nonaviation flammable materials can be stored above ground in Zone B2. In Zone C1 storage of similar amounts for near-term on-site use is considered acceptable. The project description, however, does not indicate whether and where diesel fuel may be stored on-site nor indicate the size of the propane fuel tank.

***The proposal is inconsistent with Airport Compatibility Plan safety provisions if located within Compatibility Zone B2.***

***The proposal is consistent with Airport Compatibility Plan safety provisions if located within Compatibility Zone C1 provided the applicant restricts the size of any fuel tank storage on-site to less than 6,000 gallons.***

**3. Airspace Protection.** The project site is in Compatibility Zones B2 and C1. The project consists of an existing tower and antennas at an overall height of 41 feet. The proposed tower extension with antennas will bring the overall height to over 63 feet. A Height Review Overlay Zone coincides within part of Zones B2 and C1.



Certain uses in Zone B2, the Height Overlay Zone and Zone C1 are prohibited because they are considered hazards to flight. Hazards to flight would include physical (i.e. tall objects), visual (glare), as well as electrical interference with aircraft communications or aviation navigation aids from non-aviation related sources. Refer to ALUCP Policy 3.5 for details. In addition, new communication facilities, including cell towers, or expansion of existing sites or facilities are prohibited in Compatibility Zone B2. Refer to ALUCP Policy 3.4.9(c)(2) and PUC Section 21658.

The Height Review Overlay Zone and Zone B2 require an airspace review by the Federal Aviation Administration (FAA) for any object over 35 feet tall. Likewise, Zone C1 requires an airspace review for any object over 70 feet tall. FAA review may also be necessary for proposed objects that do not exceed the height limits that are adjacent to the runway edges or the object is located on high ground or it is a solitary object. FAA review may require marking and lighting of certain objects. Placer County having jurisdiction over the project site should inform the project proponent of the requirements for notification to the FAA. The project proponent must initiate the FAA airspace review and submit copies to the County and ALUC. Refer to Federal Aviation Regulations (FAR) Part 77, Subpart B. FAA notification can be filed online.

***The proposal is inconsistent with Airport Compatibility Plan airspace protection provisions if located within Compatibility Zone B2.***

***The proposal is consistent with Airport Compatibility Plan airspace protection provisions for the Height Overlay Review Zone and Compatibility Zone C1 provided the applicant initiates the mandatory FAA airspace review and complies with FAA requirements; and coordinates with the City of Auburn regarding potential electrical interference with airport navigation aids.***

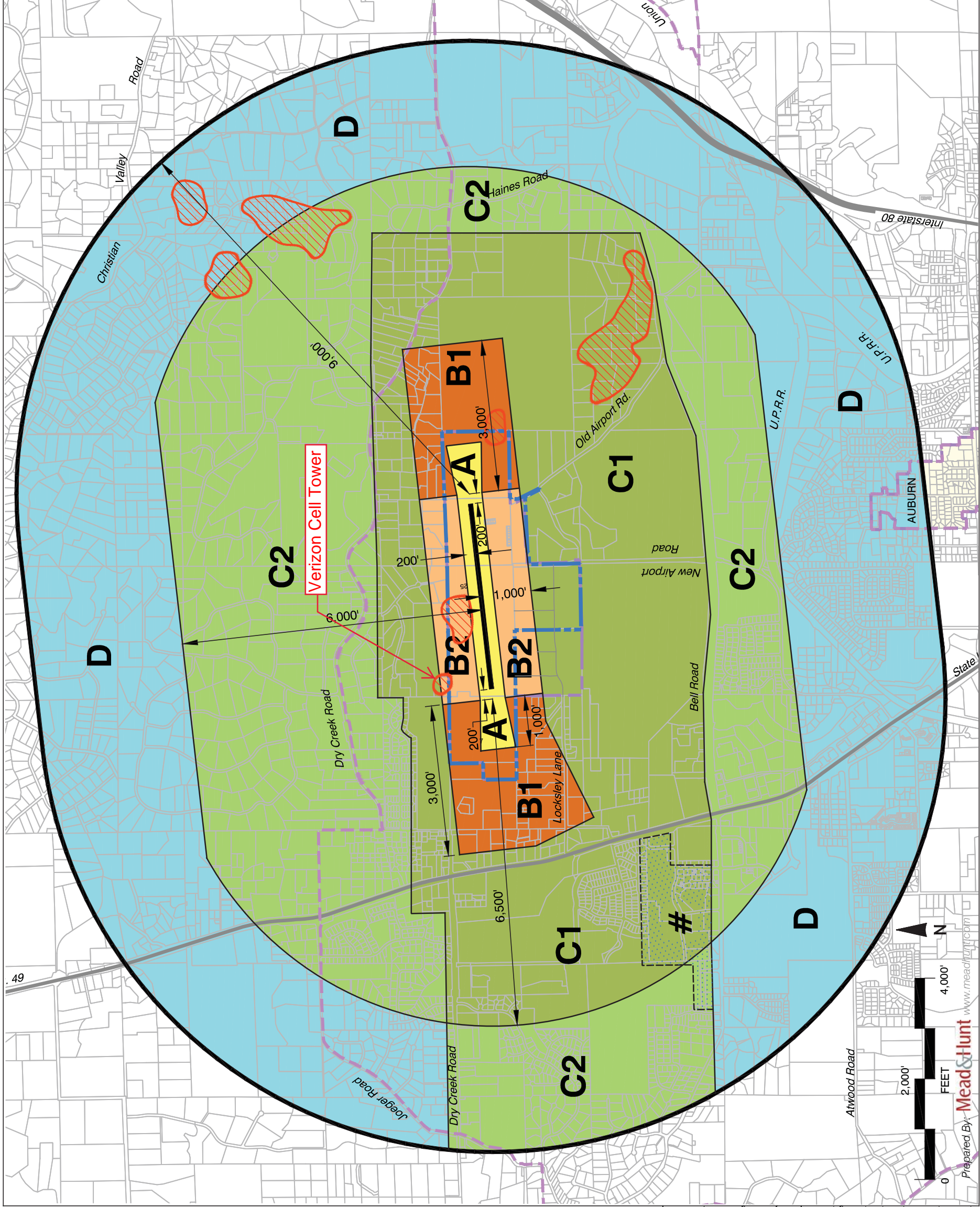
**4. Overflights.** Overflight compatibility concerns encompass a combination of noise and safety issues. Overflight policies have the purpose of informing property owners about airport proximity. In Compatibility Zone B2 and the Height Review Overlay Zone an aviation easement dedication is required. In Zone C1 a deed notice shall be recorded for each parcel associated with any discretionary land use action reviewed by the ALUC.

***The proposal is inconsistent with Airport Compatibility Plan safety and airspace protection provisions if located within Compatibility Zone B2. Should Placer County approve the proposal within Zone B2, the Airport Compatibility Plan overflight provisions require the applicant dedicate an aviation easement to the City of Auburn (the airport owner).***

***The proposal is consistent with Airport Compatibility Plan overflight provisions for the Height Overlay Review Zone and Compatibility Zone C1 provided the applicant dedicates an aviation easement to the City of Auburn (the airport owner). If approved outside the Height Overlay Review Zone but within Compatibility Zone C1 the applicant must record a deed notice for the parcel.***

*General Note: the ALUC staff recommends that anyone intending to offer land for sale or lease with the airport's influence area to disclose this fact. California's Business and Professions Code (Section 11010) and Civil Code (Sections 1102.6, 1103.4, and 1353) specify required disclosure for certain actions. See [www.leginfo.ca.gov/calaw](http://www.leginfo.ca.gov/calaw) (Find California Law).*





**Legend**

**Boundary Lines**

- Placer County Limits (outside map view)
- Auburn City Limits
- Auburn Sphere of Influence
- Airport Property Line
- Existing Runway 7-25 (3,700 ft.)

**Compatibility Zones (Adopted 2014)<sup>1</sup>**

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone<sup>2</sup>

# See Special Conditions Policy 4.2.3.

**Notes:**

1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
2. Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.
3. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Auburn Municipal Airport  
Land Use Compatibility Plan**  
(Adopted February 26, 2014)

Map AUB-4A

**Compatibility Policy Map**  
Auburn Municipal Airport



PC ALUC

Placer County

Lincoln Compatibility Zones

Lincoln Compatibility Zone Blank

Lincoln Special Conditions

Auburn Compatibility Zones

COMPAT-2014-POLICY-A

COMPAT-2014-POLICY-B1

COMPAT-2014-POLICY-B2

COMPAT-2014-POLICY-C1

COMPAT-2014-POLICY-C2

COMPAT-2014-POLICY-C2

COMPAT-2014-POLICY-D

Auburn Compatibility Zone Blank

Zone A

Zone B1

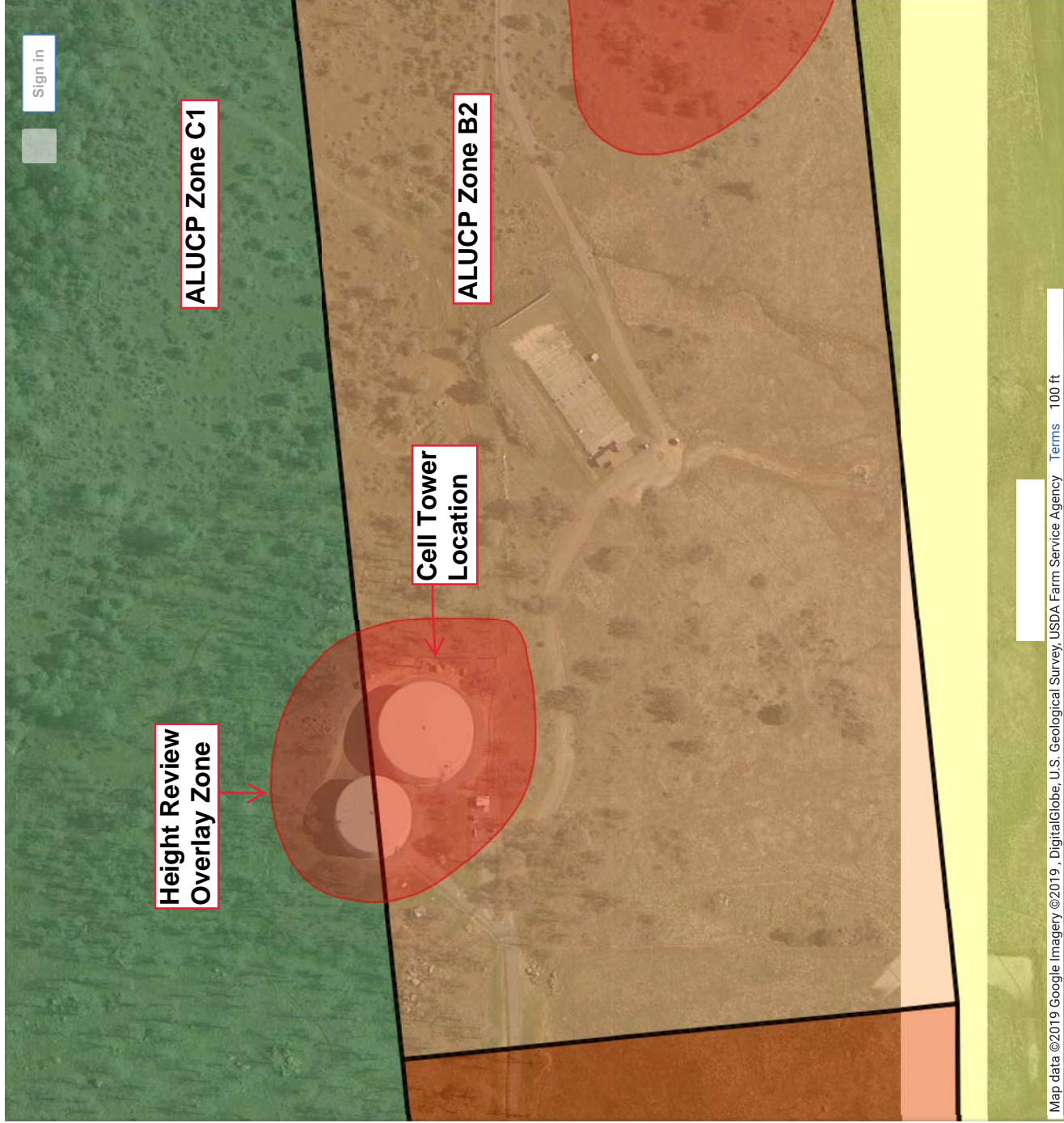
Zone B2

Zone C1

Zone C2

Zone C2

Zone D



Map data ©2019 Google Imagery ©2019, DigitalGlobe, U.S. Geological Survey, USDA Farm Service Agency Terms 100 ft

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible		Conditional		Incompatible		› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
<b>General Characteristics</b>							
Any use having more than 1 habitable floor <sup>4</sup>							B1, B2: Limited to no more than 2 habitable floors C1: Limited to no more than 3 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height							B1, B2, C1: Ensure airspace obstruction does not occur B1, B2, Height Review Overlay Zone: Airspace review required for objects >35 feet C1: Airspace review required for objects >70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height							C2, D: Ensure airspace obstruction does not occur; airspace review required for objects >150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife							C1, C2, D: Avoid use or provide mitigation consistent with FAA rules and regulations <sup>5</sup>
Any use creating visual or electronic hazards to flight <sup>6</sup>							
<b>Outdoor Uses (no or limited indoor activities)</b>							
Natural Land Areas: woods, brush lands, desert							A: Objects above runway elevation not allowed in OFA <sup>7</sup> A, B1, B2: Vegetation must be clear of airspace surfaces
Water: flood plains, wetlands, lakes, reservoirs, rivers, detention/retention ponds							A: Objects above runway elevation not allowed in OFA <sup>7</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Agriculture (except residences and livestock): field crops, orchards, vineyards, pasture, range land							A: Not allowed in OFA <sup>7</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms →							B1, B2, C1, C2, D: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup> ; exercise caution with uses involving noise-sensitive animals

Table AUB-4A

## Basic Compatibility Criteria Auburn Municipal Airport

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible	Conditional	Incompatible				› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Auto Parking: surface lots, structures							B1: Ensure airspace obstruction does not occur
<b>Communications Facilities: broadcast and cell towers, emergency communications</b> *							C1, C2: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaker, renewable energy, bio-energy *							C1, C2: Peaker and renewable energy plants allowed if structures located max. distance from extended runway centerline D: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations *							C1, C2: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Wastewater Facilities: treatment, disposal *							C1, C2: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Solid Waste Disposal Facilities: landfill, incineration *							D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Solid Waste Transfer Facilities, Recycle Centers *							D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>

Table AUB-4A, continued

**PLACER COUNTY AIRPORT LAND USE COMMISSION  
(ALUC)**

<b>REQUEST FOR APPEAL</b>	
<b>PLACER COUNTY AIRPORT LAND USE COMMISSION</b> 299 Nevada Street Auburn, CA 95603 Phone: 530-823-4030 Fax: 530-823-4036 Web: www.pctpa.net	Date Received: <b>March 11, 2019</b> <hr/> Received From: <b>Jason F. Osborne / Beacon Development, LLC on behalf of Crown Castle.</b> <hr/> Airport Name: <b>Auburn Municipal Airport</b> <hr/> ALUC Case No. <b>2018/2019 -- 5</b>
Project Applicant: <b>Jason Osborne / Beacon Development, LLC</b>	
Project Title: <b>Verizon Cell Tower at Auburn Airport Minor Use Permit Modification</b>	
Project Description: <b>See attached</b>	
Application for: <input type="checkbox"/> Rezone <input type="checkbox"/> General/Community Plan/Specific Plan Amendment <input checked="" type="checkbox"/> Other	
Reasons for Appeal: <b>FAA issued “DETERMINATION OF NO HAZARD TO AIR NAVIGATION”. Please find the attached FAA Determination dated 2/14/19 wherein the letter provides a “DETERMINATION OF NO HAZARD TO AIR NAVIGATION”. I have attached the letter for reference.</b>	
Applicable ALUC Policy: <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Noise <input checked="" type="checkbox"/> Height <input type="checkbox"/> Density	
Applicable ALUC Plan: <b>Auburn Municipal Airport</b>	Project was initially determined to be: <input checked="" type="checkbox"/> <b>Compatible, subject to conditions</b> <input checked="" type="checkbox"/> <b>Incompatible, due to:</b> <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Noise <input checked="" type="checkbox"/> Height <input type="checkbox"/> Density
Appeal Reviewed By: Click or tap here to enter text.	Date: Click or tap to enter a date.

**PLACER COUNTY AIRPORT LAND USE COMMISSION  
(ALUC)**

<b>Appellant must be present at the ALUC meeting to explain their reasons for appeal. The burden of proof shall be on the appellant. The ALUC shall determine whether or not the appeal has merit.</b>
--

August 27, 2014





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2018-AWP-16761-OE  
 Prior Study No.  
 2013-AWP-4773-OE

Issued Date: 02/14/2019

DeeDee Stout  
 Crown Castle - West Area - DeeDee Stout  
 9830 S. 51st Street A-136  
 Phoenix, AZ 85044

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Antenna - Top Mount 810920 Auburn Airport  
 Location: Auburn, CA  
 Latitude: 38-57-24.82N NAD 83  
 Longitude: 121-05-14.64W  
 Heights: 1543 feet site elevation (SE)  
 65 feet above ground level (AGL)  
 1608 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/14/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-16761-OE.

**Signature Control No: 389157101-396759248**

( EBO )

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Frequency Data  
Map(s)

cc: FCC

## **Additional information for ASN 2018-AWP-16761-OE**

At a distance of 1300 feet from transmitter site spurious emissions signal levels from proposed transmitters must be less than -104 dBm in the 108-137, 225-400 MHz frequency bands.

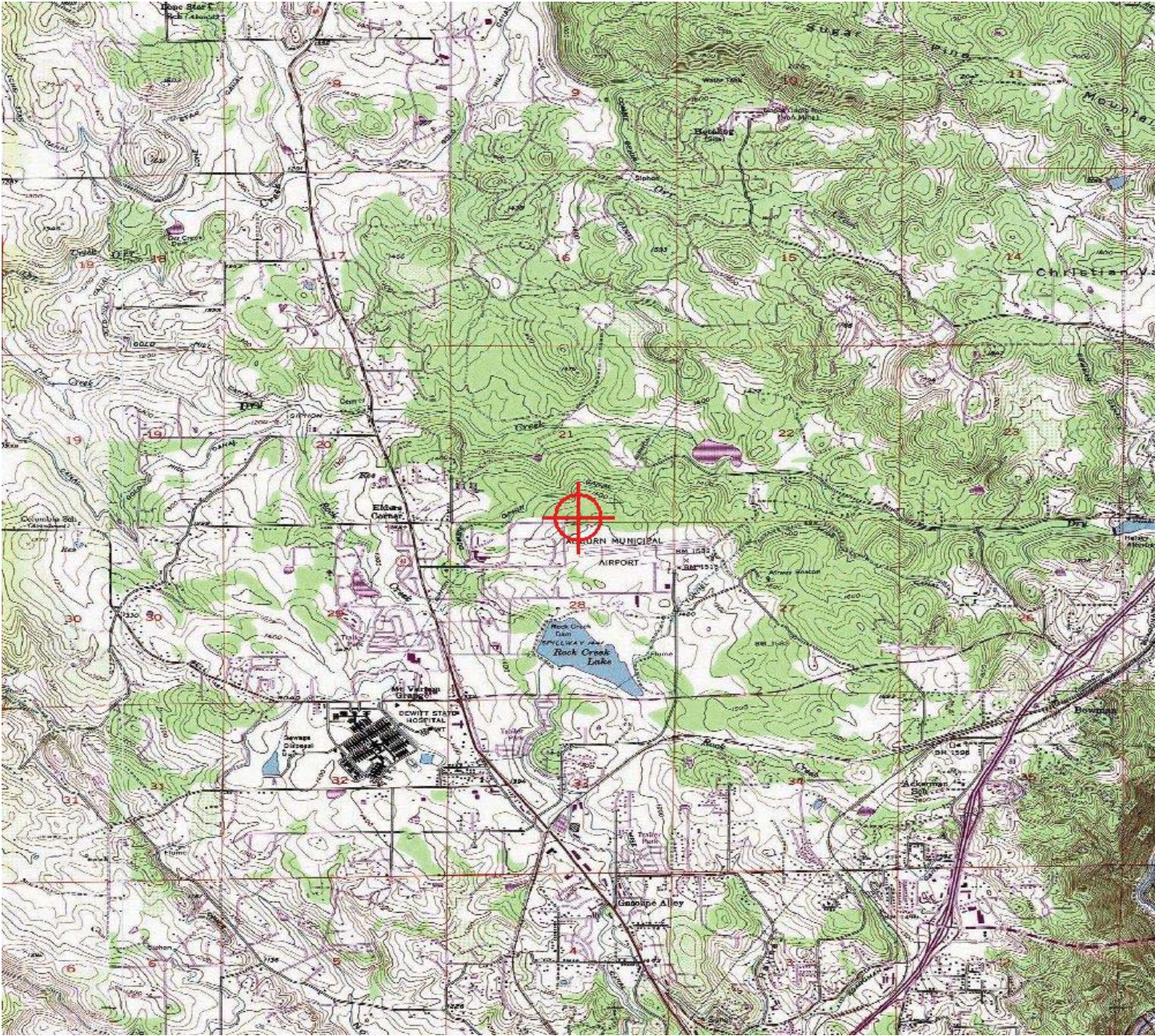
At a distance of 18.2 nautical miles from the site emissions from the 2496-2690 MHz transmitters must be less than -155 dBm in the 2700-3100 MHz Surveillance Radar frequency band.

Frequency Data for ASN 2018-AWP-16761-OE

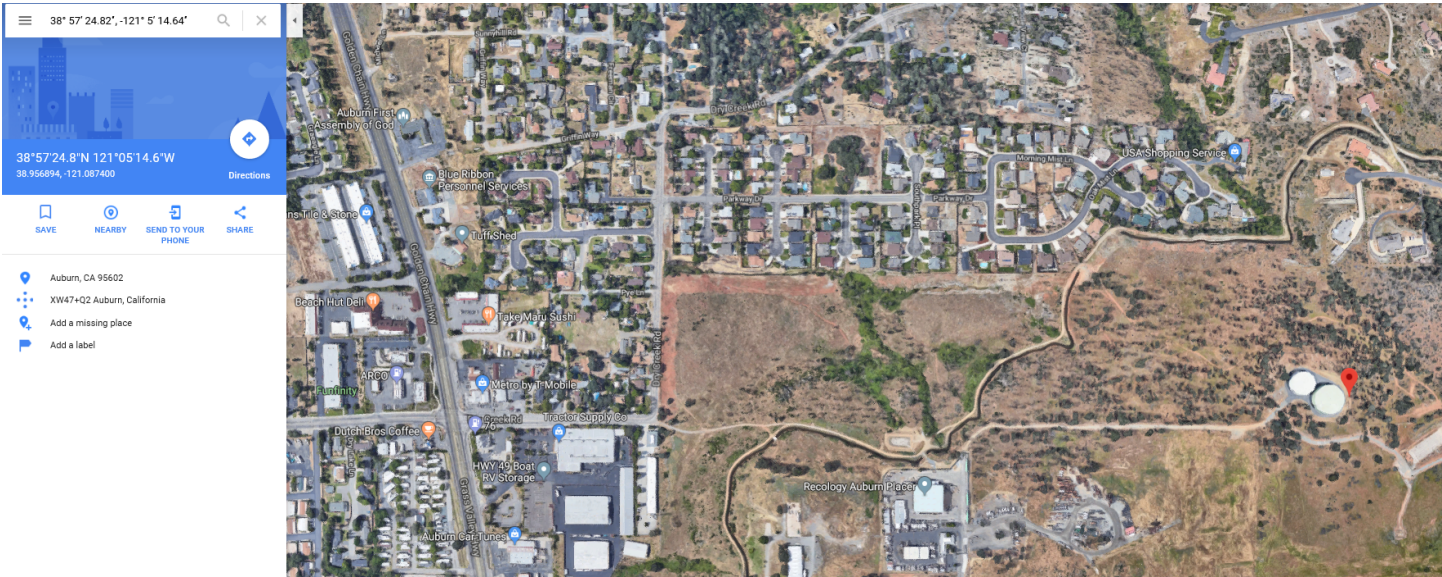
LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
6	7	GHz	55	dBW
6	7	GHz	42	dBW
10	11.7	GHz	55	dBW
10	11.7	GHz	42	dBW
17.7	19.7	GHz	55	dBW
17.7	19.7	GHz	42	dBW
21.2	23.6	GHz	55	dBW
21.2	23.6	GHz	42	dBW
614	698	MHz	1000	W
614	698	MHz	2000	W
698	806	MHz	1000	W
806	901	MHz	500	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
929	932	MHz	3500	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1670	1675	MHz	500	W
1710	1755	MHz	500	W
1850	1910	MHz	1640	W
1850	1990	MHz	1640	W
1930	1990	MHz	1640	W
1990	2025	MHz	500	W
2110	2200	MHz	500	W
2305	2360	MHz	2000	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W
2496	2690	MHz	500	W



TOPO Map for ASN 2018-AWP-16761-OE









April 22, 2019

David Melko  
Senior Transportation Planner  
Placer County Transportation Planning Agency  
299 Nevada Street  
Auburn, CA 95603

**RE: Proposed Modification to Wireless Telecommunications Facility  
12393 SHALE RIDGE ROAD, AUBURN, CA 95602  
APN# 076-470-024 Crown site # 810920**

Dear Mr. Melko:

AT&T proposes to install a wireless communications facility (WCF) at the above location.

The proposed scope is an eligible facility request per Federal Law and is now a ministerial permit and no longer a discretionary one. See FCC's Final Rule and Order No 14-153 (see attached and refer to page 1269, Subpart CC, 1.40001 Wireless Facility Modifications, Subsection (c)) published to the National Register on 01/08/15.

We make this distinction as Placer County's Wireless Submittal Requirements document requests a number of items not required as detailed in the paragraph below. We have marked all of these items N/A as CFR 47 Parts 1 and 17 exempts the applicant from having to provide this information.

Specifically, Item (1) Documentation requirement for review clarifies that "When an applicant asserts in writing that a request for modification is covered by this section, a State or local government may require the applicant to provide documentation or information **only to the extent reasonably related to determining whether the request meets the requirements of this section.** A State or local government may not require an applicant to submit any other documentation, including but not limited to documentation intended to illustrate the need for such wireless facilities or to justify the business decision to modify such wireless facilities." Also under this same section, Item (2) Timeframe for review requires that the State or local government shall approve the application within 60 days of the date on which an applicant submits a request seeking approval.

This Order became effective 04/08/15 and was issued to clarify Rules and Regulations relative to Section 6409 of the Middle-Class Job Creation and Tax Relief Act of 2012. Also attached is a Crown Castle Reference Guide to navigate through the Order.

**The Foundation for a Wireless World.**

CrownCastle.com

Page 1 of 3

A description of this project's compliance Federal law is included below, demonstrating that this proposed scope is not a substantial change per 6409.

**Collocation:**

Per the Order, page 1269, Subpart CC, 1.40001 Wireless Facility Modifications, Subsection (b), item (3) Eligible Facilities Request, the proposed antennas are compliant under Sub-item (i) Collocation of new transmission equipment. Collocation is defined in item (2) of this same Subsection as "the mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communications purposes." An eligible support structure is defined in item (4) of this same section as "any tower or base station as defined in this section, provided that it is existing at the time the relevant application is filed with the State or local government". Based on these parameters, this proposed scope of work is an eligible facility request.

**Definition of Substantial Change:**

Per page 1252, Section 87, Items (1-6), the Order defines a substantial change for a tower or base station outside of public rights-of-way as:

1. An increase in height of the tower by more than 10%, or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed 20'-0", whichever is greater
2. An increase in the protrusion of the equipment from the edge of tower by more than 20'-0", or more than the width of the tower structure at the level of the appurtenance, whichever is greater
3. Installation of more than the standard number of new equipment cabinets for the technology involved, not to exceed 4 cabinets
4. Excavation or deployment outside the current site of the tower or base station
5. Defeat of the existing concealment elements of the tower or base station
6. Non-compliance with conditions associated with the prior approval of construction or modification of the tower or base station unless the non-compliance is due to an increase in height, increase in width, addition of cabinets, or new excavation that does not exceed the corresponding "substantial change" thresholds identified above

1. Height of Tower: 24' tower extension (from 38' to 62').

2. Protrusion from Tower: Does not exceed 20'.

3. Cabinets: 1 walk-in cabinet.

4. Excavation: None proposed.

5. Concealment: N/A

6. Conditions of Approval: This site is compliant with existing conditions of approval.



## Summary

- The above explanation demonstrates that this project will not be a substantial change based on Section 6409 of the Middle-Class Job Creation and Tax Relief Act of 2012 and the definitions detailed within the FCC's subsequent Final Rule and Order No 14-153.
- As the application is an eligible facility request therefore Placer County may not deny and must approve the application.
- The applicant is only required to provide documentation or information "only to the extent reasonably related to determining whether the request meets the requirements of this section."
- The application must be approved within 60 days of the date of submittal.

Thank you for your assistance with this application and if you need additional information please contact me (415) 529-8868 or [jason@beacondev.net](mailto:jason@beacondev.net)

Sincerely

Jason Osborne  
Beacon Development, LLC  
3 Rovina Lane, Petaluma, CA 94952  
(415) 529-8868  
[jason@beacondev.net](mailto:jason@beacondev.net)



## Technical Memorandum

To: David Melko  
Placer County ALUC

From: Ken Brody, Senior Project Manager

Date: April 2, 2019

Subject: Proposed Modification of Cell Tower Adjacent to Auburn Municipal Airport

\* \* \* \* \*

### *Overview*

On December 6, 2018, Placer County Planning Services Division submitted for Placer County Airport Land Use Commission (ALUC) review a proposal by Verizon Wireless to increase the height of an existing cell tower situated on property adjoining the Auburn Municipal Airport. ALUC staff completed its review of the proposal on January 15, 2019, and concluded that it is inconsistent with the *Auburn Municipal Airport Land Use Compatibility Plan (ALUCP)* safety criteria for Compatibility Zone B2 and height limitation criteria for airspace protection purposes. On March 11, 2019, the applicant, represented by Jason Osborne of Beacon Development, LLC, submitted a request to appeal the staff findings to the ALUC for a final consistency determination in accordance with ALUCP Policy 2.10.4.

ALUC staff asked Mead & Hunt, as consultants for the ALUC including for preparation of the ALUCP, to provide a technical analysis of the proposed project and the applicant's appeal. This Memorandum responds to that request. Our analysis presented here expands upon, confirms and supports the original ALUC staff conclusions that the proposed project is inconsistent with the ALUCP.

### *Airspace Protection Criteria*

ALUCP criteria limiting the heights of objects near Auburn Municipal Airport are established by Policy 3.5.2. Paragraph (c) states as follows:

... a proposed object having a height that exceeds any of the airport's Airspace Protection Surfaces shall be allowed only if all of the following apply:

- (1) As the result of an aeronautical study, the FAA determines that the object would not be a hazard to air navigation.
- (2) FAA or other expert analysis conducted under the auspices of the ALUC or the airport operator concludes that, despite being an airspace obstruction (not necessarily a hazard), the object that would not cause any of the following:
  - An increase in the ceiling or visibility minimums of the Airport for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA);
  - A reduction of the established operational efficiency and capacity of the Airport, such as by causing the usable length of the runway to be reduced; or

## Technical Memorandum

David Melko

April 2, 2019

Page 2

- Conflict with the visual flight rules (VFR), airspace used for the airport traffic pattern or en route navigation to and from the Airport.
- (3) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or the California Division of Aeronautics and in a manner consistent with FAA standards in effect at the time the construction is proposed.
- (4) An Avigation Easement is dedicated to the jurisdiction owning the Airport in accordance with Policy 3.7.1.
- (5) The proposed project/plan complies with all other policies of this ALUCP.

Based upon the tower location shown in the 11/14/18 plan set provided to us, the tall point of the tower closest to the airport runway is approximately 917 feet from the runway centerline. The runway elevation at this point is approximately 1,491 feet MSL. The plan set shows the top of the tower will have an elevation of 1,606.2 feet. The airspace protection surface for Auburn Municipal Airport (as defined by Part 77 of the Federal Aviation Regulations) extends horizontally from the elevation of the runway centerline for a distance of 250 feet, then rises 1 foot per 7 feet horizontally. Thus, at a distance of 917 feet from the centerline, the surface would be 95.3 feet above the centerline elevation or approximately 1,586.3 feet MSL. The tower therefore will penetrate the airspace protection surface by about 20 feet.

In its aeronautical study of the proposed tower, the Federal Aviation Administration confirmed that the tower will exceed obstruction standards but concluded that it would not be a hazard to air navigation. The test under ALUCP Policy 3.5.2(c) is therefore met. Presumably, the tests under the first two bullets of Sub-paragraph (2) are also satisfied. Although the FAA study does not speak to this question, it no doubt would have if it had any concerns. The FAA study also does not address possible effects on visual flight procedures. Airport management should weigh in on this factor as it may have concerns that the FAA did not consider. Further, it is important to recognize that the FAA study does not consider other compatibility factors for which the ALUCP establishes criteria.

The California Division of Aeronautics, which has inspection and permitting responsibilities for airports in the state, has in the past noted that trees along the north side of the runway constitute airspace surface penetrations and should be topped or removed. Caltrans has not commented on the proposed tower and is not expected to do so at this time. They would likely do so only if the ALUC disapproves the project and Placer County, as the entity having land use jurisdiction over the project area, considers overruling the ALUC decision.

The avigation easement dedication requirement under Sub-paragraph (4) is not relevant because, as noted in the following discussion of safety criteria, the project is not consistent with the ALUCP. However, if the project does move forward through either of the options described below under Next Steps, dedication of an avigation easement should be pursued.

Finally, compliance with other compatibility criteria—in this case, only safety, not noise is a concern—is addressed in the next section of this memo.

## Technical Memorandum

David Melko

April 2, 2019

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### *Safety Criteria*

While the focus of the safety compatibility criteria in the ALUCP is on limiting the number of people who could be in harm's way in the event of an aircraft accident, this is not the only concern. Also addressed is the potential for damage to critical community infrastructure. These facilities are defined as ones "damage or destruction of which would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility." When these critical facilities are destroyed or severely damaged, the lives of people who rely upon them can be disrupted or endangered for an extended period of time until the facility can be replaced or repaired. For this reason, the Caltrans Handbook advises and the ALUCP supports avoiding these uses near runways. Communications facilities, including cell phone towers, are among these types of facilities.

The more critical the facility and the more harm its absence could cause, the more important it is to avoid its placement close to an airport runway. With regard to communications facilities, the second bullet under ALUCP Policy 3.4.9(c)(2) states: "Communications facilities are incompatible in Compatibility Zones A, B1, and B2. No new sites or facilities or expansion of existing sites or facilities shall be allowed." The cell tower is situated within Compatibility Zone B2 only 917 feet lateral to the runway centerline. This is a location where an aircraft that loses directional control early in the takeoff could crash.

Because the existing cell tower predates the 2014 adoption of the ALUCP, it is exempt from this criterion. However, expansion of the facility is an explicit conflict with the ALUCP policy. This incompatibility status is reflected in Table AUN-4A.

### *Next Steps*

Mead & Hunt recommends that the ALUC determine the proposed cell tower project to be inconsistent with the ALUCP criteria, specifically with regard to Policy 3.4.9(c)(2). If the ALUC wishes to find the project consistent with the ALUCP, it would need to make an exception based on special conditions in accordance with Policy 3.2.4. As indicated in Paragraph (c) of this policy, to reach this decision, the ALUC would need to make specific findings as to why the exception is being made and document that a safety hazard would not result. Paragraph (d) states that the burden for demonstrating that special conditions should apply rests with the project proponent and/or the referring local agency, Placer County. In its appeal of the ALUC staff determination, the applicant cited the FAA finding of no hazard but, as noted in our analysis here, this finding does not address the safety compatibility concern.

If the ALUC confirms the staff conclusion by making a final determination that the proposed project is inconsistent with the ALUCP, an option remaining for the applicant is to request that the Placer County Board of Supervisors overrule the ALUC determination of inconsistency. The steps required for overruling of an ALUC inconsistency determination are spelled out in Section 21676.5(a) of the California Public Utilities Code and summarized in ALUCP Section 2.1.2.

## Technical Memorandum

David Melko

April 2, 2019

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In either of the above instances—a special conditions determination by the ALUC or an overrule by the County Board of Supervisors—Mead & Hunt recommends that the following conditions be applied to the project:

1. Obstruction light the cell tower; and
2. Provide an aviation easement to the City of Auburn, as the airport proprietor.



## CITY OF AUBURN

Planning and Public Works Department

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

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April 9, 2019

David Melko, Senior Transportation Planner  
Placer County Transportation Planning Agency  
299 Nevada Street, Auburn, CA 95603

Subject: Proposed Modification of Verizon Cell Tower Adjacent to Auburn Municipal Airport

Dear Mr. Melko:

City staff has reviewed the Placer County Airport Land Use Commission (ALUC) review, dated January 15, 2019, for the proposed Verizon Cell Tower Extension adjacent to the Auburn Municipal Airport. The City does not support the proposed cell tower extension. Staff is in concurrence with the ALUC staff evaluation and would like to reiterate the following ALUC staff findings:

- 1) The proposed cell tower extension as located in Compatibility Zone B2 is inconsistent with Airport Compatibility Plan safety provisions.
- 2) The proposed cell tower extension as located in Compatibility Zone B2 is inconsistent with Airport Compatibility Plan airspace protection provisions.
- 3) Should Placer County approve, despite both safety and airspace protects provisions inconsistencies, the proposed cell tower extension as located in Compatibility Zone B2, the applicant shall dedicate an avigation easement to the City of Auburn.

City staff has also reviewed the Mead & Hunt technical analysis, dated April 2, 2019, of the proposed Verizon Cell Tower Extension adjacent to the Auburn Municipal Airport. The City is in concurrence with the Mead & Hunt Technical Memorandum and would like to reiterate the following Mead & Hunt findings:

- 1) The proposed cell tower extension will penetrate the airspace protection surface.
- 2) The City of Auburn is concerned regarding impacts imposed by a cell tower extension on visual flight procedures.

- 3) The Auburn Municipal Airport undergoes yearly safety inspections from the Caltrans Division of Aeronautics that includes identification of any airspace obstructions. Trees along the north side of the runway are often identified by Caltrans Aeronautics as airspace surface penetrations during these yearly inspections and City staff has trimmed or removed these trees to remain in compliance. The proposed cell tower extension located along the north side of the runway will be a significant height above this tree line and likely become an item identified in a future Caltrans Division of Aeronautics safety inspection.
- 4) The proposed cell tower extension is a communications facility in close proximity to the runway and could disrupt or endanger the lives of the public (through loss of communications) in the event that an aircraft crash damages or destroys the tower. The existing cell tower predates the 2014 ALUCP, but the proposed extension is in explicit conflict with and incompatible with the 2014 ALUCP.
- 5) The City of Auburn recommends that the proposed cell tower extension be found inconsistent with the ALUC and be denied. However, if the proposed cell tower extension is found consistent with the ALUC or a ALUC inconsistency determination, overruled by the Placer County Board of Supervisors, the City of Auburn would like the following two conditions included in any approvals:
  - a. Obstruction lights on the cell tower.
  - b. An Avigation easement is dedicated to the City of Auburn.

Please contact me if you have any questions or would like to discuss the comments further. I may be contacted at (530) 823-4211 ext. 144 and by email at [bschroeder@auburn.ca.gov](mailto:bschroeder@auburn.ca.gov).

Sincerely,



Bernie Schroeder  
Director of Planning & Public Works  
City of Auburn

May 6, 2019

DEEANNE GILLICK  
TELEPHONE: (916) 258-8811  
dgillick@sloansakai.com

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

*Via Electronic & U.S. Mail*

**Re: Crown Castle Letter Regarding Appeal of Consistency Determination  
with the Placer Airport Land Use Compatibility Plan (ALUCP)**

Dear Mr. Luken:

We have reviewed the letter on Crown Castle letterhead dated April 22, 2019, from Jason Osborne (Osborn Letter) regarding the wireless communications facility tower which is the subject of the appeal of the Executive Secretary's consistency determination with the ALUCP. The letter was received on the morning of April 24, 2019, just prior to the scheduled public hearing related to the ALUCP consistency determination. At the April 24, 2019 meeting the appeal was continued until May 22, 2019, in order to review and respond to the Osborn Letter. We have concluded that the referenced federal exemption does not apply to the proposed cell tower modification.

The Osborne Letter sets forth a federal law that preempts from local land use control certain wireless communications facilities. The Osborne Letter asserts that the proposal to modify the existing cell tower located at 12393 Shale Ridge Road in close proximity to the Auburn Airport falls within the federal provision which exempts from local land use regulation modifications which are not "substantial changes" to existing facilities. Federal law defines a substantial change, which is subject to local regulation, as a modification that "increases the height of the tower by more than 10% or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty feet, whichever is greater; for other eligible support structures, it increases the height of the structure by more than 10% or more than ten feet, whichever is greater." 47 C.F.R. §1.6100(b)(7)(i).

The proposed cell tower modification is a "substantial change" and the federal exemption provisions set forth in the Osborn Letter do not apply. The proposal is to increase the height of the tower an additional 22 feet 2 inches which is an over 50% increase in the tower height. The existing tower is 41 feet and the proposed modified tower will be 63 feet 2 inches. The proposed tower is a substantial change from the existing tower height with an additional height in excess of twenty feet and over 50% taller than the existing tower. The federal provisions set forth in the



# Sloan Sakai

ATTORNEYS AT LAW

Mike Luken, Executive Director

May 6, 2019

Page 2

Osborn Letter do not apply to the pending cell tower modification and do not affect the Airport Land Use Commission's consideration of the matter as set forth in Commission's staff report.

Sincerely,



DeeAnne Gillick

**TO:** PCTPA Board of Directors

**DATE:** May 22, 2019

**FROM:** Aaron Hoyt, Senior Planner

**SUBJECT:** **DRY CREEK WEST MULTI-USE TRAIL PLANNING AND  
FEASIBILITY STUDY**

**ACTION REQUESTED**

Staff recommends that the Board accept the Dry Creek Greenway West Multi-Use Trail Planning and Feasibility Study Final Report as complete for purposes of the Caltrans Planning grant and to direct staff to submit the final report to Caltrans pending acceptance by the Roseville City Council and Placer County Board of Supervisors.

**BACKGROUND**

PCTPA, the City of Roseville, Placer County Parks & Recreation Division, and the Rails to Trails Conservancy were awarded a Caltrans Sustainable Communities Transportation Planning (SCTP) grant to assess the feasibility of a future three-mile paved multi-use path along the Dry Creek Parkway trail system between Riverside Avenue in the City of Roseville and Cook Riolo Road in unincorporated Placer County. The project is part of the Greater Dry Creek Parkway trail system in Placer County that when completed will have regional connections to the American River Parkway and Sacramento Northern Trails creating a 70-mile loop of trails in the greater Sacramento region.

**DISCUSSION**

PCTPA staff will introduce the project team and receive a presentation from the team consultant, Dokken Engineering, on the study goals, public outreach, potential alignments, evaluation criterion, and preliminary cost estimates. The study will be used to inform the next steps of environmental documentation and preliminary engineering phases that will ultimately select a preferred alignment. Extensive public outreach was performed by staff and the consultant team. Attachment 1 contains the Executive Summary of the study. The full report, public outreach process and more information can be found on the project website at:

[https://www.roseville.ca.us/government/departments/public\\_works/biking\\_walking/current\\_projects/west - dry creek greenway project](https://www.roseville.ca.us/government/departments/public_works/biking_walking/current_projects/west_-_dry_creek_greenway_project).

Staff recommends that the Board accept the Dry Creek Greenway West Multi-Use Trail Planning and Feasibility Study Final Report as complete for purposes of the Caltrans Planning grant and to direct staff to submit the final report to Caltrans pending acceptance by the Roseville City Council scheduled for May 15<sup>th</sup> and Placer County Board of Supervisors on June 11<sup>th</sup>. The PCTPA Technical Advisory Committee approved staff's recommendation on May 7.

Should the study be accepted by the partnering agencies, it is expected that future efforts would continue to be a collaborative effort between the City of Roseville, Placer County, and the Placer County Transportation Planning Agency.

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# Dry Creek Greenway West Multi-Use Trail

## Planning & Feasibility Study

April 2019



*Funded by:*  
Federal Transit Administration  
Section 5304, Sustainable Communities Grant  
Administered by Caltrans

*Prepared by:*  
Dokken Engineering  
110 Blue Ravine Road  
Folsom, CA 95630





Preparation of this feasibility study involved the following steps:

- Collection and review of available background information from the City of Roseville and Placer County,
- Meetings with interested public agencies,
- Site walks with staff and property owners,
- Identification of existing conditions, opportunities and constraints,
- Development of potential alignments,
- Public engagement,
- Evaluation of alignment options,
- Preparation of Feasibility Study Report

The project team collected and reviewed relevant planning and engineering documents and existing mapping to develop existing conditions mapping and identify opportunities and constraints. This existing data collection was supplemented by meetings and field walks with staff and property owners along the study corridor to further clarify and understand the existing conditions. In addition, A *Biological*



*A family enjoying one of Roseville's multi-use trails.*

*Resources Memorandum* was prepared for the proposed project, which consisted of an analysis of biological resources within the feasibility study area and includes recommendations to minimize impacts to sensitive resources and natural communities.

There are several important constraints that will create challenges to completion of this project. However, all are balanced by opportunities to address the challenges.

Most of the corridor is privately owned; however, a large portion of the private property is concentrated into several very large parcels. At least two of these parcels have potential development plans that will provide opportunities to work with owners to incorporate the trail into proposed projects.

The five roads crossed by the creek will all require safe and convenient crossings for trail users. All have existing bridges over the creek that were constructed to accommodate the trail underneath (Cook Riolo Road bridge) or can be modified to accommodate the trail beneath (Atkinson Street, Foothills Boulevard, Vernon Street and Riverside Avenue).

Perhaps the greatest challenge will be crossing the UP Railroad Yard. While the existing railroad bridges over the creek would provide an opportunity for the trail to pass under, the Union Pacific has indicated that they will not allow the trail to be constructed through the rail yard. There is, however, a viable alternative, which consists of re-allocating space on the existing Foothills Boulevard overcrossing of the UP Railroad Yard to provide a barrier-protected path on the bridge, while maintaining all existing traffic lanes.

Public engagement was an important component of this study. In addition to field reviews and meetings with property owners and other stakeholders, there were two community workshops, an online questionnaire and workshop, and three outreach efforts at community events to gather input on the project from residents in Roseville and Placer County.

The study evaluated a total of thirty-three alignment segments based on twenty-three evaluation criteria to determine a recommended alignment. The recommended alignment, shown in *Exhibit 5-1, Recommended Alignment* (at the end of Section 5 of the report), generally follows the north side of Dry Creek from Cook Riolo Road to the Roseville Wastewater Treatment Plant, then crosses to the south side and follows the south side of Dry Creek to near Atkinson Street, turns north to Booth Road, follows Booth Road to Foothills Boulevard, where it uses the existing Foothills Boulevard bridge to cross the UP Railroad Yard, then generally follows the north side of Dry Creek to Riverside Avenue. The estimated cost for the recommended alignment is \$16,360,000, including preliminary engineering and environmental documentation, right-of-way, construction and construction administration, 10 percent for mobilization, and a 25-percent contingency.

Funding for trail construction has not been identified at this time. Several potential funding sources are anticipated, including federal, state, regional and local sources, as well as development-related, private and non-traditional ones. It should be noted that General Funds are not included in the list of potential funding sources for this facility as they typically are not used by the City or County for trails.

The significant cost of the project will likely lead to constructing the trail in the following three phases:

- Cook Riolo Road Bike Path to Booth Road
- Booth Road to Vernon Street
- Vernon Street to Riverside Avenue (Connection to Dry Creek Greenway East).

Upon acceptance of this feasibility study by the Placer County Board of Supervisors and the Roseville City Council, the next steps at their direction will include:

- Environmental documentation and preliminary engineering
- Procurement of funding
- Right-of-way acquisition
- Construction.

The schedule is dependent on funding.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** May 22, 2019

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

**SUBJECT:** **FINAL FY 2019/20 OVERALL WORK PROGRAM (OWP) AND BUDGET**

### **ACTION REQUESTED**

Authorize the Executive Director to adopt Resolution No. 19-10, approving the Final FY 2019/20 Overall Work Program (OWP) and Budget; 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 the final version submitted by June 1.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached final OWP and Budget has been developed in compliance with these requirements and 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 and Budget will be amended periodically during the fiscal year to reflect any new information, work activities, and/or budget changes.

### **DISCUSSION**

The final version of the FY 2019/20 OWP and Budget contains only minor changes from the preliminary draft version adopted by the Board in February 2019, including the incorporation of comments from Caltrans.

The most notable changes in the OWP and Budget are increasing the legal fees for the Highway 65 Widening (WE 42) and updates to reflect Board authorized funding for the I-80 Auxiliary Lanes (WE 43) and Highway 49 Sidewalks Gap Closure (WE 44) projects.

#### ***Work Program***

As noted in the preliminary draft, the FY 2019/20 work program reflects a continued focused on pre-construction project implementation activities, while considering future construction funding opportunities. The Highway 65 Widening Phase 1 design (WE 42), I-80 Auxiliary Lanes design (WE 43), and Highway 49 Sidewalk Gap Closure environmental clearance and design (WE 44) continue to be core efforts, along with ongoing efforts to update the 2020 Regional Transportation Plan (WE 20). Staff will also be working with our partners at Caltrans on Phase 1 of the I-80/SR 65 Interchange Improvements project (WE 41) to ensure construction continues on time and on budget.

Meanwhile, the Regional Transportation Funding Strategy (WE 60) will continue to explore our options to generate locally-controlled long-range transportation funding for the construction of these and other projects. Expenditures include polling and outreach, as supported by efforts



**PCTPA Board of Directors**  
**FINAL FY 2019/20 OVERALL WORK PROGRAM (OWP) AND BUDGET**  
**May 2019**  
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under Intergovernmental Coordination (WE 12), Intergovernmental Advocacy (WE 13), and Communications and Outreach (WE 14).

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

Items related to the potential implementation of the recently adopted Short-Range Transit Plans will be brought back to the Board in future amendments to the OWP this coming year.

***Staffing***

Staffing levels remain the same as in FY 2018/19 with 7.0 full time equivalent staff.

***Budget***

Staff is pleased to again provide the Board with a balanced budget of \$5,352,105. The approximately 3% budget reduction from FY 2018/19 reflects the work already completed for the Regional Transportation Plan public outreach and pre-construction for Phase 1 of the I-80/SR 65 interchange.

ML:LM:ss  
Attachment

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVING THE FINAL  
FISCAL YEAR 2019/20 OVERALL WORK  
PROGRAM AND BUDGET**

**RESOLUTION NO. 19-10**

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held May 22, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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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.

**NOW, THEREFORE, BE IT RESOLVED** that PCTPA hereby approves the Final FY 2019/20 OWP.

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

**Technical Advisory Committee Meeting Minutes**

**May 7, 2019 – 3:00 p.m.**

**ATTENDANCE**

**Technical Advisory Committee (TAC)**

Chris Ciardella, City of Auburn  
Chris Clardy, City of Colfax  
Araceli Cazarez, City of Lincoln  
Brit Snipes, Town of Loomis  
Justin Nartker, City of Rocklin  
Jeannie Gandler, City of Roseville  
Jake Hanson, City of Roseville  
Mark Johnson, City of Roseville  
Jason Shykowski, City of Roseville  
Amber Conboy, Placer County  
Katie Jackson, Placer County  
David Smith, Caltrans

**Staff**

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

**FY 2019/20 Final Overall Work Program and Budget**

Luke McNeel-Caird provided the final FY 2019/20 OWP and Budget to the TAC noting there are only minor changes from the preliminary version. In addition to the incorporating the comments received from Caltrans, McNeel-Caird said that the budget for legal fees were increased based on the ongoing litigation on the Highway 65 Widening project. Additionally, there are updates to reflect funding for the I-80 Auxiliary Lanes and the Highway 49 Sidewalk Gap Closure projects. The TAC concurred with taking the FY 2019/20 final Overall Work Program and Budget to the Board this month.

**Nevada Station Budget**

The Nevada Station Budget was provided to the TAC. Luke McNeel-Caird explained that SPRTA owns the building and PCTPA provides the management. Every two years we bring the operating budget for Nevada Station to the Board for approval. McNeel-Caird reported that nine out of ten offices are currently rented. The budget reflects rental income increasing slightly which will help pay for some deferred maintenance on the building. Additionally, PCTPA will start to get paid back by SPRTA for loans it had made to SPRTA during the economic downturn. The TAC agreed in bringing the Nevada Station budget to the SPRTA Board for approval this month.

**Continue Public Hearing: ALUC – Verizon Cell Tower Height Extension Appeal**

David Melko explained that this item is a continuation from last month's public hearing. Melko said that we had received a letter from the applicant the morning of the public hearing, which called out Federal Communication Commission (FCC) provisions that preempt local land use control of cell

towers if the proposed modification is not a substantial change in physical dimensions. The FCC defines substantial change as greater than a 10% change in height or width. The applicant's modifications do not fall within this exemption and our attorney has confirmed this; therefore, we will be recommending that the Verizon Cell Tower is not consistent with the Airport Lane Use Compatibility Plan (ALUCP). Melko added that it is not in the ALUC's responsibility to approve or deny the project, only to decide consistency with the ALUCP. Placer County will be notified of the consistency determination. They have the authority to approve or deny the project. The TAC concurred with this recommendation.

### **Dry Creek West Greenway Multi-Use Trail Planning and Feasibility Study**

Aaron Hoyt explained that the City of Roseville was awarded a Caltrans Sustainable Communities Transportation Planning (SCTP) grant in 2016 to study the feasibility of a future three-mile paved multi-use path along the Dry Creek Parkway trail system between Riverside Avenue in the City of Roseville and Cook Riolo Road in unincorporated Placer County. This information will be used to guide the City of Roseville's and Placer County's direction on environmental and preliminary engineering phases which will ultimately determine a preferred alignment. The total cost of the project is estimated at \$16.4 million dollars and will close gaps to existing bikeway trails. When all connected, the bikeway will be part of a 70-mile loop of trails in the greater Sacramento region. The Board will hear a presentation by Dokken this month and we will be recommending the Board accept this study. TAC concurred with staff recommendation.

### **Caltrans Report from Local Assistance Staff**

David Smith reported that the awards for the FY 2019/20 Caltrans planning grants is expected to be announcement late next week. Smith said SR 65 ramp metering is currently 6 am – 6 pm weekdays and 10 am – 7 pm weekends. Weekend hours are expected to be adjusted to 9 am – 7 pm. Caltrans will continue to monitor ramp metering to determining effectiveness.

### **Other Issues / Upcoming Deadlines**

- a) **Highway Infrastructure Program (HIP) Funds:** Luke McNeel-Caird reported that Placer County was allocated \$890,000 in HIP funds in August 2018 which went toward the Highway 49 Gap Closure Project and the I-80 Auxiliary Lanes project. This year, Placer County was allocated \$1.25 million dollars. McNeel-Caird explained that the City of Colfax's recent bids for their roundabout project was \$500,000 over the engineer's estimate. This project, which is partially funded with CMAQ and Caltrans discretionary money, needs \$350,000 in order to move forward. The TAC concurred with taking a HIP allocation in the amount of \$350,000 for the City of Colfax's roundabout project to the Board this month for approval. McNeel-Caird asked the TAC to inform him of any projects that may be eligible for the remainder of this funding, noting that the HIP funds have similar requirements to RSTBGP funds.
- b) **Highway 49 Sidewalk Gap Closure Project Update:** Aaron Hoyt said that they are getting close to turning in the project report and environmental document to Caltrans. Hoyt expects Caltrans will sign off on the project report by September. Hoyt added that when complete this project will include 14,000 linear feet of sidewalk in the corridor. Currently, only 27% of this stretch of Highway 49 has sidewalks and that between this project and the Caltrans Hwy 49 Rehab project sidewalks will increase to 75%.
- c) **Regional Transportation Plan Update:** Aaron Hoyt explained that SACOG adopted the MTP/SCS preferred scenario which will allow us to move forward with the Environmental Impact Report (EIR) RTP project lists. We will be releasing the draft report later this summer and the RTP document and EIR is expected to go to the Board for adoption in December.

Kathleen Hanley provided a flyer to the TAC and explained that the first of three online surveys has been conducted. There were over 1,000 respondents to this survey which focused on transportation priorities. The second survey, which will be released mid-May, will emphasize funding and the third will be about prioritizing for planned future projects. Hanley appreciated the jurisdiction's outreach efforts in getting the word out about the survey noting that we are hoping to get more representation from mid- county residents in future surveys. We will be providing the results of all three surveys at the June Board meeting.

- d) **Funding Strategy Update:** Luke McNeel-Caird reported that the subcounty sales tax legislation bill, AB 1413, passed the Assembly Local Government Committee on May 1. The bill will go to the Assembly floor for a vote in June.
- e) PCTPA Board Meeting: May 22 at 3:00 PM
- f) Next TAC Meeting: June 11, 2019

The TAC meeting concluded at approximately 3:45 pm.

**TO:** PCTPA Board of Directors

**DATE:** May 22, 2019

**FROM:** Aaron Hoyt, Senior Planner  
Kathleen Hanley, Assistant Planner  
David Melko, Senior Transportation Planner

**SUBJECT:** STATUS REPORT

**1. Regional Transportation Plan Outreach**

PCTPA conducted the first of three online surveys to get community input on the Regional Transportation Plan (RTP) update. More than 1,000 members of the Placer County community provided input on their transportation priorities during the two weeks this first survey was open. The second survey, which asks community members about their transportation funding preferences, will be released on May 13<sup>th</sup> and will close on May 28<sup>th</sup>. The third survey, in which community members can prioritize planned future projects, will be released June 10<sup>th</sup> and will close on June 24<sup>th</sup>. PCTPA staff will provide the results of this outreach effort at the June Board of Directors meeting. More information on the RTP update, including links to the surveys, is available at [pctpa.net/rtp2040](http://pctpa.net/rtp2040).

**2. Quarterly Status Report on Regionally Significant Transportation Projects**

The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will provide this report once per quarter.

**3. Highway 49 Sidewalk Gap Closure Project**

The Highway 49 Sidewalk Gap Closure project will complete environmental, design, and right-of-way requirements to close gaps in the sidewalk network on Highway 49 between I-80 and Dry Creek Road. Following the February 7, 2019, open house and six stakeholder presentations, the consultant team finalized the preliminary design plans, and prepared an administrative draft of the required project report and environmental documentation for PCTPA staff review. The project development team (PDT) consisting of PCTPA, Placer County, City of Auburn, and Caltrans received an update on the administrative drafts at the April 23, 2019, PDT meeting. The consultant team is anticipated to submit draft versions of the project report and environmental documentation to Caltrans for review by the end of May. PCTPA staff will continue to provide regular project updates to the PCTPA Board. More information about the project is available at [www.pctpa.net/highway49gapclosure/](http://www.pctpa.net/highway49gapclosure/).

PCTPA staff is also coordinating with Caltrans, the City of Auburn, the Auburn Chamber of Commerce and Placer County on a groundbreaking ceremony for the Caltrans Highway 49 Rehabilitation Project. The groundbreaking ceremony and construction are tentatively

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**Status Report**  
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scheduled for June 2019. PCTPA will share the date once it is confirmed. PCTPA staff will also be working with these same parties on public outreach for the SHOPP project and Nevada Street Project which will be constructed roughly at the same time and may greatly impact traffic flow in Auburn.

**4. Freeway Service Patrol (FSP)**

FY 2018/19 3<sup>rd</sup> Quarter statistical summary for Placer FSP is attached. For the 3<sup>rd</sup> Quarter there were 568 total assists and 13 survey comments submitted. All motorists surveyed rated the service as “excellent.”

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**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County  
May 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, and El Dorado counties on Various Routes at Various Locations: Upgrade pedestrian facilities. [CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in FY 17/18]. Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616]. Toll Credits for ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$39,055,000	2021	2018	2018	2019
Caltrans D3	CAL20695	Yol/Pla/Sac Ramp Meters at Various Locations	In Yolo, Placer and Sacramento Counties, on I-80, SR 65 and SR 99, at various locations (I-80-2.4/R11.3 used in CTIPS) - Install ramp meters [CTIPS ID 107-0000-1008]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$12,454,000	2019	2018	2018	2018
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2020	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	In Placer County on I-80 at various locations (PM 46.3/R63.5): Replace bridges at four locations (#19-0112, #19-0113, #19-0114, #19-0118). [CTIPS ID 107-0000-1033]	SHOPP Bridge AC	\$48,385,000	2025	2019	2019	2020
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation [CTIPS ID 107-0000-1032]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,540,000	2020	2018	2018	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.9) - Drainage system rehabilitation [CTIPS ID 107-0000-1034]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]. Toll Credits for ENG	SHOPP Mobility AC	\$2,565,000	2021	2017	2017	2020
Caltrans D3	CAL20728	SR 49 Realignment	In Auburn on SR 49, from 0.2 miles south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout. [CTIPS ID 107-0000-1063]	SHOPP Collision AC	\$8,919,000	2021	2018	2019	2020
Caltrans D3	CAL20729	SR 65 Galleria Blvd. Ramp Meters	In Placer County on SR 65, at Galleria Blvd. - Install ramp meters [CTIPS ID 107-0000-1064] (Toll Credits for PE, ROW, CON) [EA 0F352, PPNO 6913A] [second child project of parent EA 0F350; first child is EA 0F351, PPNO 6913]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,950,000	2020	2017	2017	2017

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County  
May 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20756	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 18/19 FY Minor A). Toll Credits for CON	CT Minor Pgm. - National Hwy System	\$1,317,000	2020			2019
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80) - Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]	SHOPP Mobility AC	\$1,629,000	2020	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]	SHOPP Mobility AC	\$2,344,000	2020	2018	2018	2019
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations - Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species [CTIPS ID 107-0000-1114; CTIPS primary location Sut-99-0.0/42.4] [CTIPS ID 107-0000-1114]	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2020	2018	2019	2019
Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113]	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (Pla-80-38.3/41.5) - Rehabilitate drainage systems [CTIPS ID 107-0000-1119]	SHOPP Roadway Pres AC	\$5,386,000	2023	2018	2020	2021
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards [CTIPS Identifier Sac-Var; CTIPS ID 107-0000-1149]	SHOPP Collision AC	\$4,115,000	2020	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In El Dorado, Butte, Placer, Sacramento, Sutter and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89 and SR 99, at various locations - Upgrade crash cushions and sand barrel arrays to make more durable [CTIPS ID 107-0000-1124]	SHOPP Collision AC	\$3,360,000	2022	2019	2020	2021
Caltrans D3	CAL20783	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards [CTIPS ID 107-0000-1126]	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County  
May 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20798	Colfax Roundabout - Maidu Village FCO	In Colfax, at the I-80 westbound onramps and offramps to SR 174 (PM 33.0/33.1) - Install roundabout; Financial Contribution Only (FCO to City of Colfax) (201.310 SHOPP Operational Improvements 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,250,000	2020			2019
Caltrans D3	CAL20799	Roseville Ramp Meter Repair	In Roseville, on eastbound I-80 at Auburn Boulevard (PM 0.4), Atlantic Street (PM 3.0) and Taylor Road (PM 3.2) onramps; also in the City of Rocklin, on westbound I-80 at Sierra College Boulevard onramps (PM 7.2/7.5) - Reconstruct five (5) existing non-operational ramp meters (201.315 SHOPP Transportation Management Systems 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$810,000	2020			2019
Caltrans D3	CAL20806	Kingvale to Soda Springs Shoulder Repair	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line (PM R62.9/69.7); also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0) - Install concrete gutter to repair shoulder damage at various locations [CTIPS ID 107-0000-1195]	SHOPP - Emergency Response (SHOPP AC)	\$10,890,000	2021	2019	2019	2020
Caltrans D3	CAL21277	SR 65/I-5/SR 51/SR 174 High Friction Surface Treatment	In Placer, Sacramento, and Nevada Counties on SR 65, I-5, SR 51, and SR 174 at various locations: Apply High Friction Surface Treatment (HFST) and Open Grade Asphalt Concrete (OGAC) at various ramp locations. [CTIPS ID 107-0000-1211]	SHOPP Collision AC	\$3,145,000	2021	2019	2020	2020
Caltrans D3	CAL21278	SR 65 South Ingram Slough Slide Repair	In Lincoln on SR 65 at South Ingram Slough Bridge (PM R13.0/R13.1): Permanent restoration to repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. [CTIPS ID 107-0000-1209]	SHOPP - Emergency Response (SHOPP AC)	\$1,725,000	2020	2019	2020	2020
Caltrans D3	PLA25647	Atlantic Eureka I-80 W/B On-ramp Widening	In Roseville, widen the Atlantic Street/Eureka Road/I-80 W/B On-ramp, including bridge widening over Miners Ravine, from 1-lane to 2-lanes plus an HOV bypass lane. (Toll Credits for CON). Toll Credits for CON	Local, SHOPP Mobility AC	\$8,380,000	2021	2016		2019
Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail	\$83,535,000	2021	2011	2017	2017

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Capitol Corridor JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Local	\$224,000,000	2025	2023		2025
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2020	2011	2020	2020
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	In Auburn, along Nevada St from Placer St to Fulweiler Ave: Class 2 bike lane and adjacent sidewalks to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.03, NOx 0.02)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA	\$4,831,282	2019	2013		2016
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$715,134	2022			2019
City of Colfax	PLA25674	Rising Sun Road Pavement Resurfacing Project	In Colfax: Rising Sun Road from Ben Taylor Road to W. Grass Valley Street; Resurface up to 1,400-feet including engineering design, base repairs, mill and fill of road (up to 35,000-sf); and construction management and inspection.	Local, RSTP/STBG, RSTP/STBG Exch	\$224,998	2019	2018		2018
City of Colfax	PLA25676	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	CMAQ, CT Minor SHOPP AC, Local	\$2,600,000	2019	2018		2019
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	HBP, Local	\$13,521,200	2020	2013	2022	2023
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$3,019,534	2022	2016		2022

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between O Street and K Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$2,331,954	2019			2019
City of Lincoln	PLA25652	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 3-lane bridge, including the McBean Park Bridge at Auburn Ravine.	Local	\$13,521,200	2024	2016	2020	2023
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019			2017
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to Nicolaus Road on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	Local, RSTP/STBG	\$2,411,654	2022	2018		2022
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2023	2022		2022
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2024	2023		2023
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$9,290,000	2020	2018		2018
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2024	2023		2023
City of Rocklin	PLA25551	2018 Pavement Rehabilitation-Variou Streets	In the City of Rocklin; Lonetree Blvd., from City Limit with Roseville to Sunset Blvd; Blue Oaks Blvd. from City Limit with Roseville to Sunset Blvd; Sunset Blvd. from Fairway Drive to SR-65; West Oaks Blvd. from Lonetree Blvd. to Stanford Ranch Rd.; Stanford Ranch Rd. from City Limit with Roseville to Sunset Blvd; Park Drive from City Limit with Roseville to Sunset Blvd: Rehabilitate roads. (NEPA covers both this and PLA25678.). Toll Credits for CON	RSTP/STBG	\$2,375,463	2019			2019

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City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$572,058	2019	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout.. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP/STBG	\$5,682,637	2020	2016	2019	2019
City of Rocklin	PLA25678	2019 Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. NEPA covered by PLA25551 (STPL-5095-025).. Toll Credits for ENG	Local, RSTP/STBG	\$900,463	2023	2019		2023
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymt Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2020	2018	2019	2020
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymt Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2022	2019	2020	2021
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2024	2021	2021	2022
City of Roseville	PLA19910	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	ATP (Fed), CMAQ, Local	\$11,790,629	2022	2011	2020	2021
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2019	2018	2019	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2022	2019	2019	2020
City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.18, NOx 0.11, PM2.5 0.04)	CMAQ, Local	\$4,873,000	2020	2011		2018
City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.05, NOx 0.04, PM2.5 0.01) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$7,480,077	2020	2011		2016

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City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2025			2022
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and & CON.). Toll Credits for ENG, ROW, CON	HBP	\$4,200,000	2021	2011	2017	2023
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2024			2020
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2020	2019	2019	2020
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddym Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2020			2018
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westside Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2021	2020	2020	2021
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2019
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$817,000	2019	2014		2021
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses. This project is also anticipated to receive HVIP vouchers totaling \$630,000 through the State Cap and Trade Program. The HVIP is not identified in the project programming since those funds are submitted directly to the bus manufacturer as an offset to project costs.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$3,394,020	2022			2019
City of Roseville	PLA25672	Roseville 2018 Arterial Resurfacing Project	In Roseville; Roadway resurfacing on the following streets: Blue Oaks Blvd from Fiddym to Crocker Ranch, Pleasant Grove from Fiddym to Michner, Woodcreek Oaks from Junction to Canevari, Foothills from Cirby to Denio Loop, Vernon St from Cirby to Douglas, Riverside Ave from City Limit to Darling, Orlando from Riverside to Cirby, Cirby from Sunrise to Rocky Ridge, Folsom from Vernon to Douglas, Lincoln from Folsom to Oak, Estates Dr (all), Harding from Lead Hill to S. end, Stanford Ranch from Hwy 65 to City Limits, Roseville Pkwy from Secret Ravine to Alexandria, Eureka from Douglas to Sierra College & Sierra College from Olympus to Secret ravine.. Toll Credits for CON	RSTP/STBG	\$4,933,559	2019			2020



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City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$2,438,000	2021	2019		2021
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2021	2019	2020	2021
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2023	2020	2021	2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022
City of Roseville	PLA25683	Westbrook Blvd. Extension	In Roseville, extend 4-lane Westbrook Blvd. south from existing Westbrook Blvd. to approx. 3,700' south of Pleasant Grove Blvd. (Scope included as part of PLA25483 in MTP.)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25684	Westbrook Blvd. South	In Roseville, construct 4-lane Westbrook Blvd. from Baseline Rd. to approx. 1,500 north. (Scope included as part of MTP project, PLA25483)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between Sawtell Rd. and just south of Pleasant Grove Blvd., construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$4,882,000	2023			2020
City of Roseville	PLA25703	Replace 3 dial-a-ride buses	Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan.	FTA 5307 - E.S., Local	\$600,000	2020			2019
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2018	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,125,000	2023			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	DEMO HPP, Local, NCI, Prop 1B Trade Corridor, SHOPP Collision AC, SHOPP Mobility AC	\$53,283,200	2020	2010	2017	2017

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PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	CMAQ, Local	\$1,256,813	2022			2011
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp, (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$16,250,000	2020	2013	2020	2020
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	CMAQ, State Cash	\$2,703,927	2022			2014
PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.. Toll Credits for ENG, ROW, CON	2016 EARREPU, DEMO HPP, HIP, Local, NCI	\$19,151,205	2023	2014	2019	2023
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$250,000,000	2030	2019	2026	2026
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools. (Non-Infrastructure component will authorize work in 2019 for \$733,000.). Toll Credits for ENG, ROW, CON	ATP (Fed), CMAQ, HIP, Local	\$16,403,000	2022	2018	2020	2019
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2023	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$840,000	2023			2019

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Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2019	2012	2013	2014
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2020	1998	1999	2014
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2017
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	Local	\$8,675,000	2024	2014	2014	2014
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2020	2006	2006	2016
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2022	2013	2016	2019
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$3,755,797	2019	2010		2018
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$4,144,813	2020	2010		2018
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	HBP, Local	\$10,900,000	2020	2008	2017	2023
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2025	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.). Toll Credits for CON	HBP, Local	\$6,036,000	2019	2008	2011	2018
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2020	2011	2019	2023

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Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	HBP	\$23,938,000	2021	2011	2022	2023
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local	\$44,054,078	2020	2011	2016	2018
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,876,390	2020	2012	2015	2017
Placer County	PLA25518	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	HBP	\$5,272,000	2020	2012	2015	2017
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$19,892,750	2019	2013	2022	2023
Placer County	PLA25536	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$5,000,000	2020	2013	2022	2023
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$6,058,248	2020	2013	2016	2019
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,514,886	2020	2012	2018	2020
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for ROW, CON]. Toll Credits for ROW, CON	CMAQ, Local, RSTP/STBG	\$2,943,451	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2019			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2019			2018
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009 (Toll Credits for CON)	HSIP, Local, RSTP/STBG	\$2,694,200	2020			2016

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County  
May 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25661	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$1,717,000	2022	2023	2023	2023
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010)	HSIP	\$249,700	2019			2017
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP/STBG	\$8,000,000	2026	2019	2021	2023
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	\$2,410,000	2023	2023	2023	2023
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	\$3,449,500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	\$2,393,500	2023	2023	2023	2023
Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25695	Cascade Rd Over McKinney Creek - Bridge Replacement	Cascade Rd over McKinney Creek, 0.2 miles northwest of McKinney Rubicon SP. Replace an existing 2 lane timber bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,109,500	2023	2023	2023	2023
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$2,245,000	2023	2021	2023	2023
Placer County	PLA25698	Gladding Rd Over Doty Creek - Rehabilitate Bridge	Gladding Rd over Doty Creek, 0.9 miles north of Wise Rd. Rehab existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,918,000	2023	2023	2023	2023
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$1,849,001	2023	2022	2023	2023

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County  
May 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$1,000,000	2019	2018		2019
Placer County	PLA25778	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013)	HSIP	\$2,430,900	2024			2022
Placer County Transit	PCT10509	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2019: \$405,065	FTA 5311, Local	\$814,300	2019			2019
Placer County Transit	PCT10510	Preventive Maintenance and Operating Assistance, 2018	Operating assistance and preventive maintenance for urban transit services within Placer County.FFY 2018 - Operating Assistance \$1,293,446FFY 2018 - Preventive Maintenance \$447,238	FTA 5307 - E.S., Local	\$1,740,684	2019			2018
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$821,886	2020			2020
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 4	In Loomis: Taylor Road from Horseshoe Bar Road to King Road: construct new bike lanes and sidewalks and streetscape improvements.	CMAQ, Local	\$1,079,124	2021			2020

**PCTPA FSP 3rd Quarter ((2018/19) Statistical Summary**

Total Assists = 568

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	55.7%	310	Found by You	66.4%	377	Yes, very	100.0%	14
Sport Utility Vehicle/Crossover	17.6%	98	Dispatched by CHP	18.3%	104			
Pickup Truck	15.8%	88	Partner Assist	13.7%	78	<b>How did FSP know you needed help?</b>	<b>Percent</b>	<b>Count</b>
Other	2.0%	11	Directed by CHP Officer	1.1%	6	Driver saw me	78.6%	11
Truck - Over 1 Ton	2.7%	15	Revisit	0.5%	3	Others	21.4%	3
Big Rig	4.9%	27						
Motorcycle	0.5%	3	<b>Vehicle Action</b>	<b>Percent</b>	<b>Count</b>	<b>How would you rate this service?</b>	<b>Percent</b>	<b>Count</b>
RV/Motorhome	0.4%	2	Towed to Drop Zone	17.4%	99	Excellent	100.0%	14
Truck - Under 1 Ton	0.5%	3	Traffic Control	15.7%	89			
Blank	2.0%	11	Tagged Vehicle	7.4%	42	<b>How did you hear about FSP?</b>	<b>Percent</b>	<b>Count</b>
			Quick Fix / Repair	15.3%	87	Other/Friend	7.1%	1
<b>Vehicle Problem</b>	<b>Percent</b>	<b>Count</b>	Called for Private Assistance	3.4%	19	Hadn't heard until today	64.3%	9
Accident	31.7%	180	None - Not Needed	10.7%	61	Was helped previously	14.3%	2
Mechanical	21.1%	120	None - Motorist Refused Service	1.1%	6	Have see trucks driving around	14.3%	2
Flat Tire	13.0%	74	Debris Removal	4.2%	24			
Abandoned	8.3%	47	Escort Off Freeway	6.2%	35	<b>How long did you wait before FSP arrived?</b>	<b>Percent</b>	<b>Count</b>
Out of Gas	7.6%	43	Towed Off Freeway	8.3%	47	Less than 5	35.7%	5
Driver Related	5.1%	29	Other	5.3%	30	5 - 10 minutes	14.3%	2
Overheated	1.2%	7	Provided Transportation	1.2%	7	10 - 15 minutes	14.3%	2
Debris	1.6%	9	Partner Assist	3.9%	22	15-20 minutes	21.4%	3
Other	2.8%	16				Over an hour	14.3%	2
Unsecured Load	0.4%	2	<b>Vehicle Location</b>	<b>Percent</b>	<b>Count</b>			
None - Not Needed	5.3%	30	Right Shoulder	72.0%	401	<b>Total Comments</b>		13
Electrical	1.6%	9	Left Shoulder	9.2%	51			
Partner Assist	0.4%	2	In Freeway Lane(s)	7.2%	40	<b>Other Metrics</b>		
			Ramp/Connector	11.5%	64	Average Duration (Minutes)		13
			Unable to Locate	0.2%	1	Overtime Assists		18
			Blank	2.0%	11	Overtime Blocks		23
<b>Source:</b> <a href="http://www.sacfsp.com/admin">http://www.sacfsp.com/admin</a>						Multi-Vehicle Assist		89



## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** May 3, 2019  
**RE:** April Monthly Report

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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 April.

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

Below are activity summaries of AIM's work:

### **Funding Strategy**

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

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

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

Key social media posts included:

- League of Women Voters Placer County Monthly Meeting
- Share the Road Safety Tips
- Placer County Community Foundation – Loomis Town Talks
- Southbound Highway 65 Meter Times Change – KCRA News Segment
- Bowman Road Bridge Improvement Project
- Northbound Highway 65 Extended Closure
- Safety Tips for Traffic Signal Construction

- Regional Transportation Plan Survey – Priorities
- Regional Transportation Plan Survey – Priorities
- PCTPA Spring 2019 Newsletter Launch
- Placer Parkway Project Update – Roseville Today Article

Current social media page statistics include:

- Facebook – 1,477 Followers
- Twitter – 382 Followers
- Instagram – 173 Followers

Key website analytics include:

- Total page views for the PCTPA website during April: 3,867
  - 18% of views were on the Regional Transportation Plan Page
  - 17% of views were on the PCTPA Home Page
  - 3% of views were on the Roadway Projects Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during April: 2,192

## Newsletter #41

AIM distributed the 41<sup>st</sup> edition of the PCTPA newsletter on April 30, 2019 and promoted the newsletter on PCTPA's social media platforms. Articles included Executive Director Mike Luken's Message, an article updating the community on the Placer Parkway Project, PCTPA Board Perspective: Loomis Town Councilman Brian Baker and how the City of Roseville is using innovate technology to stretch its road maintenance dollars through Senate Bill 1.

## Media Relations

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

## Project Assistance

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

AIM, in coordination with PCTPA, planned and coordinated logistics for the Interstate 80 / Highway 65 informational video including writing talking points, scheduling, and filming interviews of key stakeholders.

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

AIM facilitated the first Placer-Sacramento Gateway Plan stakeholder meeting and launched an online survey. AIM worked with local jurisdiction PIOs and community-based organizations to promote the survey.

AIM, in coordination with PCTPA, coordinated logistics for the Colfax Roundabout groundbreaking, including coordination of speakers and a notification plan.

AIM worked with PCTPA to promote the Regional Transportation Plan survey through email and social media platforms.



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

April 30, 2019

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

## **Infrastructure**

In checking with staff of key Members and committees, we learned the following. There are those, albeit in the minority, who are saying that an infrastructure bill is not going to happen because it's too complicated, because a funding source is too challenging and could be politically controversial, and because Democrats don't want to give the President a "win." On the other hand, what we are mostly hearing is that the effort is "full speed ahead." In the House, a mega infrastructure bill is still the Speaker's #2 priority – ethics and campaign finance being #1 (the House has already passed a bill on that). As a further indication of that, the Speaker has reserved the designation of H.R 2 for the infrastructure bill. Bill designations of 10 or less have traditionally indicated issues of greater importance. Also, the Speaker's staff has had numerous conversations with the staff of Ways and Means Committee Chairman Neal and Transportation and Infrastructure Committee Chairman DeFazio regarding the substance and timing of a bill. DeFazio is still saying publicly early to late summer. As previously reported, DeFazio has introduced, with bipartisan support, a Clean Water SRF and Alternative Water Source Project bill which, we believe, will be one of the three cornerstones of his mega infrastructure bill – the other two being highways and aviation. Lastly, DeFazio has embarked on a very aggressive series of infrastructure hearings – four having been held in the past two weeks. In the Senate, the Senate Environment and Public Works Committee has solicited from Members what they want in an infrastructure bill. Those "asks" are due by May 1. We also know that the EPW majority staff has been drafting some new programmatic approaches – details not known. And, EPW Chairman Barrasso has his infrastructure bill that he drafted last year which has not been made public, the reports being that the focus is on regulatory and permitting reform. With the new majority in the House, the Administration – DOT Secretary Elaine Chao – has been making the rounds advocating for an infrastructure bill, pointing to the President's proposal of last January, and reaffirming the President's comments that infrastructure is an issue that he believes he can work with the Congress on.

## **Hearings**

A number of hearings were held in the House on infrastructure. The Energy and Commerce

Committee held a hearing on April 10 on energy infrastructure. The Transportation and Infrastructure Committee held hearings on airport (March 26), roadway (April 9) and waterway infrastructure (April 10).

### **FY20 Appropriations Process**

Underway with hearings. Tentative goals are for House passage of all bills by the July recess; Senate by the August recess; conferences in September; and final passages by Oct. 1. Have met, and will continue meeting with, various subcommittee staffs to advocate for highest funding levels.

### **FY20 President's DOT Budget**

FHWA - \$2B for INFRA grants - double the FAST Act authorized level, and \$300M in competitive highway bridge grants (versus \$225M in FY19 funding).

FTA - \$1.5B (versus \$2.55B in FY'19 funding) for the Capital Investment Grant (CIG) program (New Starts, Small Starts, Core Capacity) and \$10.65B for the transit formula program, the same as FY19.

FRA - \$936M for Amtrak - \$325M for the NEC and \$611M for the National Network (versus \$650M for the NEC and \$1.29B for the National Network in FY19 funding).

FAA - \$3.3B (versus \$3.85B in FY'19 funding) for the Airport Improvement Program (AIP) for airport capital construction programs.

Other - \$1B for the BUILD grant program (formerly called the TIGER program) versus the \$950M appropriated in FY19.

### **FY20 Congressional Budget Resolution**

The Senate reported out its 5-year budget resolution. The Category 300 Natural Resources & Environment number is a little higher than last year. More importantly, they included a deficit neutral reserve fund for transportation and infrastructure, which listed various categories including water. The purpose is that funds moved in here do not increase the overall deficit. The House had a different approach. H.R. 2021 "Investing for the People Act" includes a 2-year budget. It raised the budget caps on domestic and defense spending. They were ready to bring it to the Floor but some democrats had issues (moderates thought too much money and progressives too much pentagon money). Once they work this out it will be ready to go to the Floor.

### **Bill Tracking**

S.352 — 116th Congress (2019-2020)

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

Sponsor: [Sen. Cornyn, John \[R-TX\]](#) (Introduced 02/06/2019) Cosponsors: (1)  
Committees: 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 10)  
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

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

H.R.680 — 116th Congress (2019-2020)

**Securing Energy Infrastructure Act**

Sponsor: Rep. Ruppertsberger, C. A. Dutch [D-MD-2] (Introduced 01/17/2019) Cosponsors: (1)

Committees: Science, Space, and Technology Establishes a two-year pilot program within the Department of Energy's (DOE) national laboratories to (1) identify the security vulnerabilities of certain entities in the energy sector, and (2) evaluate technology that can be used to isolate the most critical systems of such entities from cyberattacks.

In addition, DOE must establish a working group to evaluate the technology solutions proposed by the national laboratories and to develop a national strategy to isolate the energy grid from attacks.

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.2220 — 116th Congress (2019-2020)

**To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to high priority corridors on the National Highway System, and for other purposes.**

Sponsor: Rep. Babin, Brian [R-TX-36] (Introduced 04/10/2019) Cosponsors: (10)

Committees: Transportation and Infrastructure

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

**May 7, 2019**

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

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

**RE:** April Report of Activities for Funding Strategy Outreach Effort

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Areas of focus this month were as follows:

**Legislation – In Progress**

- Drafted sample support letters
- Attended lobbyist meetings
- Solicited letters of support
- Delivered letters of support
- Assisted lining up testifiers for the hearing
- Drafted talking points for hearing

**Research – Completed**

**Stakeholder Outreach – In Progress**

- Updated stakeholder universe
- Continued to meet individually with key stakeholders
- Held stakeholder meeting on 4/8/19

**Partner Collaboration – In Progress**

- Connected with key partners as we begin the funding strategy outreach
- Prepared for various sponsorships including Roseville 2019, State of the City Rocklin, Celebrity Waiter Luncheon
- Continued speakers bureau/community engagement scheduling
- Presentation to the Roseville, Lincoln and Rocklin Chamber of Commerce.
- Continued planning Cap to Cap PCTPA reception

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

- Continued developing virtual reality video
- Continued developing pieces for the Toolkit (Infographics, newsletter stories, presentations, etc.)
- Continued working on website refresh

**Account Management – In Progress**

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



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

# Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

## MEMORANDUM

TO: Mike Luken

FROM: Mark Watts

DATE: May 2, 2019

SUBJECT: Monthly Activity Report –April 2019

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Smith, Watts & Hartmann (SWH) was engaged to seek the introduction and enactment of authority for a county to develop a tax jurisdiction in which to seek voter approval of a Self-Help Transportation sales tax. AB 1413 fits this need.

Additionally, PCTPA is partnering with the City of Lincoln to aid them in seeking relinquishment of SR 193 within the city limits and SWH is aiding in this effort.

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

- ✓ Provided PCTPA with appropriate updates on the introduction and coalition building in support of Asm. Gloria' AB 1413, which would authorize RTPAs to pursue sub-county tax jurisdictions.
- ✓ Helped coordinate material (likely bill schedule for AB 1413) for the Placer Coalition Lobby meeting.
- ✓ Coordinated outreach to prospective counties to support AB 1413.
- ✓ Briefed former CTC Commissioner Jim Earp on the details of the bill and recommended a strategic approach to his testimony on AB 1413, set for May 1.
- ✓ Participated in meeting with state AGC leadership on the "work force" training recruitment in the bill.
- ✓ Coordinated support for the bill with coalition staff, other lobbyists from Placer and Roseville, and author's office with late focus on committee members.
- ✓ PCTPA's assistance to Lincoln involved providing guidance with respect to the AB 1456, SR 193 relinquishment. After passage from Asm. Transportation Committee in March, the bill was set for hearing in Asm. Appropriations. It was delayed until May. Kept PCTPA advised of status changes.

# Auburn Journal

Date: Sunday, April 21, 2019

By: Journal Staff

## Extended closure planned for Highway 65 off-ramp

Construction to close northbound exit to Galleria Boulevard, Stanford Ranch Road.

Caltrans announced that an extended closure is planned for the northbound State Highway 65 off-ramp to Stanford Ranch Road and Galleria Boulevard because of roadway construction.

A contractor plans to close the exit starting at 10 p.m. Sunday, April 21 through 5 a.m. Thursday, April 25. Motorist are advised to allow extra travel time to reach their destination.

Roadside and fixed overhead message boards will remind motorists about the upcoming closure. During the closure, signs will direct motorists to the following detour route:

Take the northbound Highway 65 exit to Pleasant Grove Boulevard.

Turn left onto westbound Pleasant Grove.

Take the freeway entrance to southbound Highway 65.

Take the southbound Highway 65 Galleria Boulevard/Stanford Ranch Road exit.

The work is part of a \$50 million Interstate 80-Highway 65 interchange improvement project that will add a third lane on northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard and make other improvements to the Galleria Boulevard/Stanford Ranch interchange. More information about improvements to the I-80/Highway 65 interchange can be found at: [8065interchange.org](http://8065interchange.org).