



A G E N D A

A M E N D E D A G E N D A

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

Wednesday, June 28, 2023
9:00 a.m.

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

Simultaneous Teleconference Location

140 Pleasant Street
Colfax, CA 95713

PUBLIC PARTICIPATION INSTRUCTIONS: This meeting will be conducted as an in-person meeting at the locations noted above. A remote teleconference Zoom address is listed for the public's convenience and in the event a Board Member requests remote participation due to just cause or emergency circumstances pursuant to Government Code section 54953(f). Please be advised that if a Board Member is not participating in the meeting remotely, remote participation for members of the public is provided for convenience only and in the event that the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access. By participating in this meeting, you acknowledge that you are being recorded.

Si necesita servicios de traducción para otro lenguaje, aparte de Ingles, Por favor llamar al 530.823.4030 para asistencia. Kung nangangailangan po ng tulong o interpretasyon sa ibang wika liban sa inglés, tumawag lang po sa 530.823.4030.

Agendas, Supplemental Materials and Minutes of the Board of Directors are available on the internet at: <https://pctpa.net/agendas-2023/>. Public records related to an agenda item that are distributed less than 72 hours before this meeting are available for public inspection during normal business hours at the Agency office located at 299 Nevada Street, Auburn, and will be made available to the public on the Agency website.

Webinar access: <https://placer-ca-gov.zoom.us/j/95006221486>

You can also dial in using your phone: US: +1 877 853 5247 or 888-788-0099 or
877-853 5247 (Toll Free)

Webinar ID: 950 0622 1486

A. Flag Salute

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
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B. Roll Call

C. Agenda Review

Matt Click, Executive Director

D. AB 2449

Action

Matt Click, Executive Director

- If necessary, based on a Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize a “just cause” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).

E. Approval of Action Minutes: May 24, 2023

Action
Pg. 1

F. Public Comment

Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.

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. Letter of Task Agreement for Funding Strategy Outreach through June 15, 2024: Meraki Public Affairs - \$90,000 | Pg. 9 |
| 2. Letter of Task Agreement for Legal Services through September 30, 2023: Sloan Sakai & Yeung LLP - \$10,000 | Pg. 11 |
| 3. FY 2023/24 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000 | Pg. 13 |
| 4. Personnel Policy – Cafeteria Account Public Employee’s Medical and Hospital Care Act (PEMHCA) Compliance | Pg. 15 |
| 5. Disposal of Surplus Property | Pg. 17 |
| 6. FY 2022/23 City of Auburn Claims for Local Transportation Funds (LTF) – \$1,066,875 | Pg. 18 |
| 7. FY 2022/23 City of Auburn Claims for State Transit Assistance (STA) – \$128,439 | Pg. 23 |
| 8. FY 2022/23 City of Auburn Claims for State of Good Repair Funds (SGR) – \$16,964 | Pg. 29 |
| 9. FY 2021/22 TDA Financial Audit (under separate cover) | |
| 10. Reprogramming STBG Funding from the City of Rocklin’s Five Star Blvd & Destiny Drive Road Rehabilitation Project to the Whitney Ranch Pkwy./University Ave. Roundabout Project - \$1,216,854 | |

11. Reprogramming FFY 2017 – 2019 STBG Funding from Placer County’s Bowman Rd. Bridge Projects to the Foresthill Rd. Safety Project - \$355,338.26

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
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- H. Consent Calendar: Airport Land Use Commission** **Action**
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. **Pg. 35**
1. FY 2023/24 Letter of Task Agreement for On-Call Airport Land Use Compatibility Planning Technical Consulting Services: Mead & Hunt – \$10,000 **Pg. 36**
- I. Lincoln, CA Passenger Rail Feasibility Study Final Report** **Action**
David Melko, Senior Transportation Planner **Pg. 37**
- Staff recommends that the Board accept the Lincoln Passenger Rail Feasibility Study Final Report as complete for purposes of the State Route 65 Capacity and Operational Improvements Project Settlement Agreement.
- J. I-80 Auxiliary Lanes Project Progress Update to Execute Utility Agreement Amendment with PG&E** **Info**
David Melko, Senior Transportation Planner **Pg. 38**
- K. Western Placer Consolidated Transportation Services Agency (WPCTSA) Budget Adoption** **Action**
Mike Costa, Senior Transportation Planner **Pg. 39**
- Approve the FY 2023/24 Western Placer Consolidated Transportation Services Agency (WPCTSA) Budget as presented in this staff report.
- L. PCTPA-WSP Master Agreement Amendment and Approval of the Comprehensive Operational Analysis and Short-Range Transit Plan Project Letter of Task Agreement** **Action**
Mike Costa, Senior Transportation Planner **Pg. 43**
- Amend the Master Agreement between PCTPA and WSP, USA, Inc., (WSP), to extend the total Agreement’s compensation to an amount not to exceed \$719,000.00 to accommodate the Comprehensive Operational Analysis (COA) and Short-range Transit Plan (SRTP) project through June 30, 2025.
 - Approve the Letter of Task Order Agreement (LOTA) No. 23-22 between PCTPA and WSP, which includes the scope of work, timeline/schedule, personnel compensation rates, and other estimated direct costs associated with the COA/SRTP project, for an amount not to exceed \$650,000.00.
- M. Nevada Station Building Surplus Land Act Determinations** **Action**
Matt Click, Executive Director **Pg. 78**
Jodi LaCosse, Fiscal Administrative Officer
- Adopt Resolution No. 23-23, a joint resolution by PCTPA and SPRTA, making Surplus Lands Act findings related to the Nevada Station building and

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authorizing the Executive Director to provide notice and negotiate in good faith in accordance with the Surplus Lands Act.

- N. Updated Salary Schedule**
 - Update PCTPA’s salary schedule for all existing and newly created positions except for the Executive Director. **Action**
Pg. 85
- O. Executive Director’s Report** **Info**
- P. Board Direction to Staff**
- Q. Informational Items** **Info**
 - 1. Technical Advisory Committee (TAC) Minutes – May 9, 2023 Pg. 87
 - 2. Status Reports
 - a. PCTPA – May 2023 Pg. 90
 - b. Meraki Consulting – March and April 2023 Pg. 102
 - c. Smith, Watts, & Harman-Politico, March 2023 Pg. 103
 - d. Capitol Corridor – October 2022 – April 2023 Performance Year-to-Date Pg. 110
 - 3. PCTPA Receipts & Expenditures: May 2023
Under Separate Cover

Next Meeting: August 23, 2023

***** July 26th PCTPA Board Meeting – Cancelled *****

Following is a list of the 2023 Placer County Transportation Planning Agency (PCTPA) meetings.

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

PCTPA Board Meetings – 2023	
Wednesday, January 25	Wednesday, July 26
Wednesday February 22	Wednesday, August 23
Wednesday, March 22	Wednesday, September 27
Wednesday, April 26	Wednesday, October 25 18
Wednesday, May 24	Wednesday, December 6
Wednesday, June 28	

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



ACTION MINUTES

REGULAR MEETING OF THE

**Placer County Transportation Planning Agency (PCTPA)
Western Placer Consolidated Transportation Services Agency (CTSA)
Placer County Airport Land Use Commission (ALUC)
Placer County Local Transportation Authority (PCLTA)**

**May 24, 2023 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California**

ROLL CALL

Ken Broadway
Trinity Burruss
Amanda Cortez
Alice Dowdin Calvillo
Jim Holmes
Bruce Houdesheldt
Paul Joiner
Suzanne Jones, Chair

STAFF

Rick Carter
Matt Click
Mike Costa
Jodi LaCosse
David Melko
Cory Peterson
Solvi Sabol
Rick Carter

Chair Jones provided direction on public remote participation procedures. Staff reports and a video of this meeting are available at: <https://pctpa.net/agendas-2023/>.

AGENDA REVIEW

Matt explained that the PCTPA Consent Calendar, Item 9, Low Carbon Transit Operations Program, had a language change regarding the Zero Emissions Bus Replacement Project. The changes have been tracked and provided as a “pink” to the Board and the public.

AB 2449

Matt Click informed that all Board are present or participating remotely with public access. No Board action was necessary.

APPROVAL OF ACTION MINUTES – March 22, 2023

Upon motion by Joiner and second by Broadway, the March 22, 2023 action minutes were approved by the following roll call vote:

AYES: Broadway, Burruss, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones,

NOES/ABSTAIN: None

ABSENT: None

PUBLIC COMMENT:

Public comment was received from Michael Garabedian, Placer Tomorrow.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

AYES: Broadway, Burruss, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones,
NOES/ABSTAIN: None

1. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #22-01 Amendment #1 - \$260,254.55
2. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #23-01 - \$171,765
3. Interstate 80 Auxiliary Lanes Project: City of Roseville Tree Mitigation – \$353,882
4. Lincoln, CA Passenger Rail Feasibility Study Final Report: R.L. Banks & Associates Letter of Task Agreement #23-01 - \$10,000
5. I-80/SR 65 Truck Charging Feasibility Study: Jacobs Engineering Group, Inc. Letter of Task Agreement #23-01 - \$200,000
6. SR 49 Sidewalk Gap Closure Project Wood Rodgers Contract Amendment – \$176,000
7. SR 49 Sidewalk Gap Closure Project Monument Contract Amendment – \$32,683.32
8. SR 49 Sidewalk Gap Closure Project – PS&E Co-Op Agreement Amendment
9. FY 2022/23 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$891,481
10. FY 2021/22 TDA Financial Audits (under separate cover)
11. Reprogramming FFY 2017 – 2019 STBG Funding from Placer County’s Bowman Rd. Bridge Projects to the Foresthill Rd. Safety Project - \$102,535.17
12. Change to Scope of Work for the Town of Loomis’ FFY 2026/27 STBG Programmed Funding
13. Change to Scope of Work for the City of Rocklin’s I-80/Rocklin Road Interchange Improvements Project
14. Reprogramming FFY 2026 – 27 CMAQ Funding from the City of Rocklin’s Stanford Rd./Crest Dr. Roundabout Project to the Whitney Ranch Pkwy./University Ave. Roundabout Project - \$503,000
15. Reprogramming CMAQ Funding from the City of Lincoln’s Lincoln Boulevard Streetscape Improvement Phase 4 Project to the Industrial Avenue Rehabilitation Project - \$48,734
16. Letter of Task Agreement for Sales and Use Tax and Economic Analysis Forecasting Services, July 1, 2023 – June 30, 2024: HdL - \$15,000
17. FY 2022/23 Town of Loomis Claims for Local Transportation Funds (LTF) – \$526,384
18. FY 2022/23 Town of Loomis Claims for State Transit Assistance (STA) – \$62,696
19. FY 2022/23 City of Roseville Claims for Local Transportation Funds (LTF) – \$11,764,381
20. FY 2022/23 City of Roseville Claims for State Transit Assistance (STA) – \$1,504,103
21. FY 2022/23 City of Roseville Claims for State of Good Repair Funds (SGR) - \$198,196
22. Nevada Station Operating Budget for Fiscal Years 2023/24 and 2024/25

CONSENT CALENDAR: AIRPORT LAND USE COMMISSION

Upon motion by Joiner and second by Holmes, the ALUC Consent Calendar items as shown below were approved by the following roll call vote:

AYES: Broadway, Burruss, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones

NOES/ABSTAIN: None

1. Airport Land Use Commission Fee – No Annual Fee Adjustment for FY 2023/24
2. 2021 Airport Land Use Compatibility Plan (ALUCP) Basic Compatibility Criteria Table: Recommended Revisions to Clarify Airspace Review Requirements

PUBLIC HEARING: BEAUTIFUL MINDS WELLNESS GENERAL PLAN AND COMMUNITY PLAN AMENDMENTS AND REZONE CONSISTENCY DETERMINATION DAVID MELKO, SENIOR TRANSPORTATION PLANNER

Staff report presented by David Melko, Senior Transportation Planner

The applicant representative, Jason Brown, Chief Operating Officer, Beautiful Minds Wellness, spoke on the project. He agreed to notify lodging patrons that there is an airport in proximity to the facility. Chair Jones opened the Public Hearing. Public comment was received from, Michael Garabedian, Placer County Tomorrow.

Upon motion by Joiner and second by Dowdin Calvillo, the Board found that the proposed Beautiful Minds Wellness Project General Plan and Community Plan Amendments and Rezone are consistent with the Placer County Airport Land Use Compatibility Plan by the following roll call vote:

AYES: Broadway, Burruss, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones

NOES/ABSTAIN: None

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

Upon motion by Holmes and second by Dowdin Calvillo, the WPCTSA Consent Calendar item as shown below was approved by the following roll call vote:

AYES: Broadway, Burruss, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones

NOES/ABSTAIN: None

1. Extension of Time and Cost for WPCTSA’s On-Call Consulting Contract with Tranova

FY 2022/23 OVERALL WORK PROGRAM AND BUDGET (OWP) AMENDMENT #2

Staff report presented by Jodi LaCosse, Fiscal Administrative Officer

Public comment was received from Michael Garabedian, Placer County Tomorrow.

Upon motion by Dowdin Calvillo and second by Houdesheldt the Board adopted Resolution No. 23-17 approving the FY 2022/23 Overall Work Program (OWP) and Budget Amendment #2 and authorized the Executive Director to submit to Caltrans by the following roll call vote:

AYES: Broadway, Burruss, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones

NOES/ABSTAIN: None

FINAL FY 2023/24 OVERALL WORK PROGRAM AND BUDGET (OWP)

Staff report presented by Jodi LaCosse, Fiscal Administrative Officer

Public comment was received from Michael Garabedian, Placer County Tomorrow.

Upon motion by Holmes and second by Dowdin Calvillo, Adopt Resolution 23-16 approving the FY 2023/24 Overall Work Program (OWP) and Budget, and authorize the Executive Director to submit to Caltrans.

AYES: Broadway, Burruss, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones

NOES/ABSTAIN: None

I-80 AUXILIARY LANES PROJECT FIRST AMENDMENT TO UTILITY AGREEMENT NO. 2452.1

Staff report presented by David Melko, Senior Transportation Planner

Contributing information provided by Jason Isely, PG&E and Tess Gotladera, PG&E

Public comment was received from Michael Garabedian, Placer County Tomorrow

It was emphasized that Matt Click will return to the Board should he be unable to determine that the costs to deactivate two gas lines are actual and necessary.

Upon motion by Holmes and second by Dowdin Calvillo the Board adopted Resolution No. 23-19 (1) approving the First Amendment to Utility Agreement No. 2452.1 with Pacific Gas and Electric (PG&E) for deactivation of two gas lines resulting from construction of the I-80 Auxiliary Lanes project; and (2) authorized the Executive Director to execute said agreement and disburse funds as required by the Amended Agreement upon a satisfactory determination that the costs to deactivate the two gas lines are actual and necessary by the following roll call vote:

AYES: Broadway, Cortez, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones

NOES/ABSTAIN: None

RECUSED: Burruss

REGIONAL TRANSPORTATION PLAN 2050 DRAFT POLICY ELEMENT

Staff report presented by Cory Peterson Senior Transportation Planner and

Mike Costa, Senior Transportation Planner

Public comment was received from Peter Eakland, Rocklin Resident, and Michael Garabedian, Placer County Tomorrow.

The Board received a presentation on the Regional Transportation Plan 2050 Draft Policy Element. No action. For information only.

The full presentation is available at <https://pctpa.net/agendas-2023/>.

NEVADA STATION BUILDING

Staff report presented by Matt Click, Executive Director and Jodi LaCosse, Fiscal Administrative Officer

Upon motion by Joiner and second by Houdesheldt, the Board allowed the Executive Director to enter into an agreement with CBRE to list the Nevada Station building for sale and explore market potential by the following roll call vote:

AYES: Broadway, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones

NOES/ABSTAIN: None

EXECUTIVE DIRECTOR’S REPORT

Matt Click reported on the following:

- Cap to Cap Meeting: We had a successful and productive business meeting with accompanying Board Members and our new federal lobbyist, TFG, to discuss our advocacy plan over the next three – five years.
Other meetings included:
 - ✓ U.S. Senator Padilla’s staff,
 - ✓ U.S. Congress – Kiley, LaMalfa, Matsui, and Garamendi.
 - ✓ U.S. House Transportation and Infrastructure Minority and Majority staff.
 - ✓ US DOT, FHWA, FTA
- Funding Measure Activities: The education campaign is in full swing. We have already had a couple hosted events and will be out in the community over the summer. The digital campaign ads are running via social media and streaming TV. We will show these ads at our June meeting.
- It is likely that there are not enough Board items to warrant a July meeting and therefore it will likely be cancelled.
- SACOG’s Blueprint Workshop will be held June 16th at the Folsom Community Center from 8:00 a.m. – 12:00 p.m.

BOARD DIRECTION TO STAFF / BOARD ANNOUNCEMENTS: Director Houdesheldt announced that SACOG will begin holding their Board meetings in jurisdictions that they represent. The SACOG Board will meet in Placer County on April 20th at the Boys and Girls Club in Roseville

ADJOURN: The meeting adjourned at approximately 11:07 a.m. A video of this meeting is available online at <https://pctpa.net/agendas-2023/>.

Matt Click, Executive Director

Suzanne Jones, Chair

Solvi Sabol, Clerk of the Board

ss:mbc

TO: PCTPA Board of Directors

DATE: June 28, 2023

FROM: Matt Click, Executive Director

SUBJECT: AMENDED CONSENT CALENDAR

Below are the Consent Calendar items for the June 28, 2023, agenda for your review and action.

1. Letter of Task Agreement for Funding Strategy Outreach through June 15, 2024: Meraki Public Affairs - \$90,000
Staff recommends approval of the attached Letter of Task Agreement with Meraki Public Affairs through June 15, 2024, for an amount not exceed \$90,000. Expenditures are included in the FY 2023/24 Overall Work Program and Budget.
2. Letter of Task Agreement for Legal Services through September 30, 2023: Sloan Sakai & Yeung LLP - \$10,000
Staff recommends approval of the attached Letter of Task Agreement with Sloan Sakai Yeung & Wong through September 30, 2023 for an amount not exceed \$10,000. Expenditures are included in the FY 2023/24 Overall Work Program and Budget.
3. FY 2023/24 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000
Staff recommends approval of the attached Resolution No. 23-24 and PCTPA LTF claim for FY 2023/24 in the amount of \$475,000 per the FY 2023/24 Preliminary Apportionment of Local Transportation Funds approved at the February 2023 Board meeting. Staff recommends approval.
4. Personnel Policy – Cafeteria Account Public Employee’s Medical and Hospital Care Act (PEMHCA) Compliance
Staff recommends approval of a language change in the PCTPA Personnel Policy -Cafeteria Plan Section 4. This is a language change only and does not have any fiscal impact on the agency. PEMHCA requires that both current employees and retirees receive the same employer contribution towards medical benefits. This proposed language change will provide compliance. This was reviewed with the Administrative Subcommittee in May.
5. Disposal of Surplus Property
Per the 2010 Administrative Policies, the Executive Director will bring to the Board a list of identified items to be designated as surplus property. Staff has recently identified surplus property that is no longer used or needed by PCTPA or has become obsolete or damaged beyond repair. Staff is recommending the PCTPA Board allow for the most appropriate, cost-effective disposal procedures in accordance with any one or combination of the following methods as allowed in the Administrative Policies:

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- A. Participation by PCTPA in another local agency's public agency auction sale, where PCTPA may realize reasonable profit;
 - B. Conveyance of surplus property to other government agencies, schools or non-profit organizations by direct negotiated sale;
 - C. Donation of surplus property to other government agencies, schools or non-profit organizations if it is for a public purpose;
 - D. Public auction sale by PCTPA with notice of the auction to be published at least five days in advance in a local newspaper of general circulation;
 - E. Sale to Agency staff where the value of the individual item of surplus property is less than \$500 and PCTPA may realize reasonable profit;
 - F. Disposal to local landfill or hazardous materials collection;
 - G. Transfer to an auction company for sale at public auction
6. FY 2022/23 City of Auburn Claims for Local Transportation Funds (LTF) - \$1,066,875
The City of Auburn has submitted a claim for \$1,066,875 in LTF funds for FY 2022/23. \$761,376.23 will be used for Article 4 Transit Operations, while \$305,498.77 will be used for Article 8 Local Streets and Roads purposes. The City's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2022, and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
7. FY 2022/23 City of Auburn Claims for State Transit Assistance (STA) - \$128,439
The City of Auburn has submitted claims for \$128,439 in STA funds for FY 2022/23 - entirely for transit capital. The City's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
8. FY 2022/23 City of Auburn Claims for State of Good Repair Funds (SGR) - \$16,964
The City of Auburn has submitted a claim for \$16,964 in Senate Bill 1 SGR funds for FY 2022/23 for transit capital purposes. The City's claim is in compliance with the approved SGR apportionment and with all applicable requirements. Staff recommends approval.
9. FY 2021/22 TDA Financial Audit (under separate cover)
Staff recommends acceptance of the final Transportation Development Act (TDA) Financial Audits for Fiscal Year (FY) 2021/22 for the City of Roseville. TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those agencies receiving Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Low Carbon Transit Operations Program (LCTOP), and the State of Good Repair (SGR) funds. It will be submitted to the State Controller's Office as required.

10. Reprogramming STBG Funding from the City of Rocklin’s Five Star Blvd & Destiny Drive Road Rehabilitation Project to the Whitney Ranch Pkwy./University Ave. Roundabout Project - \$1,216,854

The PCTPA Board of Directors previously approved the award of fiscal year 2022 through 2025 programming of regional Surface Transportation Block Grant (STBG) program funding for the City of Rocklin’s Five Star Blvd & Destiny Drive Road Rehabilitation Project (PLA25844), in the amount of \$1,216,854. The City has identified other funding as well as identified another project on Whitney Ranch Pkwy./University Ave. that has recently experienced a fatality which has become a higher priority for improvement. The City has requested to re-program the \$1,216,854 of STBG funding to the Whitney Ranch Pkwy./University Ave. Roundabout Project (PLA25872), which will convert an existing stop-controlled intersection to a roundabout to improve overall safety at the Whitney Ranch Pkwy./University Ave. intersection. Staff recommends re-programming the STBG funding to accommodate the City of Rocklin’s request.

11. Reprogramming FFY 2017 – 2019 STBG Funding from Placer County’s Bowman Rd. Bridge Projects to the Foresthill Rd. Safety Project - \$355,338.26

In May 2023, the PCTPA Board of Directors approved the re-programming of Federal Fiscal Year (FFY) 2017 – 2019 Surface Transportation Block Grant (STBG) funds, in the collective amount of \$102,535.17, from Placer County’s Bowman Road Bridge Projects (PLA25447 and PLA25448) to the County’s Foresthill Road Safety Project (PLA25778). However, due to information that was not available at that time, the Board’s action did not accurately reflect the true collective savings available to be re-programmed between the projects. The County has recently completed both Bowman Rd. Bridge projects with the projects having a collective savings, totaling \$355,338.26, of obligated but unspent funding (-\$62,101.47 from PLA25447 plus \$417,439.73 from PLA25448 equals a combined savings of \$355,338.26). The County has requested to re-program the unspent STBG savings from the Bowman Rd. Bridge projects to their Foresthill Rd. Safety project (PLA25778) to accommodate the project’s higher than anticipated construction costs. The Foresthill Rd. Safety project consists of installing a high friction surface treatment, guardrail, and warning signs on Foresthill Rd. between Old Auburn-Foresthill Rd. and Spring Garden Rd. Staff recommends the PCTPA Board’s approval to re-program the \$355,338.26 of STBG funds from the Bowman Rd. Bridge projects to Placer County’s Foresthill Rd. Safety project, which, if approved, will supersede the Board’s May re-programming action.

RC:mbc



ALICE DOWDIN CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
BRIAN BAKER
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK
Executive Director

June 28, 2023

Cherri Spriggs, Owner
Meraki Public Affairs
1266 Earham Lane
Lincoln, CA 95648

**RE: LETTER OF TASK AGREEMENT #23-01
MERAKI PUBLIC AFFAIRS AND
PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Dear Ms. Spriggs:

This letter, when countersigned, authorizes work under the “Master Agreement between Placer County Transportation Planning Agency (PCTPA) and Meraki Public Affairs (Meraki), dated November 1, 2022, that is in effect until June 15, 2024.

- 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 Meraki to provide funding strategy public education and outreach consulting services under PCTPA Work Element 61 – Regional Transportation Funding Strategy.
2. Term: Consultant services under this LOTA are to commence July 1, 2023 and end on June 15, 2024. This LOTA shall be completed in such a sequence as to assure that projects are on budget and on schedule. During the term of this LOTA, Consultant shall not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Public Education and Outreach around Transportation Needs and Funding which includes the following scope of work:
 - Strategic Communications Advice
 - Research Program Alignment
 - Community Engagement
 - Content Creation and Asset Development to for Public Education and Outreach Efforts
 - Digital Media Program Alignment
 - Partner Collaboration
 - Earned Media
 - Events
 - General Communications Program Alignment
 - Program Management and Oversight

- 4. **Personnel:** Consultant will provide their own personnel to perform the work in this Letter of Agreement. Sub-consultants include Aldo Pineschi Consulting. Consultant will provide administrative support and overhead expenses. The Executive Director will act as PCTPA’s Project Manager.

- 5. **Reporting:** Consultant shall provide a detailed monthly written report to the Executive Director by the 2nd Wednesday day of each month starting on December 10, 2022, which will detail the work completed to date and the preceding month, the work upcoming for the following month and any outstanding issues to be resolved.

- 6. **Compensation:** For services rendered, Consultant compensation shall be as follows:
 Fiscal Year 2023/2024 - Not to Exceed \$90,000, billed monthly at \$7,500. This monthly retainer amount remains the same as Fiscal Year 2022/2023. Consultant will invoice no more frequently than on a monthly basis for work completed and shall include tasks completed. Invoices will be paid within thirty (30) days of receipt.

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 Matt Click (530) 823-4030.

Sincerely,

Accepted by:

Matt Click, AICP
 Executive Director
 Placer County Transportation Planning Agency

Date

Cherri Spriggs
 Owner
 Meraki Public Affairs

Date



SANDY AMARA
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
BRIAN BAKER
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK
Executive Director

June 28, 2023

Nancy Miller
Sloan Sakai Yeung & Wong LLP
555 Capitol Mall, Suite 600
Sacramento, California 95814

**SUBJECT: LETTER OF TASK AGREEMENT #23-01
BETWEEN SLOAN SAKAI YEUNG & WONG LLP AND
AND THE PLACER COUNTY TRANSPORTATION PLANNING
AGENCY**

Dear Ms. Miller:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Renne Sloan Holtzman Sakai LLP” dated June 28, 2023.

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 Sloan Sakai Yeung & Wong LLP (formerly known as Renne Sloan Holtzman Sakai LLP) to provide legal counsel to PCTPA.
2. Term: Consultant services are to commence July 1, 2023 and shall be completed in such a sequence as to assure that services are completed in a timely manner. This contract shall end on September 30, 2023. Additionally, a three-month extension to the master agreement is agreed to by both parties extending the agreement term through 9/30/2023. During the term of this contract, you are not to engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will perform the tasks described below:
 - a. Provide legal review and advice to PCTPA on documents, agreements, and responsibilities relating to transportation planning and funding. Typical duties might include review of memoranda of understanding and funding agreements between agencies and analysis of legislation as it may affect PCTPA programs.
 - b. Provide legal review and advice to PCTPA on documents, agreements, and responsibilities relating to administration and personnel issues for a public agency.
 - c. Attend Board meetings as may be required on an “as needed” basis as requested by the Executive Director.
 - d. Other legal services as may be needed and requested by the Executive Director or the Board of Directors.
4. Personnel: DeeAnne Gillick will provide primary legal counsel. Consultant will provide additional personnel to perform above noted services as needed.

5. Compensation: For services rendered in FY 2023/24, Consultant will be compensated at the following rates with an annual amount not to exceed \$10,000, as budgeted:

Renne Sloan Holtzman Sakai Staff	Hourly Rate Schedule
Nancy C. Miller	\$ 315
Genevieve Ng	\$ 325
Paul J. Chrisman	\$ 290
DeeAnne Gillick	\$ 295
Osman I. Mufti	\$ 285
Madeline E. Miller	\$ 285
Angela Cabral	\$ 275
Other Partners & of Counsel	\$ 305-410
Other Associates & Senior Counsel	\$ 230-310
Paralegals	\$ 130
Consultants	\$ 175-295

Consultant shall invoice for time and materials on a monthly basis for work completed. Documented mileage will be reimbursed at the current IRS rate. Other actual and necessary costs will be reimbursed at cost with appropriate back up documentation. Invoices will be paid within thirty (30) days of receipt.

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 Michael Luken, Executive Director, at (530) 823-4030.

Sincerely,

Accepted by:

 Matt Click, AICP
 Executive Director
 Placer County Transportation Planning Agency

Date

 Nancy Miller
 Partner
 Sloan Sakai Yeung & Wong LLP

Date

CLAIM FOR LOCAL TRANSPORTATION FUNDS
PCTPA APPORTIONMENT

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

FROM: CLAIMANT: Placer County Transportation Planning Agency
299 Nevada Street
Auburn CA 95603

CONTACT: Matthew Click, Executive Director
Phone: (530) 823-4030 Email: mclick@pctpa.net

The Placer County Transportation Planning Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2022/23 in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

PCTPA Administration	\$ 475,000
PCTPA Planning	\$ <u>0</u>
TOTAL	\$ 475,000

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 TRANSPORTATION
PLANNING AGENCY

BY: _____
(signature)

BY: _____
(signature)

BY: PCTPA Chair

BY: Matthew Click, Executive Director

BY: June 28, 2023

BY: June 28, 2023

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
LOCAL TRANSPORTATION FUNDS TO THE
PLACER COUNTY TRANSPORTATION
PLANNING AGENCY**

RESOLUTION NO. 23-24

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held June 28, 2023 by the following vote on roll call:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that PCTPA has reviewed the claim and has made the following allocations from the 2023/24 fiscal year funds.

- | | | |
|----|--|-----------------------|
| 1. | To the Placer County Transportation Planning Agency
for administrative purposes (PUC 99233.1): | \$ 475,000 |
| 2. | To the Placer County Transportation Planning Agency
for transportation planning purposes (PUC 99233.2): | \$ <u> 0</u> |
| | Total LTF Funds Claimed | \$ 475,000 |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants.



TO: PCTPA Board of Directors

DATE: June 28, 2023

FROM: Matt Click, Executive Director

SUBJECT: Public Employee’s Medical and Hospital Care Act (PEMHCA) Compliance

ACTION REQUESTED

Recommend that PCTPA Board take action to update Personnel Policy wording to maintain compliance with PEMHCA.

DISCUSSION:

To be in compliance with the Public Employee’s Medical and Hospital Care Act (PEMHCA); PCTPA needs to update the current wording in the Cafeteria Plan section of the Personnel Policy. **NOTE: This is a language change ONLY and does not have any fiscal impact on the agency.** Currently the language states that PCTPA will provide a contribution to active employees for medical insurance which is equivalent to the average cost of the family plans available in the CalPERS region for Placer County (region 1). Retirees currently receive a contribution up to the average of the tier of the plan they have chosen (i.e., average of either retiree only, retiree + 1, or retiree + family). PEMHCA requires that both current employees and retirees receive the same employer contribution towards medical benefits. The below language has been reviewed by both our attorney and the Administrative Subcommittee and the adjustment in language will provide compliance and will not change the cafeteria plan contributions employees currently receive; it is just a change in how it is calculated.

COST TO PCTPA: Cost neutral.

PROPOSED WORDING CHANGES

Cafeteria Plan – Section 4 Page 21 PCTPA Personnel Policy

PCTPA allows employees to maximize the effectiveness of benefit dollars by participating in a cafeteria plan. Employees in the following employment classifications are eligible to participate in the cafeteria plan:

- Regular full-time employees
- Regular part-time employees (21 hours per week or more)
- Introductory employees
- Contract employees (as may be set forth in the contract)

Under a cafeteria plan, PCTPA determines a pre-tax benefit budget for employees in eligible classifications to be directed by the employee. The individual benefit budget is determined by calculating the following:

- the average cost of family coverage in the plan tier enrolled in by employee made available amongst all eligible health insurance plans available in Placer County per PCTPA’s contract with the California Public Employees’ Retirement System (PERS) and under the Public Employees’ Medical and Hospital Care Act (PEMHCA);

- **An amount to be determined by PCTPA on an annual basis that represents the difference between the average cost of health care premiums for each employees plan tier and the average cost of family coverage for use to cover additional health and welfare benefits or dependent care costs.**
- the cost of family coverage under the agency’s dental plan;
- the cost of vision coverage for an individual employee;
- the cost of \$50,000 term life insurance policy for the individual employee; and
- the average cost for long term disability policy for a full-time employee.

SAMPLE CALCULATIONS

Current Calculation for Active Employee Health:

Employee A – Chooses United Healthcare Employee +1 \$2,088.14

Employee A receives contribution average of Family Plan 2023 per Current Policy: **\$2,690.40**

Employee A has \$602.26 available toward other cafeteria plan benefits.

Current Calculation for Retiree:

Retiree A – Chooses United Healthcare Employee + 1 \$2,088.14

Retiree A receives employer contribution average of Employee +1 Plans in Region 1: **2,069.54**

Retiree A pays an additional \$18.16 for coverage

Proposed Change – Active Employee

Employee A – Chooses United Healthcare Employee + 1 \$2,088.14

Employee A receives contribution average of Employee + 1 Plan in Region 1: **\$2,069.54**

Employee A receives difference between the Average of plan tier chosen above and Average of Family Plan: \$620.86 (2,690.40-2,069.54)

Employee A has \$602.26 available toward other cafeteria plans (2,069.54+620.86-2,088.14)

Proposed Change – Retiree NONE

Surplus Inventory List

June 28, 2023

Surplus Reason Codes: A - No longer needed B - Reached useful life, C - Replaced, D - Cost to repair is higher than value, E-Damaged/not working

Surplus Reason Code	Description	Quantity
A	TrueLook - Traffic Cameras	2

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM:

CLAIMANT: City of Auburn
ADDRESS: 1225 Lincoln Way
Auburn, CA 95603

CONTACT PERSON: Natalie Hampton
Phone: 530-823-4211 ext. 134 Email: nhampton@auburn.ca.gov

The City of Auburn hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2022/23, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:


P.U.C. 99260a, Article 4, Transit Operations:	<u>\$761,376.23</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$305,498.77</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
CITY OF AUBURN
1225 LINCOLN WAY
AUBURN, CA 95603

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: Public Works Manager
DATE: 6.5.2023

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Auburn

Fiscal Year: FY 2022/23

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Transit Operations	\$846,536.00	LTF-Operations: \$761,376.23 FTA Operating Assistance: \$78,492.00 Passenger Fares: \$6,667.77
Transit Capital	\$288,542.52	STA: \$128,436.00 SGR-Capital: \$16,964.00 Placer County Air Pollution Control District: \$103,300.00 SECAT: \$39842.52
Transportation Capital	\$1,137,410.00	General Fund Contribution: \$500,000.00 LTF: \$408,790.14 SB1: \$228,619.86

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: ALLOCATION OF LOCAL TRANSPORTATION FUNDS TO THE CITY OF AUBURN

RESOLUTION NO. 23-19

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held June 28, 2023 by the following vote on roll call:

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2022/23 fiscal year funds.

1. To the City of Auburn for Transit Operations
conforming to Article 4 – Section 99260(a) of the Act: \$ 761,376.23
2. To the City of Auburn for Streets and Roads purposes
conforming to Article 8a – Section 99400(a) of the Act: \$ 305,498.77

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2022, prior to issuance of said instructions to the County Auditor to pay the claimant.

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

RESOLUTION NO. 23-67

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2022/23
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

WHEREAS, in the procedures established by the Placer County
Transportation Planning Agency (PCTPA) requires the applicant to certify by
resolution approval of the execution of the application before submission of
said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the CITY OF AUBURN authorizes the submittal of an application to
PCTPA for the 2022/23 Local Transportation Fund Claim. The Public Works
Manager of the City of Auburn or his designee, is hereby authorized and
empowered to execute the 2022/23 Transportation Claim and all necessary
amendments and payment requests hereto in the amount of:

\$761,376.23	TDA Article 4, P.U.C. 99260a (Transit Operations)
\$305,498.77	TDA Article 8a, P.U.C. 99400a (Streets and Roads)
\$128,439.00	STA (State Transit Assistance)
\$16,964.00	SGR-Capital (CCR 6730b)

DATED: May 22nd, 2023



Alice Dowdin Calvillo, Mayor

ATTEST:




Amy Lind, City Clerk

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I, Amy Lind, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular session meeting of the City Council of the City of Auburn held on the 22nd day of May 2023 by the following vote on roll call:

Ayes: Amara, Berlant, Holmes, Radell-Harris, Dowdin Calvillo
Noes:
Absent:



Amy Lind, City Clerk

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM: CLAIMANT: City of Auburn
ADDRESS: 1225 Lincoln Way
Auburn, CA 95603

CONTACT PERSON: Mengil A. Deane
Phone:530-823-4211 ext. 145 Email:mdeane@auburn.ca.gov

The City of Auburn 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 \$128,439.00 for Fiscal Year 2022/23 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

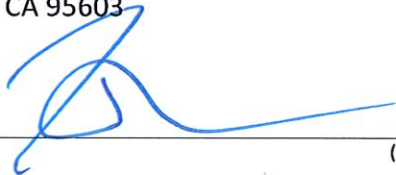
Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$128,439.00</u>
Contracted Transit Services (6731b):	<u>\$Click or tap here to enter \$</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
CITY OF AUBURN
1225 LINCOLN WAY
AUBURN, CA 95603

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: Public Works Manager
DATE: 5/25/2023

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Auburn

Fiscal Year: FY 2022/23

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Transit Operations	\$846,536.00	LTF-Operations: \$761,376.23 FTA Operating Assistance: \$78,492.00 Passenger Fares: \$6,667.77
Transit Capital	\$288,542.52	STA: \$128,436.00 SGR-Capital: \$16,964.00 Placer County Air Pollution Control District: \$103,300.00 SECAT: \$39842.52
Transportation Capital	\$1,137,410.00	General Fund Contribution: \$500,000.00 LTF: \$408,790.14 SB1: \$228,619.86

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 23-20

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held June 28, 2023 by the following vote on roll call:

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
 - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
 - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
 - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
 - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the City of Auburn of \$128,439 in State Transit Assistance Funds (PUC 99313 and PUC 99314); entirely for transit capital (6730a) in FY 2022/23.

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairperson 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.

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

RESOLUTION NO. 23-67

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2022/23
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

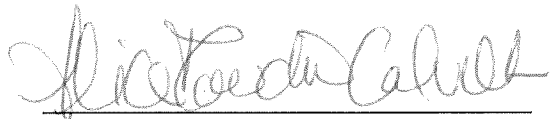
WHEREAS, in the procedures established by the Placer County
Transportation Planning Agency (PCTPA) requires the applicant to certify by
resolution approval of the execution of the application before submission of
said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the CITY OF AUBURN authorizes the submittal of an application to
PCTPA for the 2022/23 Local Transportation Fund Claim. The Public Works
Manager of the City of Auburn or his designee, is hereby authorized and
empowered to execute the 2022/23 Transportation Claim and all necessary
amendments and payment requests hereto in the amount of:

\$761,376.23	TDA Article 4, P.U.C. 99260a (Transit Operations)
\$305,498.77	TDA Article 8a, P.U.C. 99400a (Streets and Roads)
\$128,439.00	STA (State Transit Assistance)
\$16,964.00	SGR-Capital (CCR 6730b)

DATED: May 22nd, 2023



Alice Dowdin Calvillo, Mayor

ATTEST:




Amy Lind, City Clerk

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I, Amy Lind, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular session meeting of the City Council of the City of Auburn held on the 22nd day of May 2023 by the following vote on roll call:

Ayes: Amara, Berlant, Holmes, Radell-Harris, Dowdin Calvillo
Noes:
Absent:



Amy Lind, City Clerk

CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS

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

FROM: CLAIMANT: City of Auburn
ADDRESS: 1225 Lincoln Way
Auburn, CA 95603

CONTACT PERSON: Mengil A. Deane
Phone: 530-823-4211 ext. 145 Email: mdeane@auburn.ca.gov

The City of Auburn hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$16,964.00 for Fiscal Year 2022/23, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

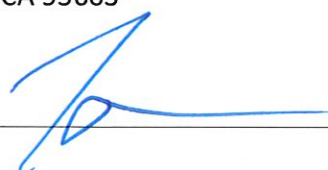
Transit Capital (6730a): \$16,964.00

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
CITY OF AUBURN
1225 LINCOLN WAY
AUBURN, CA 95603

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: Public Works Manager
DATE: 6/26/2023

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Auburn

Fiscal Year: FY 2022/23

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Transit Operations	\$846,536.00	LTF-Operations: \$761,376.23 FTA Operating Assistance: \$78,492.00 Passenger Fares: \$6,667.77
Transit Capital	\$288,542.52	STA: \$128,436.00 SGR-Capital: \$16,964.00 Placer County Air Pollution Control District: \$103,300.00 SECAT: \$39842.52
Transportation Capital	\$1,137,410.00	General Fund Contribution: \$500,000.00 LTF: \$408,790.14 SB1: \$228,619.86

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 23-21

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held June 28, 2023 by the following vote on roll call:

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

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

4. The sum of the claimant's allocations from the State of Good Repair Program, State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. The State of Good Repair Program has specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 99312.1(c) or as allowed by updates and/or clarifications to the State of Good Repair Program Guidelines issued by the California Department of Transportation.

Allocation to the City of Auburn of \$16,964 in State of Good Repair Program Funds (PUC 99313) for transit capital purposes (section 6730a) in FY 2022/23.

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairperson 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.

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

RESOLUTION NO. 23-67

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2022/23
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

WHEREAS, in the procedures established by the Placer County
Transportation Planning Agency (PCTPA) requires the applicant to certify by
resolution approval of the execution of the application before submission of
said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the CITY OF AUBURN authorizes the submittal of an application to
PCTPA for the 2022/23 Local Transportation Fund Claim. The Public Works
Manager of the City of Auburn or his designee, is hereby authorized and
empowered to execute the 2022/23 Transportation Claim and all necessary
amendments and payment requests hereto in the amount of:

\$761,376.23	TDA Article 4, P.U.C. 99260a (Transit Operations)
\$305,498.77	TDA Article 8a, P.U.C. 99400a (Streets and Roads)
\$128,439.00	STA (State Transit Assistance)
\$16,964.00	SGR-Capital (CCR 6730b)

DATED: May 22nd, 2023



Alice Dowdin Calvillo, Mayor

ATTEST:



Amy Lind, City Clerk

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I, Amy Lind, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular session meeting of the City Council of the City of Auburn held on the 22nd day of May 2023 by the following vote on roll call:

Ayes: Amara, Berlant, Holmes, Radell-Harris, Dowdin Calvillo
Noes:
Absent:



Amy Lind, City Clerk



MEMORANDUM

TO: Airport Land Use Commission

DATE: June 28, 2023

FROM: Matthew Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below is the Consent Calendar item for the June 28, 2023, agenda for your review and action.

1. FY 2023/24 Letter of Task Agreement for On-Call Airport Land Use Compatibility Planning Technical Consulting Services: Mead & Hunt – \$10,000
Staff recommends approval of the attached Letter of Task Agreement with Mead & Hunt to perform on-call technical services to assist PCTPA staff in implementation of the Placer County Airport Land Use Compatibility Plan on a time and materials basis for an annual amount not to exceed \$10,000.

DM:rc:ss



ALICE DOWDIN CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
DANNY CARTWRIGHT
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK, AICP
Executive Director

June 28, 2023

Jeff Leonard, Principal
Mead & Hunt, Inc.
1360 19th Hole Drive, Suite 200
Windsor, CA 95492

**RE: LETTER OF TASK AGREEMENT #23-01
BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND MEAD & HUNT, INC.**

Dear Mr. Hooper:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Mead & Hunt, Inc.” dated June 24, 2020.

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 Mead & Hunt.
2. Term: Consultant services are to commence July 1, 2023, and shall end on June 30, 2024. Extensions to this contract may be made with the agreement of both parties. During the term of this contract, Consultant shall not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will perform on-call technical services to assist PCTPA staff to implement the Placer County Airport Land Use Compatibility Plan (ALUCP). David Melko, Senior Transportation Planner, will act as our Project Manager.
4. Personnel: Consultant will provide its own personnel to perform the work. Consultant will provide administrative support and overhead expenses.
5. Compensation: For services rendered, Consultant will receive a sum not to exceed \$10,000 for time and materials. Consultant shall invoice monthly for work completed. Requisitions for payment shall reference the appropriate work completed and the cost of each task. Retainage will not be withheld on this specific task agreement. Invoices will be paid within thirty (30) days of receipt.

If this letter of task agreement meets with your approval, please sign, and return a copy. Questions concerning this agreement and the project in general should be directed to David Melko at 530.823.4090.

Sincerely,

Accepted by:

Matt Click, AICP
Executive Director
Placer County Transportation Planning Agency

Date

Jeff Leonard
Principal
Mead & Hunt, Inc.

Date

c: Maranda Thompson, Mead & Hunt
Rick Carter, PCTPA
David Melko, PCTPA

TO: PCTPA Board of Directors **DATE:** June 28, 2023

FROM: David Melko, Senior Transportation Planner

SUBJECT: LINCOLN, CA PASSENGER RAIL FEASIBILITY STUDY FINAL REPORT

ACTION REQUESTED

Staff recommends that the Board accept the Lincoln Passenger Rail Feasibility Study Final Report as complete.

BACKGROUND

In October 2020, PCTPA contracted with R.L. Banks & Associates to undertake the feasibility of extending a single Capitol Corridor passenger train to the City of Lincoln, operating a similar level of service that currently exists to the cities of Roseville, Rocklin, and Auburn. In addition, the feasibility study addressed establishing an Amtrak Thruway bus connection from the City of Lincoln to the Roseville train station in conjunction with increased Capitol Corridor service resulting from completion of the Third Track Project.

In May 2023, the PCTPA Board approved a contract with R.L. Banks to complete the final report.

DISCUSSION

R.L. Banks & Associates will provide the Board with an overview of the Passenger Rail Feasibility Study summarizing their analysis, conclusions, and report recommendations.

R.L. Banks's analysis noted that the capital costs to extend Capitol Corridor rail service to the City of Lincoln could range from \$30 million to about \$107 million and assumes Amtrak is able to exercise its statutory right to operate over Union Pacific's freight railroad tracks. Such service is estimated to attract about 4,800 riders annually. Absent Amtrak's access right, rail capital costs could be substantially higher than estimated in the Feasibility Study. R.L. Banks' recommends in the near-mid term, Amtrak Thruway service be considered from the City of Lincoln to the Roseville rail station to meet Capitol Corridor's three round trips established with the CCJPA's Third Track Project.

The Final Passenger Rail Feasibility Study will be available online for review and download at <https://pctpa.net/capitol-corridor/rail/>. The PCTPA TAC concurred with bringing the Feasibility Study to the Board for acceptance in June.

DM:rc:mbc

TO: PCTPA Board of Directors

DATE: June 28, 2023

FROM: David Melko, Senior Transportation Planner

SUBJECT: **I-80 AUXILIARY LANES PROJECT: PROGRESS UPDATE TO EXECUTE UTILITY AGREEMENT AMENDMENT WITH PG&E**

ACTION REQUESTED

Information item to receive an update summarizing progress to execute the First Amendment to Utility Agreement No. 2452.1 with Pacific Gas and Electric (PG&E). No Board action is needed currently.

BACKGROUND

Within the limits of the I-80 Auxiliary Lane project, PG&E owns and operated two gas lines that conflicted with future project construction. PG&E estimated the cost to remove and relocate the two gas lines at \$254,865. PCTPA and PG&E liability to remove and relocate the two gas lines was established at 50/50 per Section 5(c) of the State's Freeway Master Contract. In September 2021, the Board approved Utility Agreement No. 2452.1 establishing PCTPA's liability amount at \$127,432. According to the Utility Agreement, the final amount would be reconciled after completion of the gas lines removal and relocation. PCTPA completed an 89 percent progress payment to PG&E for \$113,470.89 in May 2022. PG&E completed the work in August 2022. PG&E's final cost to deactivate the two gas lines came to \$655,110, with PCTPA's share at \$327,555. Utility Agreement No. 2452.1 requires an amendment if the original cost estimate exceeds 125 percent. At the May 24th meeting, the Board approved the Amended Utility Agreement and authorized the Executive Director to execute the Agreement and disburse funds after a satisfactory determination the increased costs are actual and necessary.

DISCUSSION

This is an information item summarizing progress to execute the First Amendment to Utility Agreement No. 2452.1 with PG&E. PCTPA and PG&E staff have met twice, on May 31st and June 7th, to discuss what the Executive Director will need to execute the Utility Agreement Amendment. At these meetings, PG&E was represented by Brandon Sanders, Sierra Division Government Affairs, and Project Manager Tess Gotladera. PG&E indicated they would provide the week of June 12th further information demonstrating that the costs to deactivate the two gas lines are actual and necessary. We are currently awaiting this documentation and will provide a verbal update during the meeting. PG&E also committed to having a representative attend the June 28th meeting to respond to Board questions.

DM:rc:mbc:ss



Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors

DATE: June 28, 2023

FROM: Mike Costa, Senior Transportation Planner

SUBJECT: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA) FY 2023/24 BUDGET ADOPTION

ACTION REQUESTED

Approve the Fiscal Year (FY) 2023/24 Western Placer Consolidated Transportation Services Agency (WPCTSA) Budget as presented in this staff report.

BACKGROUND

The WPCTSA must adopt an annual budget and subsequent amendments for income and expenditures, based on projections for the coming fiscal year (July 2023 – June 2024) and consistent with the Placer County Transportation Planning Agency's (PCTPA's) annual adopted Overall Work Program (OWP) and Budget, the latest adopted Short-Range Transit Plan, and/or any other related planning efforts and funding commitments. The WPCTSA's existing master agreements with the City of Roseville and Seniors First to administer the WPCTSA's core programs further help to establish the program-specific budgets for the South Placer Transit Information Center (Call Center) and Mobility Training, Transit Ambassador, and Placer Rides programs.

DISCUSSION

Attachment 1 provides the proposed WPCTSA operating budget for FY 2023/24. Operating revenues total approximately \$3.6 million, which is an increase of approximately 16% compared to the latest adopted FY 2022/23 Budget, amended by the WPCTSA Board in October 2022. The Local Transportation Fund (LTF) and State Transit Assistance (STA) funding allocations to the WPCTSA have decreased slightly consistent with the preliminary FY 2023/24 LTF and STA revenue apportionment estimates adopted by the PCTPA Board in February 2023. A large portion of revenue for the WPCTSA's FY 2023/24 Budget is attributable to anticipated carryover from FY 2022/23. This large carryover consists of cost savings from the delayed start of the Comprehensive Operational Analysis (COA) and Short-range Transit Plan (SRTP) planning efforts that began in Spring 2023, a partial launch of the Sierra College student transit pass and transportation network company (TNC) discount ride subsidy pilot program, the South Placer Transit Express service funding commitment, and the Placer Rides program's implementation that is still recovering and growing following the COVID-19 pandemic.

Operating expenditures total approximately \$3.05 million, which is an increase of approximately 11% compared to the WPCTSA Board's last amended FY 2022/23 Budget. The following summarizes the primary expenditures proposed in the WPCTSA FY 2023/24 Budget:

WPCTSA Board of Directors
WPCTSA FY 2023/24 Budget Adoption
June 28, 2023
Page 2

- PCTPA staff administrative costs are proposed to increase by approximately 14%, which accounts for the fully staffed PCTPA resources allocated to the administration of the WPCTSA's various program and activities, as well as an increase in staffing resources dedicated towards the COA/SRTP planning efforts in FY 2023/24. These administrative costs are consistent with PCTPA's recently adopted FY 2023/24 OWP and Budget.
- Proposed FY 2023/24 outreach/engagement costs primarily include the implementation of the WPCTSA's Marketing Plan, approved by the Board in January 2023. The Marketing Plan consists of the creation and implementation of a new One-Stop-Shop (OSS) website, the establishment of a Customer Relationship Management (CRM) database to better track performance of WPCTSA program outreach activities and programs, production of marketing materials/collateral (e.g., advertisements, videos, website/social media updates, billboards, etc.), and refreshment of the WPCTSA's core programs' branding in order to bring greater awareness to the WPCTSA programs and the Placer region's public transit services.
- The Placer Rides program's costs are proposed to remain the same in the upcoming fiscal year compared to FY 2022/23. This is consistent with the program's original five-year cost projections and accommodates anticipated program growth and recovery following the COVID-19 pandemic and implementation of the WPCTSA's Marketing Plan.
- Proposed FY 2023/24 transit planning costs are consistent with the Letter of Task Agreement (LOTA) executed with Tranova, which was approved by the WPCTSA Board in May 2023, to provide on-going WPCTSA staff administrative and marketing support.
- The COA/SRTP planning effort, which began with pre-scoping activities in March 2023, will become more intensive in FY 2023/24, ultimately concluding in FY 2024/25. The overall cost estimate for this effort is \$650,000, with the bulk of that cost being budgeted in FY 2023/24 to correspond with the anticipated work in the coming fiscal year. WPCTSA staff will continue to coordinate these efforts in collaboration with the region's public transit providers, partnering agencies, and other stakeholders.
- The WPCTSA currently has an executed Memorandum of Understanding (MOU) with the City of Roseville to administer the Call Center, and reimburses the City based on actual contracted service operational costs (i.e., primarily contracted employee labor hours) accrued during each fiscal year. In FY 2022/23, the City requested less funding from the WPCTSA than was originally "projected" as part of the Call Center MOU's original, five-year cost projections due to an accrued savings of WPCTSA revenues that the City had accumulated but not spent for the Call Center (accrued prior to the current MOU's adoption in FY 2020/21). The costs proposed for FY 2023/24 are consistent with the current MOU's original five-year cost estimates, following the City's drawdown of its excess revenues during FY 2022/23. WPCTSA staff will continue to monitor the Call Center's actual contracted service operational costs as they may change in the coming fiscal years due to the recent implementation of the app-based, on-demand transit service (microtransit) platform for Placer County Transit and the Roseville Arrow dial-a-ride services (known as GO South Placer On-Demand Transit). This microtransit platform allows customers to schedule on-demand transit rides directly through the mobile app in lieu of contacting the Call Center to schedule a dial-a-ride service. While customers can

WPCTSA Board of Directors
WPCTSA FY 2023/24 Budget Adoption
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still contact the Call Center to schedule on-demand transit service rides, there may be a reduction in future demand on Call Center staffing resources as customers potentially shift over to using the microtransit app, resulting in reduced contracted operational costs.

- Proposed decreases to the Transit Ambassador and Mobility Training programs, of approximately 1% and 5.5%, respectively, are due to the City of Roseville’s anticipated administrative staffing resources that are projected to be slightly lower compared to FY 2022/23. WPCTSA staff are collaboratively working with the City’s administrative staff to evaluate both programs to determine if modifications can be made to their implementation that would result in operational efficiencies that still achieve the programs’ overall objectives while reducing the burden on existing staffing resources.
- FY 2022/23 was the third and final year that the WPCTSA had committed to fund Placer County’s 211 information service (known as Placer 211). WPCTSA staff does not propose further funding for Placer 211, given that the Call Center provides similar transportation information/education services. However, staff will continue to coordinate with Placer County’s Health and Human Services Department to support and ensure the Call Center’s functions complement those services provided by Placer 211.
- Funding proposed to support the South Placer Transit Express project’s operational service costs (operated by the City of Roseville) in FY 2023/24 is carryover savings from the WPCTSA’s funding commitment made FY 2022/23. Since Roseville Transit has not yet started the service, WPCTSA staff recommends maintaining the FY 2022/23 funding commitment for FY 2023/24 to support the service operations when they are anticipated to begin in Spring of 2024.
- Funding proposed to support the Sierra College student transit pass and TNC discount ride subsidy pilot program in FY 2023/24 is consistent with annual cost estimates and funding commitments determined prior to the three-year program’s implementation in FY 2022/23. While the pilot program’s free student public transit pass component (known as the “Ride Free with Your Sierra College ID” program) launched in August 2023, the TNC discount ride subsidy program component has not yet launched (currently anticipated to begin in early Fall of 2023). The proposed FY 2023/24 costs are largely being covered by the FY 2022/23 pilot program’s cost savings due to the TNC discount ride subsidy program component’s delayed start.
- Consistent with past budgetary practices, approximately \$398,000 (i.e., 15% of the FY 2023/24 operating expenses) is proposed as an operating reserve for the upcoming fiscal year’s budget.

The TOWG and TAC concurred with the staff’s recommendation at their May 23rd and June 13th meetings, respectively.

MAC:rc:mbc:ss

Attachment 1: Western Placer CTSA FY 2024 Budget - Proposed

June 2023

Operating Expenditures	FY 2024 Budget Proposed	FY 2023 Amendment #1 Adopted Budget	Difference Proposed vs. Adopted
PCTPA Staff Administration - Per PCTPA OWP WE #23,24 (1)	\$ 280,467	\$ 226,597	\$ 53,870
Legal Services	\$ 7,500	\$ 7,500	\$ -
Placer Collaborative Network (PCN) Membership	\$ 250	\$ 250	\$ -
Accounting Services	\$ 500	\$ 500	\$ -
Fiscal Auditors (TDA)	\$ 6,000	\$ 6,000	\$ -
Outreach (2)	\$ 150,000	\$ 150,000	\$ -
Direct Expenses (3)	\$ 10,000	\$ 7,500	\$ 2,500
Subtotal PCTPA Administration	\$ 454,717	\$ 398,347	\$ 56,370
Programs			
MV Transit - Health Express (4)	\$ -	\$ -	\$ -
Seniors First - Health Express Program Management (4)	\$ -	\$ -	\$ -
Seniors First - My Rides (4)	\$ -	\$ -	\$ -
Placer Rides - Independent Living Partnership (5)	\$ -	\$ 10,000	\$ (10,000)
Placer Rides - Seniors First (6)	\$ 481,750	\$ 481,750	\$ -
Transit Planning (7)	\$ 50,000	\$ 50,000	\$ -
Short Range Transit Plans (8)	\$ 500,000	\$ 400,000	\$ 100,000
Bus Pass Subsidy Program (9)	\$ 10,000	\$ 5,000	\$ 5,000
South Placer Transit Information Center (Call Center) (10)	\$ 423,371	\$ 309,742	\$ 113,629
Transit Ambassador Program (11)	\$ 49,845	\$ 50,434	\$ (589)
Mobility Training Program (12)	\$ 84,845	\$ 89,824	\$ (4,979)
Placer 211 (13)	\$ -	\$ 50,000	\$ (50,000)
South Placer Transit Project Funding Commitment (14)	\$ 350,000	\$ 350,000	\$ -
Sierra College Transit Pass and TNC Subsidy Pilot Support (15)	\$ 250,000	\$ 200,000	\$ 50,000
Subtotal Existing & New Programs	\$ 2,199,811	\$ 1,996,750	\$ 203,061
Subtotal Operating Expenditures	\$ 2,654,528	\$ 2,395,097	\$ -
Operating Reserve (16)	\$ 398,179	\$ 359,265	\$ 38,915
Total Operating Expenditures	\$ 3,052,707	\$ 2,754,362	\$ 298,346

Operating Revenue	Proposed	Amendment #1	Difference
FY 2023/24 LTF Article 4.5 (17)	\$ 1,470,993	\$ 1,527,062	\$ (56,069)
FY 2023/24 State Transit Assistance PUC 99313 (18)	\$ 170,604	\$ 174,919	\$ (4,315)
Interest Income (19)	\$ 120	\$ 120	\$ -
Carryover (20)	\$ 1,967,353	\$ 1,409,849	\$ 557,504
Total Operating Revenue	\$ 3,609,070	\$ 3,111,950	\$ 497,120

Operating Revenue to Expenditure Comparison	Proposed	Original	Difference
Fund Balance (Carryover)	\$556,363	\$357,588	\$ 198,774

Notes

1. Per WPCTSA costs identified in FY 2023/24 PCTPA OWP Work Elements #23 and #24
2. Outreach includes implementation of the WPCTSA Marketing Plan (approved in Jan. 2023), consisting of creating the OSS website, setting up a Customer Relationship Management (CRM) database for performance tracking, preparing marketing collateral, and re-branding program efforts
3. Direct expenses include auto, meeting, professional membership, conference & training, postage, and travel reimbursements
4. Health Express and My Rides services terminated on June 30, 2021
5. Independent Living Partnership subscription services for TripTrak software terminated in March 2023.
6. Per five-year, adopted budget in WPCTSA Agreement with Seniors First, effective July 1, 2021
7. Set-aside for planning consultant services as needed for various programs, including general transit planning and marketing efforts
8. Continued set-aside to fund next Short Range Transit Plan update that started in late FY 2022/23
9. Bus pass reimbursement for participating social service organizations to be more promoted in FY 2023/24.
10. Per MOU with Roseville, effective July 1, 2021, and proposed FY 2023/24 program budget from Roseville (increase after the City's use of reserve funds ends in FY 2022/23)
11. Per MOU with Roseville, effective July 1, 2021, and proposed FY 2023/24 program budget from Roseville
12. Per MOU with Roseville, effective July 1, 2021, and proposed FY 2023/24 program budget from Roseville
13. Placer 211 Agreement with Placer County Health and Human Services FYs 2020/21-2022/23) ends June 2023, renewal not proposed
14. Committed funding proposed for South Placer Transit Express project from FY 2022/23 WPCTSA budget (carry-over reserve)
15. Annual funding commitment for Sierra College Transit Pass and TNC Subsidy pilot program (split with college and transit operators) - Year 2
16. The operating reserve is set to 15% of FY 2023/24 operating expenses
17. Assumes a 4.5% WPCTSA allocation based on preliminary FY 2023/24 LTF estimate from February 2023
18. Assumes a 4.5% WPCTSA allocation based on the preliminary FY 2023/24 STA apportionment from February 2023
19. Interest income estimate for FY 2023/24
20. Estimated FY 2022/23 carryover amount based on year-end estimates

TO: PCTPA Board of Directors

DATE: June 28, 2023

FROM: Mike Costa, Senior Transportation Planner

SUBJECT: PCTPA-WSP MASTER AGREEMENT AMENDMENT AND APPROVAL OF THE COMPREHENSIVE OPERATIONAL ANALYSIS AND SHORT-RANGE TRANSIT PLAN PROJECT LETTER OF TASK AGREEMENT

ACTION REQUESTED

Staff recommends that the Placer County Transportation Planning Agency (PCTPA) Board of Directors take the following actions:

1. Amend the Master Agreement between PCTPA and WSP, USA, Inc., (WSP), dated January 22, 2020, to extend the total Agreement's compensation to an amount not to exceed seven hundred, nineteen thousand dollars (\$719,000.00) to accommodate the Comprehensive Operational Analysis (COA) and Short-range Transit Plan (SRTP) project through June 30, 2025.
2. Approve the Letter of Task Order Agreement (LOTA) No. 23-22 between PCTPA and WSP, which includes the scope of work, timeline/schedule, personnel compensation rates, and other estimated direct costs associated with the COA/SRTP project, for an amount not to exceed \$650,000.00.

BACKGROUND

Since late Fiscal Year (FY) 2021/22, staff has actively engaged the PCTPA Board and partnering agencies in discussions regarding a comprehensive evaluation of the region's transit service operations and the preparation of a short-range transit plan to strategically guide the coordinated implementation of south Placer County's public transit services and the Western Placer Consolidated Transportation Services Agency's (WPCTSA's) transportation programs over the next five to ten years. Even before the COVID-19 pandemic's impact on service demand, overall public transit usage had been trending downward among the region's operators. Furthermore, with the recent implementation of mobile app-based, on demand (microtransit) services by all three operators, an opportunity exists to re-examine the historic public transit service model implemented in Placer County and consider alternative transportation service deliveries, network designs, and other improvements that could help effectively and efficiently increase public transit utilization moving forward. The WPCTSA, recognizing these considerations, programmed funding to support extensive COA/SRTP planning activities in its FY 2023/24 budget.

In February 2023, PCTPA executed a LOTA (LOTA No. 23-01) with its current on-call transit planning consultant, WSP, to help establish a formal scope of work for the COA/SRTP project. The LOTA, which includes LSC Transportation Consultants (LSC) as a subconsultant to WSP, was collectively supported by the region's transit operators since WSP and LSC have conducted recent planning work within the region and are uniquely familiar with some of the challenges/opportunities regarding transit in south Placer County. In June 2023, the WSP team

PCTPA Board of Directors

PCTPA-WSP Master Agreement Amendment and LOTA #23-22 for the COA/SRTP Project

June 28, 2023

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completed their work on the COA/SRTP scope of work, which was subsequently reviewed and approved by PCTPA's Transit Operators Working Group (TOWG) stakeholders.

DISCUSSION

Staff proposes to continue utilizing WSP's on-call transit planning services, with LSC and MNJ Advisors acting as subconsultants to WSP, to fully implement the COA/SRTP project beyond the scoping work that has recently been completed. Under the existing Master Agreement with PCTPA, dated January 22, 2020, WSP's total compensation is limited to \$250,000.00 for on-call transit planning activities through the Agreement's term ending on June 30, 2025. Approximately \$70,000 has been expended on planning activities conducted by WSP for PCTPA since the Agreement's execution in 2020, which includes the most recent scoping work activities for the COA/SRTP project under LOTA No 23-01. To fully accommodate the COA/SRTP project's anticipated costs, staff recommends that the PCTPA Board amend the existing Master Agreement's total compensation to an amount not-to-exceed \$719,000.00. This amendment would allow for the multi-year COA/SRTP project work to be completed under the existing Master Agreement's compensation authority.

In addition to the Master Agreement amendment, staff recommends that the PCTPA Board approve the attached LOTA No. 23-22, which contains the proposed scope of work, timeline/schedule, and compensation for WSP's team to complete the COA/SRTP project. The COA/SRTP project is anticipated to be finished in late FY 2024/25 at a total cost of approximately \$650,000.00. Costs to complete the COA/SRTP will be covered by the WPCTSA and will be programmed in the WPCTSA's FYs 2023/24 and 2024/25 budgets accordingly. It is important to note that the City of Roseville is concurrently conducting a COA for its respective transit system, which will be closely coordinated with PCTPA's COA planning efforts that cover Placer County Transit (PCT) and Auburn Transit services. The SRTP prepared by PCTPA, will take the recommended service plans from Roseville's COA, and the PCT/Auburn Transit COA, and combine those plans into one coordinated plan to be implemented over the next five years, with further broad service considerations identified out to ten years.

The following summarizes the COA/SRTP project's overall scope of work and intended outcomes:

- Provide recommendations for coordination methods among the region's transit providers to establish a seamless transit system within Placer County that serves both local and regional travel needs.
- For PCT and Auburn Transit, evaluate existing transit service operational effectiveness and overall performance, and assess future travel markets that consider post-COVID travel characteristics and needs, development patterns, and key destinations. Assessing future travel markets includes an analysis of available travel demand model and "big data" information (i.e., anonymized personal cell phone travel data) sources.
- Evaluate overall transit service delivery mix and network design options that meet existing and future needs and increase transit's usefulness to the public, particularly to low-income, transit-dependent, and/or disadvantaged populations. Service mix includes fixed-route (local and commuter), demand response/microtransit, and vanpool service

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modes. Network design includes route structure, route functions, transfer points, and potential mobility hubs, configured in a manner to provide the appropriate balance of service coverage, frequency, and regional connectivity to generate ridership demand.

- Following the development and analysis of several transit service plan scenarios for PCT and Auburn Transit, which complement the City of Roseville’s concurrent COA service planning efforts, develop a preferred service plan that will be incorporated into the SRTP.
- Develop network coordination guidelines for all services provided in South Placer County.
- For the SRTP, identify the capital and operational needs, and financial forecasts, associated with implementing the COA service plans over the next five years, with broader service considerations extended out to ten years, for all three transit operators and the WPCTSA.
- Develop a marketing plan that promotes public transit services, supports consistent and coordinated on-street customer information, helps establish stakeholder partnerships with public transit, and identifies opportunities for fare parity improvements among the transit operators.
- For both the COA and SRTP planning efforts, extensively engage partnering agencies, local technical experts/stakeholders, and the general public to ensure full stakeholder involvement in the project’s overall planning and inclusion of historically marginalized groups’ transit needs for consideration in the service plan’s development. The TOWG, along with other stakeholder representatives from the Social Services Transportation Advisory Council (SSTAC), will serve as a technical advisory committee for the COA/SRTP project. Onboard transit ridership surveys, virtual workshops, and pop-up events will also be used to gather public input for this planning effort.

The PCTPA TOWG and Technical Advisory Committee (TAC) reviewed and concurred with the proposed WSP Master Agreement compensation amendment and COA/SRTP project’s scope of work at their May 23rd and June 13th meetings, respectively.

MAC:rc:mbc:ss

June 28, 2023

Lauren Tsoi, Vice President, Advisory Business Line Leader
WSP USA, Inc.
425 Market Street, 17th Floor
San Francisco, CA 94105

**SUBJECT: LETTER OF TASK AGREEMENT #23-22, WORK ELEMENT #23
BETWEEN WSP USA, INC. AND PLACER COUNTY TRANSPORTATION
PLANNING AGENCY FOR A COMPREHENSIVE OPERATIONAL
ANALYSIS OF AND SHORT-RANGE TRANSIT PLAN DEVELOPMENT
FOR THE SOUTH PLACER TRANSIT OPERATORS AND WESTERN
PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

Dear Ms. Tsoi,

This letter, when countersigned, authorizes work under the Master Agreement between Placer County Transportation Planning Agency (PCTPA) and WSP USA, Inc. (WSP), dated January 22, 2020.

1. Incorporated Master Agreement: This Letter of Task Agreement (LOTA) is the statement of contract-specific requirements applicable to the work effort to be undertaken by WSP to provide on-call transit planning services under PCTPA Work Element 23 – WPCTSA Administration, under the Master Agreement entered into as of January 22, 2020. The project work consists of comprehensively analyzing the service operations and developing service plan scenarios and a collective short-range transit plan for the public transit operators in south Placer County and the Western Placer Consolidated Transportation Services Agency (WPCTSA).
2. Scope of Services: Consultant will perform the transit service analysis, planning, stakeholder coordination and engagement tasks relevant to the coordinated comprehensive operational analysis (COA) and short-range transit plan (SRTP), as outlined in Exhibit A: Scope of Work (attached). Mike Costa, Senior Transportation Planner, will act as Project Manager.
3. Term: Consultant services are to commence on July 1, 2023, and shall be completed in such a sequence, as described in Exhibit B: Project Timeline (attached), as to assure that the project remains on budget and schedule. This LOTA shall end on June 30, 2025. During the term of this LOTA, Consultant shall not engage in other work that would be deemed a conflict of interest with PCTPA interests.

Exhibit A: Scope of Work

The following scope of work has been prepared in coordination with PCTPA's Transit Operators Working Group (TOWG), which consists of representatives from the Placer region's three public transit operators, PCTPA's member jurisdictional agencies, and other WPCTSA stakeholders.

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1. OVERVIEW

The consultant will prepare a Comprehensive Operational Analysis (COA) for the Auburn and Placer County areas (including Colfax, Lincoln, Loomis, Rocklin, and the unincorporated portions of Western Placer County, excluding Roseville) and a Consolidated Short-Range Transit Plan (SRTP) for all transit providers in Western Placer County – Auburn, Placer County (including Colfax, Lincoln, Loomis, Rocklin, and the unincorporated portions of Western Placer County), and Roseville Transit. The SRTP shall incorporate results from the City of Roseville’s COA, which is being procured separately by the City. It shall also consider and integrate transportation programs administered by the Western Placer Consolidated Transportation Services Agency (WPCTSA), which support and complement the public transit services in Placer County.

The goal is to establish a unified and practical plan that will increase the overall usefulness of the various services in Western Placer County. The plan will guide transit’s post-pandemic ridership growth and the possible deployment of alternative operating models. The consultant will provide subject matter expertise to assess the transit system and recommend improvements, including approaches to coordinating and delivering transit services among the various providers. The selected firm will bring a collaborative and practical approach to this project and will design a framework and timeline to efficiently complete the COA and SRTP.

System Descriptions

Placer County Transit (PCT) is a service supplied through the Placer County Department of Public Works. PCT provides fixed route services, general public/Americans with Disabilities Act (ADA) paratransit on-demand services, commuter service to downtown Sacramento, and a vanpool program. County employees provide management, marketing, planning, and vehicle maintenance. Local fixed route and commuter services are operated with County drivers, while on-demand service is operated through a contractor. The Board of Supervisors is the decision-making body.

The fixed-route service consists of eight bus routes on weekdays (10 - Auburn-Light Rail, 20 - Lincoln-Sierra College, 30 - Highway 49, 40 - Alta/Colfax, 50 - Taylor Road Shuttle, 60 - Placer Commuter Express, 70 - Lincoln Circulator, and 80 - Lincoln School Tripper). Five of these routes operate on Saturdays (10, 20, 30, 50, and 70). No Sunday service is provided. The general public/ADA paratransit service provides curb-to-curb public transit in four areas: Lincoln, Rocklin/Loomis, Granite Bay, and Auburn/Highway 49. Additionally, the service areas have been and/or are in the process of being converted to a mobile application-based, on-demand service platform (known as microtransit), which provides origin to destination services, similar to traditional Dial-A-Ride service, with more opportunities for same-day ride scheduling available via the mobile app-based platform.

Auburn Transit is provided through the City of Auburn. Until March 1, 2023, Auburn Transit operated one fixed route within the City of Auburn as well as Auburn On-Demand (microtransit using TransLoc application technology). Currently only Auburn On-Demand service is available, which operates weekdays and Saturdays within the City of Auburn and select commercial destinations in neighboring communities. No Sunday service is provided.

Roseville Transit is provided through the City of Roseville and includes fixed routes, general public/ADA on-demand microtransit service, as well as express commuter routes between Roseville and downtown Sacramento. Local service is provided on ten routes weekdays and Saturdays. No Sunday fixed route service is provided, but Arrow dial-a-ride service operates on Sundays throughout the City of Roseville. The service operates Monday through Friday, during the peak commute hours. Management, marketing, planning, and maintenance are provided by City employees, while a private contractor provides service operations. The City Council is the decision-making body, with input from the Transportation Committee.

2. COMPREHENSIVE OPERATIONAL ANALYSIS (COA)

Key Desired COA Outcomes

The following are key product and process outcomes for the COA:

- Recommendations for coordination methods among transit providers to establish a seamless transit system in the region that serves both local and inter-community travel needs
- Evaluation of existing services and assessment of future travel markets considering post-COVID travel characteristics and needs, development patterns, and key destinations
- Evaluation of the overall service delivery mix and network design options that meet existing and future needs and increase the usefulness of the service to the public, particularly low-income, transit dependent, or disadvantaged communities. Service mix includes fixed route (including local and commuter), demand-response/microtransit, and vanpool service modes. Network design includes route structure, route functions, transfer points, and potential mobility hubs (e.g., commuter/intercity/local service routes, direct routes/hub-and-spoke, combination of coverage/ridership/connectivity).
- Selection of a preferred service plan for inclusion in the SRTP
- Meaningful and responsive engagement of stakeholders throughout the process
- Extensive community engagement that ensures inclusion of historically marginalized groups and individuals

Planning Horizon

The COA emphasis will be on existing conditions and 2030 (five-year) projections. In addition, broad trends (e.g., population and employment growth) for 2030-2035 will be summarized. The SRTP will have a five-year horizon (2030) with a discussion of key strategic items for years six to ten (2031-2035)

COA Core Tasks:

The consultant's project approach to the COA should include several core tasks, including:

1. Project Management
2. Data Collection and Analysis
3. Existing System Evaluation relative to goals and objectives, performance measures (e.g., route productivity, alignment with existing travel markets)
4. Market and Needs Analysis Assessment (existing and future) including areas and times of day appropriate for microtransit service
5. Community and Stakeholder Engagement
6. Service Alternatives Analysis, Recommendations, Capital Requirements, and Financial Plan associated with the service recommendations, and Implementation Plan (this could include developing and evaluating options or alternative networks)
7. Network Design Principles / Service Guidelines / Performance Metrics (to use in Task 6 evaluation)
8. Draft and Final COA

COA Task 1: Project Management

Key consultant activities for this task will include:

- a. Preparation of work plan
- b. Development of organizational structure for reviewing draft work products including a technical advisory committee (TAC) comprised of Transit Operators Working Group (TOWG) members. Up to nine TAC meetings will be held (in-person or virtual), with the option to hold more, as determined by PCTPA.
- c. Establishment of project timelines, milestones, meeting schedule
- d. Budget, invoicing, and progress reporting

Task	Deliverable
1.1	Project Work Plan (1a)
1.2	Organizational structure for Stakeholder Outreach and Meeting Schedule (1b)
1.3	Monthly progress meetings with Project Manager; monthly invoices and progress reports (1c-d)

COA Task 2: Data Collection and Analysis

This task includes review, distillation, and analysis of information from a range of sources including, but not limited to, relevant planning studies, available current and historic performance data from transit providers, socio-economic and demographic data from the Census Bureau, travel demand data from PCTPA and the Sacramento Area Council of Governments (SACOG), summary of approved development projects, review of information regarding return to in-office work, and a summary of comments from Unmet Transit Needs assessment and Regional Transportation Plan update processes.

- a. Review regional and local planning studies and data including existing short-range transit plans and distill a list of transit goals identified in the plans. Plan documents include transit plans for Placer County, Roseville, Auburn, Sacramento Regional Transit District (SacRT), Nevada County Connects (NCC), the Western Placer Consolidated Transportation Services Agency (WPCTSA); and Capitol Corridor Joint Powers Authority (CCJPA); Valley Vision Employer Surveys; the Placer County 2040 Regional Transportation Plan (RTP); General Plans, current and completed regional transportation studies and plans administered by PCTPA and/or SACOG, development master plans, SACOG's current Metropolitan Transportation Plan and Sustainable Community Strategy (MTP/SCS), zero-emission bus fleet conversion and service implementation plans, priority equity areas and methodology used to determine them. Include information regarding planned but not yet implemented service changes (such as the South Placer Transit Express Service known as Rapid Link).
- b. Collect, analyze, and map socioeconomic data at a detailed geographic level such as block group or traffic analysis zone.
- c. In order to analyze travel patterns of current riders, assess customer satisfaction, and obtain a demographic profile of current riders, the consultant will conduct on-board surveys, counts of passenger boardings and alightings by stop for each route and also perform travel time checks to gauge fixed-route on-time performance. This data will provide background regarding current operational and ridership conditions.

A passenger survey form will first be developed (in both English and Spanish) to include the following: Passenger characteristics (age, employment/student status, ethnicity, etc.), trip purpose, trip origin and destination, travel mode to and from the bus stops, perception of current transit services (frequency, on-time performance, etc.), and desired improvements or suggestions.

In addition to paper surveys, passengers will be given the opportunity to complete this survey (in either language) using their computer or smartphone through provision of a website and QR code. In addition, persons with vision limitations will be given the option of calling the consultant to conduct the survey over the phone (in either language).

A trained contract surveyor will ride each weekday trip of each route (over the course of several weekdays) and on half of the Saturday runs. On each of these runs, the surveyors will conduct the following tasks:

- Record boarding and alighting counts by stop, with wheelchair/mobility device boarding and alightings recorded separately
- Record initial departure times and arrival times at key time points, along with any incidents that impact on-time performance
- Pass out and collect passenger survey forms and patrol the bus to pick up any trash associated with the surveys
- Prior to the first surveys, consultant will hold a 1-2 hour training session with the temporary surveyors. We have found that this is important in ensuring that the surveyors perform in a professional manner, and it will also be used to eliminate personnel that will not reflect well on the transit operators. Surveyors will be provided with instruction sheets, ID badges, and materials to organize their surveys. We will try to hire local bilingual surveyors.
- The consultant will develop and print a separate survey form to be distributed on the demand response service vehicles by the drivers or as a self-service survey. The consultant will provide the transit operator with envelopes which can be attached to transit vehicles to distribute and collect surveys. The consultant will assign transit surveyors to conduct the surveys in person for any group subscription trips which may need additional assistance completing a survey. The consultant will work with transit agency staff to determine which DAR trips should be surveyed in person.
- Once the surveys are completed, data will be entered into a series of spreadsheets identifying (1) boarding and alighting by route, run and stop, (2) observed running times and on-time performance and (3) passenger responses. In addition to summary tables, charts will be prepared depicting key findings, including passenger activity by stop, on-time performance, and ridership by run.

d. **Online General Public Survey**

It will be important to gain an understanding of why Placer County residents do not use transit services. An online survey will be prepared and administered using an interactive survey application tool, focusing on questions regarding travel patterns, existing travel mode choices and the factors that impact resident's ability to use public transit services. This survey will be promoted through available email address lists (such as those maintained by PCTPA, the local jurisdictions, transit operators, and Sierra College), as well as through advertising on social media. Versions in both English and Spanish will be prepared.

- e. **Public Comments from Recent Planning Processes**
Summary of comments regarding transit services and operational issues made during the recent Unmet Transit Needs (UTN) assessment, Regional Transportation Plan update, and Roseville COA processes will be organized and evaluated.

- f. **Travel Demand Analysis**
This analysis will encompass two elements. First, the SACOG SacSIM model data and/or Placer County Travel Demand Model data will be obtained for existing and a near-term future planning horizon. This data provides person-trip estimates on a Transit Analysis Zone (TAZ) level by trip purpose, time of day and travel mode. A series of COA analysis zones will be defined and used to agglomerate the data within western Placer County as well as to/from other major destinations in the Sacramento Region. Analysis of this data and forecasts will provide an understanding of overall existing total travel patterns and forecasted future patterns, along with travel mode share.
Secondly, an analysis of cellphone based “big data” will be conducted using platforms such as Replica, for both pre-COVID (2019) and post-COVID (most recent available) data. This data source can provide an understanding of recent changes in travel patterns (not provided by the SacSIM or Placer data), by analysis zone.
Finally, available studies on future return to in-person employment in Placer County and Sacramento, particularly for State of California employees will be summarized.

- g. **Review approved and pipeline medium/large scale development projects, including greenfield and infill to document ridership generation potential.**

Task	Deliverable
2.1	Draft and final memo regarding existing plans and goals (2a)
2.2	Draft and final memo incorporating maps of socioeconomic data (2b), summary of on-board survey results (2c), online survey and previous public comments (2d-e), pre- and post-pandemic travel and information regarding return to in-person work (2f)
2.3	Draft and final memo regarding approved and anticipated development projects (2g)

COA Task 3: Existing System Evaluation

This task will analyze available ridership and operational data for fixed route services at the level of detail available (e.g., stop, route segment, and route levels, by time-of-day and day type) and for demand response and microtransit services. It also includes an inventory of key passenger facilities and connectivity with adjacent providers.

- a. Assess availability of service performance data from each provider (e.g., ridership and service levels by route segment and time of day, on-time performance). Incorporate results from Roseville COA into overall data reporting
- b. Summarize fixed route performance based on the following considerations:
 - Ridership effectiveness (boarding rides per hour) by average weekday and Saturday, time period and route segment. Categorize routes by headway to potentially identify service needing more or less service frequency
 - Ridership effectiveness trends since 2015 by service and route
 - Route efficiency by day of week and time period (e.g., passenger-trips per vehicle-hour of service and ratio of revenue to platform time) to identify opportunities to increase amount of service at minimal cost
 - On-time performance by time period and day of week to identify problematic segments (to the extent information is available from service providers)
- c. Review recently implemented microtransit services including utilization by time of day, location of pick-ups/drop-offs, average wait times
- d. Inventory key transit centers, park and ride locations, and other multimodal transportation terminals, to assess existing customer facilities such as transit centers, park-and rides relative to capacity, location, role in network
- e. Document regional connectivity with adjacent providers (e.g., SacRT, Yuba-Sutter, Nevada County, El Dorado, Capitol Corridor passenger rail and regional Amtrak thruway bus services, etc.) including schedule (frequency, span, connection times) and fare coordination (e.g., free transfer), as well as physical connection points (e.g., location, passenger amenities, operational capacity)

Task	Deliverable
3.1	Summary memo and spreadsheets documenting existing service performance (3a-c)
3.2	List of key transit facilities documenting features of each and stakeholder assessment of current / future viability (3d)
3.3	Summary memo regarding regional connectivity with table listing connection, volume of connecting trips, and facility attributes (3e)

COA Task 4: Ridership and Needs Analysis

The transit market and needs assessment will include the following elements for existing and 2030-2035 timeframe. It will assess how well the current services meet the identified needs and how those needs align with stakeholder and public service requests.

- a. Identify areas with highest transit ridership potential through analysis of population and employment densities, land use patterns, densities of zero car households, and intersection densities (if available)
- b. Identify areas with higher concentration of historically underrepresented residents based on equity areas identified in consultation with PCTPA.
- c. Identify key destinations: existing and future trip generators, including employment, education, medical, recreational, and retail centers as well as major mixed-use developments
- d. Identify top origin and destination pairs summarized from either travel model or purchased data and assess level of transit service (e.g., frequency, span, directness of travel)
- e. Assess how well current service addresses items a-d. Match service levels (frequency, span, coverage) with market demand and equity-focused transit needs. For example, high-density, mixed-use areas warrant all-day, frequent service while lower-density areas with large equity needs might warrant all-day microtransit service
- f. Corroborate analysis with review of service requests, interviews with stakeholder jurisdictional staff

TAC members will be asked to present a summary of Task 2-4 results to their internal leadership and confirm direction (prior to initiating broad-based outreach.)

Task	Deliverable
4.1	Draft summary memo with tables and maps documenting results of ridership and needs analysis (4a-d)
4.2	Draft memo comparing results of ridership/needs analysis with current service (4e)
4.3	Final memo incorporating TAC and stakeholder comments and comparing results of technical analysis with review of service requests (4f)

COA Task 5: Community and Stakeholder Outreach

This task gathers baseline information from community members and stakeholders, including existing transit riders and non-riders. As part of this task, the consultant will develop an outreach engagement plan to outline the roadmap throughout the life of the contract. The focus will be to gather feedback that will inform the overall objectives of the planning process, with a focus on attracting new riders to transit services.

- a. Develop an outreach engagement plan to outline the following:
 - Goals and objectives
 - Engagement audiences, such as jurisdictional staff, operators, stakeholders, and community partners, equity priority communities, and riders and non-riders
 - Engagement strategy and tactics, such as interactive surveys and virtual vs. in-person events
 - Barriers to engaging specific populations, such as limited English proficiency and/or other cultural considerations, and solutions to solicit input from these identified populations
 - Timeline and schedule of activities
 - Measures of success
 - Incorporate results from Roseville’s outreach
 - Where possible, outreach efforts will be coordinated with existing PCTPA outreach efforts to avoid potential conflicts and consolidate resources
- b. Facilitate up to two (2) rounds of focus group discussions with PCTPA’s Transit Operators Working Group (TOWG). Identify additional key stakeholders to be invited, such as representatives from local organizations, businesses, nonprofit organizations, service providers, and organizations representing equity priority communities. In-person or virtual to be determined by attendee preference.
- c. Support the client with materials to use in presentation briefings to PCTPA’s existing committees (i.e., Social Services Transportation Advisory Council), boards, and stakeholder groups.
- d. Coordinate with Task 2 to conduct a survey to gauge attitudes and awareness of riders and non-riders regarding travel patterns, attitudes towards various transportation modes, demographic, and socio-economic data
 - Conduct a broad-based, online survey to supplement data on community transit priorities and needs (coordinate with Task 2)
 - Determine if additional in-person or online surveys would add value to the final COA product
 - Review and summarize existing survey results and market research information (on-board, telephone, focus group)
- e. Develop public information for client website with the following goals:
 - Obtain feedback from existing riders and non-riders
 - Provide education regarding how public transit functions
 - House resources and FAQs online that are Section 508 and ADA compliant
- f. Coordinate with the 2023 UTN outreach process (anticipated in Fall 2023)
- g. Coordinate with PCTPA’s RTP 2050 outreach to consolidate resources where feasible

- h. As an extension to PCTPA staff, organize and host up to twelve (12) virtual public meetings. Conduct one meeting in each of the following areas: Lincoln/Sheridan, Rocklin, Loomis, Granite Bay, North Auburn, and Colfax/ Auburn/ Foresthill.
- i. Partner with jurisdictions to co-host up to three (3) pop-up events in rural areas (e.g., farmers markets)
- j. Support client to develop promotional materials, including social media, paid media, and flyers
- k. Support PCTPA staff, as appropriate, in meetings with local public officials at key milestones (e.g., existing conditions, scenarios, initial recommendations)

Task	Deliverable
5.1	Draft and final stakeholder and public outreach plan, including stakeholder list
5.2	Coordinate with Task 2 to design, develop and conduct a survey, both online (e.g., MetroQuest, SurveyMonkey or SurveyHero) and paper version. Include survey results.
5.3	Engagement Activities – Facilitate up to two (2) rounds of focus group discussions with TOWG. Organize and host up to twelve (12) virtual public meetings. Partner with jurisdictions to co-host up to three (3) pop-up events
5.4	Material development, including online information, promotional materials, presentations, social media posts, flyers, and FAQs. Consider 508/ADA compliance and translation for all materials posted online

COA Task 6: Service Scenarios, Analysis and Recommendations

This task will start with the development of evaluation criteria, based on goals identified in Task 2a, that will be used to assess potential service improvements. The criteria will be reviewed with and endorsed by the TAC. Using the results of Tasks 2-5, Consultant will develop up to four scenarios based on themes / parameters endorsed by the TAC. The consultant will assess how well improvements in each scenario meet the evaluation criteria then recommend a preferred scenario, which could be a hybrid of the initial scenarios, for more detailed analysis, costing and implementation phasing.

- a. Develop evaluation criteria based on results from prior tasks (goals from policy / plan documents, existing system performance evaluation, outreach findings, ridership and needs analysis)
- b. Identify conceptual changes (based on Tasks 3-5) to fill service deficiencies in areas with market demand and equity-focused transit needs, improve transit service quality and network efficiency, improve regional connections, and integrate with regional transit services
- c. Develop up to four network scenarios by assembling changes in Task 6b that address different input assumptions/emphasis areas such as:
 - Frequency / coverage mix, microtransit/fixed route mix, services to new areas (e.g., Sheridan, Wheatland/Marysville, and Foresthill), and relocation of the existing transit hubs (such as the Roseville Galleria Mall)
 - Funding levels (existing/realistically - anticipated funding for operations, slight increase in operating costs (e.g., up to 10% increase in net operating costs beyond the base year to align with Roseville)

In addition, develop two scenarios for commuter services based on ridership recovery (e.g., 75% of pre-COVID ridership, current ridership levels continue)

- d. Evaluate scenarios in relation to criteria and recommend (or develop a hybrid) preferred scenario for more detailed service planning work. Review preferred scenario recommendation with TAC and secure TAC approval. (Note: TAC members will be requested to check in with internal leadership to confirm the preferred scenario, prior to development of detailed service plans.)
- e. For the preferred scenario, develop a service plan that includes changes to route alignments, bus stop locations, frequency, service days, service span; areas for new service coverage; important timed transfer locations; and run time adjustments to improve schedule reliability
- f. Calculate operating costs for preferred scenario service changes and itemize costs for each service change
- g. Estimate capital costs associated with preferred service scenario implementation. Identify required change in vehicle fleet, new vehicle purchases and annualized capital costs, as well as changes in bus stops/transit centers
- h. Recommend near-term (0-3 years) and mid-term (3-5) changes

Task	Deliverable
6.1	Evaluation Criteria (6a)
6.2	Network Scenarios (6b-c)
6.3	Evaluation and select preferred scenario (6d)
6.4	Develop draft service plan elements and phasing for review by TAC (6e-h)
6.5	Develop final service plan and phasing based on TAC comments and respective leadership concurrence/direction

COA Task 7: Develop Network Coordination Guidelines

This task will recommend common guidelines for service coordination and implementation that can be used by all operators in the County. The TAC will review and approve the guidelines.

- a. Identify existing service change procedures and opportunities to improve coordination
- b. Conduct peer review and provide a summary of institutional arrangements to improve regional transit connections between communities, to brand and market a single seamless service, and to coordinate routes and schedules.

Task	Deliverable
7.1	Draft service coordination memo and peer review summary (7a-b)
7.2	Final service coordination memo with recommendations

COA Task 8: Prepare Draft and Final COA

This task will draft the COA, review it with the TAC, and revise the draft based on direction from the Project Manager. It will also include presentations to stakeholders and the preparation of the final COA document. The Consultant shall provide one unbound and four bound, hard copies each of the draft and final COA and one electronic version provided on Flash drive. The final report shall be provided in both PDF format, and Microsoft Office Word format. Any tabular, graphic, or other content created in Excel and PowerPoint shall also be included on the Flash Drive. Maps shall be submitted in GIS Shapefiles and/or PDF, JPEG or another format as requested.

- a. Prepare Draft COA for review by PCTPA and TAC (Technical Advisory Committee)
- b. Present and discuss draft with TAC
- c. Prepare materials for Board and up to six stakeholder presentations
- d. Prepare the final COA document

Task	Deliverable
8.1	Draft COA (8a)
8.2	Summary of TAC comments (8b)
6.3	Prepare presentation slides and participate in Board/stakeholder presentations (8c-d)
6.4	Prepare Final COA (8e)

3. SHORT RANGE TRANSIT PLAN (SRTP)

Overview

Upon completion of the COA, the Consultant will prepare a Short-Range Transit Plan (SRTP) for Western Placer County including the Auburn Transit, Roseville Transit, the Western Placer Consolidated Transportation Services Agency (WPCTSA), and Placer County Transit. This SRTP builds upon the Comprehensive Operational Analysis (COA) studies conducted for Placer County / Auburn as well as the separate COA for Roseville. The SRTP is a single implementation plan to guide individual provider's investments over the next five years (2025-2030) and to ensure that those improvements are consistent with an overall strategy that has been developed through a collaborative process. The SRTP will also include a discussion of key strategic items for years five-10 (2031-2035).

Key Desired Outcomes

The following are key product and process outcomes for the SRTP

- Develop a plan that will increase the usefulness of the transit network and provide a foundation for ridership growth and improved customer satisfaction
- Incorporate COA recommendations for service changes (e.g., routes, frequency, span, service mix)
- Identify capital requirements based on COA recommendations including fleet needs (fleet replacement and expansion, fleet mix), customer facilities (e.g., stops, transit centers), operational capital facilities (e.g., maintenance facilities, equipment, and/or electric charging or other zero-emission technology fueling infrastructure to address zero-emission service requirements)
- Develop marketing plan for partnerships and fare programs
- Develop financial forecasts to project operating revenue by source (e.g., taxes, grants, fares) and operating expenses based on above items
- Develop implementation and integration plan to coordinate each agency's changes (e.g., design and timing of complementary service changes and new customer facilities) and to improve interagency cooperation (e.g., coordinated timetables, transfer times, key transfer locations, and service changes, online trip planning tool, and complementary branding/messaging among service providers' information and collateral)
- Ensure stakeholders and leadership are engaged and responded to throughout the process

SRTP Core Tasks

The Consultant's work includes the following core tasks:

1. Project Management
2. Incorporate and refine as necessary results from Roseville and PCTPA COA's

3. Capital Plan - Requirements and Options based on service plan (customer facilities, operational facilities and rolling stock) considered on a comprehensive basis and with respect to the zero-emissions fleet conversion and supporting infrastructure implementation plans required for each transit operator
4. Marketing, Fare, and Partnership Program Options
5. Financial Analysis and Forecast (revenues, expenses)
6. Network Integration and Implementation Plan
7. Community and Stakeholder Outreach
8. Draft and Final SRTP with Implementation Plan

S RTP Task 1: Project Management

Key Consultant Activities for this task will include:

- a. Utilize project management structure used for the COA. Up to six TAC meetings will be held (in-person or virtual),, as well as input from the Social Services Transportation Advisory Council (SSTAC), convened upon PCTPA/WPCTSA staff’s request
- b. Establish project timelines, milestones, meeting schedule
- c. Budget, invoicing, and progress reporting

Task	Deliverable
1.1	Project Work Plan
1.2	Organizational structure for Stakeholder Outreach and Meeting Schedule
1.3	Monthly progress meetings with Project Manager; monthly invoices and progress reports

SRTP Task 2: Incorporate and refine results from Roseville and PCTPA COA’s

This task summarizes, aligns, and incorporated COA results from Roseville’s COA and Task 2 in this scope of work into a draft and final memo. This effectively serves as the demographic review, service review and service plan element of the SRTP. If more recent data is available for the SRTP than was available for the COA, this more recent data will be used to update the COA tables.

- a. Summary and Status of Existing Plans
- b. Demographic Analysis
- c. Existing Service and Performance
- d. Service Plan

Task	Deliverable
2.1	Draft memo summarizing COA results (2a-d)
2.2	Final memo summarizing COA results

S RTP Task 3: Capital Requirements

- a. Calculate annual fleet needs by vehicle size based on service plan and spare ratios
- b. Identify priorities for customer facility improvements and additions such as expanded transit centers, new connection hubs, transit priority treatments, passenger stops/access improvements)
- c. Identify operations requirements such as maintenance facilities, service vehicles, information technology
- d. Incorporate zero emission bus fleet conversion and supporting infrastructure implementation plans.
- e. Prepare high-level capital improvement plan including replacement/improvement items and cost estimates

Task	Deliverable
3.1	Draft memo including fleet projections, facility assessment and conditions report, supporting facilities/equipment, and zero-emission conversion (3a-d)
3.2	Draft and final capital investment plan (3e)

SRTP Task 4: Marketing, Fare, and Partnership Program Options

- a. Identify partnership programs with organizations such as colleges and large employers that are key trip generators (including a high-level review of the Sierra College pass program). Examples include pass programs, and support elements such as customer information, promotions, TDM programs
- b. Identify opportunities to coordinate provision of more consistent on-street customer information to enhance comprehension, especially for first-time or occasional riders
- c. Identify opportunities to improve fare parity among service providers
- d. Review fare policies to evaluate changes that can simplify fare structure and promote use of electronic fare media

Task	Deliverable
4.1	Draft memo with recommendations (near-term and long-term) for partnership, fare, and customer information opportunities (4a-d)
4.2	Final memo

S RTP Task 5: Financial Analysis and Forecast

- a. Develop two funding scenarios: existing/realistically - anticipated revenues and slight revenue growth (e.g., an increase of up to 10 percent in the net operating costs beyond the base service level to align with Roseville).
- b. Prepare an order-of-magnitude rough estimate to meet all identified needs from UTN and from COA processes.
- c. Recommend phasing of near-term (0-3 years), mid-term (3-5) and long-term (5+) improvements for each funding scenario.

Task	Deliverable
5.1	Draft revenue forecasts for two scenarios (5a)
5.2	Final revenue forecasts for two scenarios, Order-of magnitude for all needs (5b)
5.3	Draft phasing plan (5c)
5.4	Final phasing plan

SRTP Task 6: Implementation and Network Integration Plan

- a. Develop proposed program for annual service changes and key capital investments
- b. Recommend ways to integrate customer information among different service providers
- c. Identify new or improved connection locations and facilities for inter-community travel
- d. Recommend procedures for interagency coordination regarding timing and type of service changes that impact inter-community travel

Task	Deliverable
6.1	Draft implementation plan (6a)
6.2	Final implementation plan
6.3	Draft memo on network integration (6b-d)
6.4	Final memo on network integration

S RTP Task 7: Community and Stakeholder Outreach

- a. Develop a stakeholder outreach plan that builds upon COA outreach to outline outreach goals, audiences, tactics, and timeline
- b. Facilitate up to two (2) rounds of focus group discussions with PCTPA’s Transit Operators Working Group (TOWG). Identify additional key stakeholders to be invited, such as local organizations, public officials, businesses, nonprofit organizations, service providers, and organizations representing equity priority communities. Ensure the participant list is consistent with the COA’s focus group. In-person or virtual to be determined by attendee preference.
 - a. Goal of Round 1 focus group discussion: Present results of COA efforts and survey outcomes , collect input from key stakeholders on the development of S RTP
 - b. Goal of Round 2 focus group discussion: Validate input from key stakeholders, review draft S RTP plan and recommended enhancements to transit system
- c. Develop educational and informational materials, including COA efforts completed to-date, survey outcomes, updates for the project website and marketing materials for in-person/online partnerships like community events
- d. Board presentation followed by adoption

Task	Deliverable
7.1	Create draft and final Stakeholder outreach plan
7.2	Facilitate up to two (2) rounds of focus group discussions with TOWG
7.3	Develop educational and informational materials

SRTP Task 8 Draft and Final SRTP with Implementation Plan

- a. Prepare Draft SRTP for review by PCTPA staff and TAC (Technical Advisory Committee)
- b. Assist in preparation of materials for Board, key local officials, and other stakeholder presentations
- c. Prepare the final SRTP document
- d. Prepare implementation outline or "how-to" for the operators to implement the COA recommendations (e.g., specific routings, timetables, new signs, marketing materials/updates) including best practices from other agencies to address Operator staffing shortages to ensure ability to implement the preferred service plan

Task	Deliverable
8.1	Draft SRTP (8a)
8.2	Presentation for Board of Directors(8b)
8.3	Final SRTP report with recommendations and an implementation plan for service adjustments
8.4	Implementation outline (8d)

Exhibit B: Project Timeline

The following exhibit represents an estimated project schedule for completion of the tasks outlined in Exhibit A of the LOTA. This schedule is meant to guide the PCTPA Project Manager and Consultant team and may be subject to change at the discretion of the PCTPA Project Manager, provided that the project's overall completion coincides with the LOTA's term ending on June 30, 2025.

Exhibit C: Compensation

The following identifies the Consultant’s average hourly compensation rate range for its personnel, including subconsultants, assigned to complete the work tasks identified in the LOTA’s Exhibit A. The Consultant has also estimated other direct costs associated with delivering the project. PCTPA’s Project Manager shall monitor the work performed in this LOTA and has the discretion to consider changes to both personnel hourly compensation rates (including subconsultant) and other direct costs, provided the changes are generally similar to the rates and costs identified in this exhibit and do not cause the LOTA to exceed \$650,000.00.

WSP Personnel (including subconsultants) and Other Direct Costs

Proposed Personnel Positions	Average Hourly Compensation Rate Range*
Northern California Planning Local Business Leader	\$253.46 – \$271.51
Senior Planning Manager	\$235.28 – \$252.04
Senior Transportation Planner	\$145.59 – \$155.96
Outreach Task Lead	\$162.32 – \$173.88
Outreach Deputy Task Lead	\$124.85 – \$133.74
Local Liaison	\$144.97 – \$155.30
Outreach Graphic Designer	\$117.03 – \$125.37
508/ADA Compliance Planner	\$122.20 – \$130.90
Planner	\$102.39 – \$109.68
Planner	\$116.43 – \$124.73
Financial Analyst	\$197.84 – \$211.93
Travel Demand Modeler	\$284.46 – \$304.72
Project Accountant	\$123.83 – \$132.65
Subconsultants	
LSC, Principal	\$250.00 – \$267.81
LSC, Associate	\$185.00 – \$198.18
LSC, Senior Planner	\$135.00 – \$144.62
LSC, Engineer	\$130.00 – \$139.26
LSC, Planner	\$115.00 – \$123.19
LSC, Graphics	\$85.00 – \$91.05
LSC, Surveyor	\$45.00 – \$48.21
MNJ Advisors	\$200.00 (flat)
Other Direct Costs	
	Estimated Amount for LOTA’s Term
Survey activities (on-board passenger count activities and 1)	\$2,500.00
Survey license/membership costs, if needed	\$500.00
Printing/Reproduction (i.e., collateral for outreach activities)	\$3,500.00
Travel (i.e., in-person activities)	\$6,500.00
Media buy for communication/notification	\$4,000.00
Material translation	\$3,000.00
Contingency	\$1,500.00

*Average hourly compensation rate range consists of a fully-loaded rate that includes the consultant’s and subconsultant’s profit margin and considers an average annual inflationary increase of 3.5% to account for the LOTA’s multi-year term.



TO: PCTPA Board of Directors **DATE:** June 28, 2023

FROM: Matt Click, Executive Director
Jodi LaCosse, Fiscal/Administrative Officer

SUBJECT: NEVADA STATION BUILDING SURPLUS LANDS ACT DETERMINATIONS

ACTION REQUESTED

Adopt Resolution No. 23-23, a joint resolution by PCTPA and SPRTA, making Surplus Lands Act findings related to the Nevada Station building and authorizing the Executive Director to provide notice and negotiate in good faith in accordance with the Surplus Lands Act.

BACKGROUND

At the May 24, 2023 PCTPA and SPRTA Board meetings the Executive Director was authorized to explore opportunities to divest from the ownership the Nevada Station building. Since that meeting, staff has evaluated the requirements and application of the Surplus Lands Act (Government Code Sections 54220-54233 (“Act”)) on a potential sale of the Nevada Station building.

The intent of the provisions of the Act, which was revised substantially effective January 1, 2020, is, among other things, to improve the process for providing notice of available lands by public agencies to facilitate development of affordable housing. The Act requires public agencies to make a determination that property is “surplus land” or “exempt surplus land” prior to disposing of property. Any property that is declared as surplus must be noticed to other public agencies and prospective affordable housing developers that have registered with the State prior to any solicitation of negotiations to sell the property by the public agency. Noticed agencies and registered housing developers have 60 days from the date of the notice to express interest in the property and 90 days to complete good-faith negotiations. If terms are not agreed upon within the 90-day period of good faith negotiations, the public agency owner may negotiate with any other interested parties for the disposition of the surplus property. Surplus property is defined by the Act as property not necessary for the agency’s use.

The Act expresses a preference for residential uses, and particularly affordable housing. With certain exceptions, pursuant to the Act lands disposed of by public agencies must include a restriction that if the land is ever developed with 10 or more residential units, at least 15 percent of the property must be restricted as affordable units. Due to the Act’s requirements, any final sale of the Nevada Station will need to include such a restriction which would apply to any potential future re-development or re-use of the property for residential purposes.

DISCUSSION/ANALYSIS

Nevada Station is currently owned by SPRTA and existing agreements provide PCTPA an option to purchase Nevada Station upon the redemption of the bonds which financed the Nevada Station Property. Due to the existing agreements and financing related to the Nevada Station and the ownership interests of both SPRTA and PCTPA in any transaction to dispose of the Nevada Station, it

PCTPA/SPRTA Board of Directors
NEVADA STATION SURPLUS LANDS DETERMINATION
June 2023
Page 2

is recommended that both SPRTA and PCTPA make the Surplus Land Act findings related to Nevada Station and authorize the notice and negotiations in compliance with the Act. SPRTA and PCTPA have determined the desire to consider disposing of the property if economically prudent, and the Surplus Lands Act determinations can be made that the property is no longer necessary for the agencies' use. As any disposal of the Nevada Station will be protracted due to existing bond financing and property agreements, the Act's notice and good faith negotiations requirements will occur immediately and concurrently with staff's efforts to market the property.

MBC:JL:ss

EXHIBIT "A"

DESCRIPTION OF PROPERTY

The land in the City of Auburn, County of Placer, State of California, and is described as follows:

The land located at 299 Nevada Street, Auburn CA

(APN 001-031-072 and 001-051-042)

EXHIBIT "B"

**NOTICE OF AVAILABILITY OF SURPLUS
LAND**

Date: June 28, 2023

TO: Designated Local Agencies and Housing Sponsors

RE: Notice of Availability of Surplus Land in the City of Auburn Pursuant to California Government Code Section 54220, *et seq.*

Pursuant to the provisions of California Government Code Section 54222, *et seq.*, the Placer County Transportation Planning Agency (the "Agency") and the South Placer Regional Transportation Authority hereby notify the Designated local agencies and housing sponsors (the "Designated Parties") of the availability for lease or purchase of the following surplus owned land (the "Property"):

Property Address:	299 Nevada Street
Assessor Parcel Nos.:	APN 001-031-072 and 001-051-042
Zoning:	Neighborhood Commercial & Light Manufacturing
General Plan Designation:	Commercial Office Space
Current Use:	The Property is currently used as office space for the Agency and currently has occupied leased office space to private companies in most units.

In accordance with Government Code Section 54222, you have sixty (60) days from the date this offer was sent via certified mail or electronic mail to notify the Agency of your interest in acquiring the property. However, this offer shall not obligate the property to be sold or to be sold to you. Instead, the Agency would enter into at least ninety (90) days of negotiations with you pursuant to Government Code Section 54223. If no agreement is reached on sales price and terms, the property may be otherwise sold.

As required by Government Code Section 54227, if the Agency receives more than one letter of interest during this 60-day period, it will give first priority to entities proposing to develop housing where at least 25 percent of the units will be affordable to lower income households. If more than one such proposal is received, priority will be given to the proposal with the greatest number of affordable units, priority will be given to the proposal that has the lowest average affordability level.

A Designated Party desiring to purchase or lease the Property for any of the purposes authorized by Government Code Section 54222, must file a written notification of interest with the Agency within **60 days** of the date of this Notice of Availability, as indicated by the date set forth below.

Please send written notices of interest to:

Jodi LaCosse
Fiscal/Administrative Officer
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

For further information, please contact Jodi LaCosse, at (530) 823-4037 or jlacosse@pctpa.net.

The final day to submit a written statement of interest to purchase the Property is **Monday, August 28, 2023**

**JOINT RESOLUTION OF
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND SOUTH PLACER REGIONAL TRANSPORTATION
AUTHORITY**

**IN THE MATTER OF: DECLARING PURSUANT
TO GOVERNMENT CODE SECTION 54221
THAT REAL PROPERTY LOCATED AT 299
NEVADA STREET (CONSISTING OF APN 001-
031-072 and 001-051-042) IS DESIGNATED AS
SURPLUS LAND.**

RESOLUTION NO. 23-23

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held June 28, 2023, by the following vote on roll call:

AYES:

NOES:

ABSENT:

RECUSED:

The following resolution was duly passed by the South Placer Regional Transportation Authority at a regular meeting held June 28, 2023, by the following vote on roll call:

AYES:

NOES:

ABSENT:

RECUSED:

WHEREAS, the South Placer Regional Transportation Authority (“Authority”) is the owner in fee simple of that certain real property located at 299 Nevada Street (consisting of APN 001-031-072 and 001-051-042) (“Property”) (Exhibit A);

WHEREAS, the Placer County Transportation Planning Agency (“Agency”) leases the Property from Authority pursuant to a certain Lease Agreement dated July 1, 2014 (“Lease Agreement”);

WHEREAS, pursuant to the Lease Agreement Agency has the option to purchase the Property from Authority upon certain conditions precedent including the redemption of certain existing bond obligations related to the Property;

WHEREAS the Property is being used by the Agency for its existing office space purposes and Agency manages and subleases the remaining portion of the Property to third party tenants;

WHEREAS, the Authority and Agency desire to consider selling the Property if economically desirable as considered by the Authority's and the Agency's Board at their respective May 24, 2023 Board meetings;

WHEREAS, due to the Lease Agreement, and the bond obligations, in the event the Property is sold, the property ownership will transfer to the Agency and the Agency would be the seller of the property to the third-party buyer;

WHEREAS, the Surplus Property Land Act, Government Code Sections 54220-54233 ("Act") requires the Board of Directors take formal action in a regular public meeting declaring land either surplus land or exempt surplus land before a public entity may dispose of such land;

WHEREAS, pursuant to Government Code section 54221 land is considered surplus land if it is not necessary for the public agency's use;

WHEREAS, Government Code Section 54222 requires a public agency to provide written notice of surplus lands to certain local agencies and housing sponsors ("Designated Entities") (Exhibit B);

WHEREAS, the notification process provides Designated Entities a 60-day opportunity to request to negotiate for the lease or sale of the Property consistent with parameters for such negotiations provided by the Act and requires good faith negotiations with responsive Designated Entities;

WHEREAS, because the potential disposition of the Property is complicated due to the outstanding bonds and contractual obligations regarding the Property, and as both the Agency and the Authority will be owners of the Property during a potential transaction to sell the Property, the Board of Directors of the Agency and the Board of Directors of the Authority intend to simultaneously declare the Property to be surplus and not necessary for the entities use due to the desire to dispose of the Property if a property sale is economically favorable, and authorize the initiation of the Notification Process;

WHEREAS, the accompanying staff report provides supporting information upon which the declaration and findings set forth in this Resolution are based; and

WHEREAS, pursuant to § 15060 (c) (3) of the California Environmental Quality Act (the "CEQA") Guidelines (i.e., California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387), approval of this Resolution is exempt from CEQA because the actions described herein will not result in a direct or reasonably foreseeable indirect physical change in the environment and the actions described herein are not a "Project", as defined within § 15378 of the CEQA Guidelines;

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

SECTION 1. The above recitals are true and correct and are a substantive part of this Resolution.

SECTION 2. The Board of Directors hereby declare that the Property is surplus land pursuant to the requirements of the Surplus Land Act and not necessary for the Authority's or the Agency's use at this time due to the Authority's and the Agency's determinations to investigate divesting ownership of the Property if fiscally prudent.

SECTION 3. Consistent with the requirements of Government Code Section 54222, the Executive Director is hereby directed to initiate the Notification Process by providing written notice of the Authority's and the Agency's Board of Director's declaration to the Designated Entities.

SECTION 4. Consistent with the requirements of Government Code section 54223, the Executive Director is hereby further directed to enter into good faith negotiations with any responsive Designated Entity that submits a written notice of interest to purchase or lease the Property in compliance with the Act.

SECTION 5. This Resolution has been reviewed with respect to the applicability of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"). It is determined that the designation of this property as surplus does not have the potential for creating a significant effect on the environment and is therefore exempt from further review under CEQA pursuant to State CEQA Guidelines Section 15060(c)(3) because it is not a project as defined by the CEQA Guidelines Section 15378. Adoption of the Resolution does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.

SECTION 6. The officers and staff of the Agency and of the Authority are hereby authorized to do all things necessary or proper to effectuate the purposes of this Resolution, and any such actions previously taken are hereby ratified and confirmed.

Signed and approved by me after its passage.

Chair Jones
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

Chair Broadway
South Placer Regional Transportation Authority

Matt Click, AICP
Executive Director



TO: PCTPA Board of Directors

DATE: June 28, 2023

FROM: Matt Click, Executive Director
Jodi LaCosse, Fiscal/Administrative Officer

SUBJECT: UPDATED SALARY SCHEDULE

ACTION REQUESTED

The PCTPA Board to take action to update PCTPA's salary schedule for all existing and newly created positions except for the Executive Director.

BACKGROUND

As part of the Executive Director's onboarding and due diligence he has reviewed the agency's existing position descriptions and associated salary schedule. The agency's position descriptions and salary schedule have not been updated since 2016. For PCTPA to carry out its duties it will require additional skill sets in the future. It is also necessary that PCTPA stay competitive in the labor market to retain its existing labor force and attract additional personnel when warranted.

The Executive Director is seeking authority to update the employee salary schedule for all employee classifications except Executive Director. Two of six employees are salary capped, one employee is within two percent of the salary cap and two employees are within 12 percent of the salary cap. Updating the salary cap will allow for employee growth and retention, as well as potential future recruitment efforts.

The Executive Director asked PCTPA's Fiscal Officer to perform a salary survey to inform the process of updating PCTPA's salary schedule. 19 agencies were contacted and 16 of the 19 responded to PCTPA's salary survey. PCTPA evaluated the salaries of like agencies and developed a new maximum salary per position description by taking the median of the three maximum salaries by position description.

This was reviewed and approved by the Administrative Subcommittee on May 24th.

MBC:JL:ss

Salary Schedule UPDATE & ANALYSIS

Classification	MONTHLY RANGE	Title	ORIGINAL FOR 22/23		REPORTED (w/ 7% in-lieu of Social Security) ORIGINAL FOR 22/23		New Base 22/23 (Adjusted top tiers) - BASE		(w 7% in-lieu of Social Security) MATCHES SALARY ANALYSIS FINAL TAB Row 9		UPDATED Monthly Salary Range	
			Low	High	Low	High	Low	High	Low	High	Low	High
Executive Director	183,127 - 245,406	Executive Director	183,127	245,406	195,946	262,584	183,127	245,406	195,946	262,584	16,329	21,882
Deputy Executive Director	145,912 - 192,060	Deputy Director	145,912	192,060	156,126	205,504	145,912	221,439	156,126	236,940	13,011	19,745
Principal Planner/Director of Planning		Principal Planner					130,000	175,278	139,100	187,547	11,592	15,629
Senior Transportation Planner	108,688 - 138,717	Senior Planner	108,688	138,717	116,296	148,427	108,688	146,230	116,296	156,466	9,691	13,039
Associate Planner	85,687 - 109,361	Associate Planner	85,687	109,361	91,685	117,016	85,687	127,812	91,685	136,759	7,640	11,397
Assistant Planner	65,682 - 83,824	Assistant Planner	65,682	83,824	70,280	89,692	65,682	86,362	70,280	92,407	5,857	7,701
Senior Engineer		Senior Engineer					114,000	151,035	121,980	161,607	10,165	13,467
Associate Engineer	109,623 - 139,908	Associate Engineer	109,623	139,908	117,297	149,702	95,000	129,889	101,650	138,981	8,471	11,582
Fiscal/Admin. Officer		Fiscal/Admin. Officer					125,000	177,766	133,750	190,210	11,146	15,851
Accounting Specialist		Accounting Technician					63,948	86,000	68,424	92,020	5,702	7,668
Executive Assistant II		Planning Administrator/Board Secretary II					110,000	150,293	117,700	160,813	9,808	13,401
Executive Assistant I	80,169 - 102,318	Planning Administrator/Board Secretary I	80,169	102,318	85,781	109,480	85,000	112,000	90,950	119,840	7,579	9,987
			HOURLY RANGE									
Associate Planner	41.20 - 52.58	IT Administrator	41.20	52.58	44.08	56.26	41.20	52.58	44.00	56.00	44.08	56.26
Planning Intern	23.69 - 30.21	Planning Intern	23.69	30.21	25.35	32.32	23.69	30.21	25.00	32.00	25.35	32.32



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

Technical Advisory Committee Meeting Minutes

June 13, 2023 – 3:00 pm

ATTENDANCE

<u>Technical Advisory Committee (TAC) & Presenters</u>	<u>Staff</u>
Gaby Wentz, Caltrans	Rick Carter
Carl Moore, City of Colfax	Mike Costa
Araceli Casarez, City of Lincoln	Jodi LaCosse
Matthew Medill, City of Lincoln	David Melko
Mathew Medill, City of Lincoln	Cory Peterson
Justin Nartker, City of Rocklin	Solvi Sabol
Jake Hanson, City of Roseville	
Mark Johnson, City of Roseville	
Ed Scofield, City of Roseville	
Katie Jackson, Placer County	
Rich Moorehead, Placer County	
Kevin Ordway, Placer County	
Jaime Wright, Placer County	

WPCTSA Budget – FY 2023/24

Mike Costa explained that staff will be taking WPCTSA’s FY 2023/24 budget to the Board in June. This budget was approved by the Transit Operators Working Group (TOWG) in May. The expenditures for FY 2023/24 are approximately \$3 million - an increase of 16% from the previous fiscal year. The revenues, which are based on the WPCTSA’s eligible apportionment of up to 4.5% of the region’s LTF and STA funds, and carryover funding, are budgeted at approximately \$3.6 million in FY 2023/24. Mike provided an overview of the WPCTSA’s proposed programs for the next fiscal year. The TAC concurred.

Comprehensive Operational Analysis/Short Range Transit Plan Scope of Work Approval and Master Contract Amendment with WSP

Mike explained that we will be conducting a comprehensive operational analysis (COA) for the region’s public transit operators and developing a coordinated short-range transit plan (SRTP) to implement the south Placer region’s transit services, including the WPCTSA’s programs, over the next 5-10 years. The COA will evaluate Placer County Transit (PCT) and Auburn Transit services,

alongside the concurrent Roseville Transit COA, and then combine all recommended COA service plans into one coordinated SRTP. Newly implemented mobile app-based, on demand (microtransit) services will also be evaluated as part of the COA/SRTP planning efforts. This work is being done through PCTPA's on-call Master Agreement with WSP, with LSC as an integral subconsultant. WSP's current total contract compensation amount of \$250,000, is being proposed to be increased to \$719,000 to accommodate the COA/SRTP project work. Completion of the COA/SRTP project is anticipated by June 2025. PCTPA staff will be bringing a Letter of Task Agreement to the June 28th Board for approval to begin the project. The TAC concurred.

MTIP Programming Project Status Report to Board

Mike explained how PCTPA has been coordinating with the member jurisdictions to ensure that their respective projects programmed in the MTIP are accurately portrayed over the identified five-year programming period to continue receiving federal funds appropriately. In the past, staff has provided the Board with a status update report for MTIP programmed projects quarterly. However, given that projects and timelines remain relatively consistent, staff proposes taking this report to the Board semi-annually. The TAC concurred.

Funding Strategy Update

Mike said that PCTPA's team has been out in the community educating the public about current regional transportation funding needs and the potential 2024 funding measure. Educational ads have been developed and are currently being marketed through social media and other formats. These ads will be presented to the Board in June. Mike added that polling for evaluating the potential support for the funding measure will be conducted in the Fall of 2023. Staff will also be updating the potential estimated sales tax revenue projections, should a funding measure pass in 2024, in the Fall.

PG&E Utility Agreement Amendment

David Melko provided background explaining that the Board approved a utility agreement with PG&E to remove and relocate two gas lines. PG&E initially estimated this cost at \$254,865 with PCTPA's liability amount being \$127,432. PG&E's final cost to deactivate the two gas lines came in at \$655,110 with PCTPA share at \$327,555. Due to the increase in costs, staff took an Amended Utility Agreement with PG&E to the Board in May. The Board approved the approved the Amended Utility Agreement and authorized the Executive Director to disburse the funds after a satisfactory determination these costs are actual and necessary. In June, we will provide an informational update to the Board summarizing the progress to execute the Amended Utility Agreement with PG&E. We are awaiting the documentation demonstrating that the costs to deactivate the two gas lines are actual and necessary.

Lincoln Rail Feasibility Study Final Report

David explained that as part of the Highway 65 Widening project, PCTPA initiated a Passenger Rail Feasibility Study examining the extension of Capitol Corridor rail service to the City of Lincoln. This study was undertaken by R.L. Banks & Associates. In May 2023, the PCTPA Board approved a contract with R.L. Banks to complete the final report. They will attend the June 28th PCTPA Board meeting which summarize the final report's analysis, conclusions, and recommendations. These recommendations include:

- Amtrak Thruway service to/from Lincoln to/from Roseville rail station to meet CCJPA service.
- Lincoln service should be included in Amtrak's National Network and national reservation system by connecting to CCJPA service Roseville.

Service is estimated to attract an estimated 4,800 riders annually.

The TAC concurred with bringing this to the Board for acceptance in June.

Safe Streets for All Grant

Cory Peterson said that the Safe Streets for All grants are due July 10th. Last year the program was undersubscribed. He said if you any jurisdiction is applying and needs assistance, to reach out. No jurisdiction said they were applying, however, Rocklin expressed potential interest.

- a) Next PCTPA Board Meeting: June 28th**
- b) July 11th TAC and July 26th PCTPA Board Meeting - CANCELLED**
- c) Next TAC Mtg: June 13th @ 3p**

The TAC meeting concluded at approximately 3:55 p.m.

ss:rc



TO: PCTPA Board of Directors

DATE: June 28, 2023

FROM: Solvi Sabol, Planning Administrator

SUBJECT: STATUS REPORT

Freeway Service Patrol (FSP)

The FY 2022/23 3rd quarter statistical summary for Placer FSP is attached. For the 3rd quarter there were 694 total assists. This compares to 637 assists in the same quarter last year. Thirty-six (24) survey comments were submitted for the 3rd quarter. All motorists rated the service as “excellent.”

MTIP Programming Status Report on Regionally Significant Transportation Projects

The attached Project 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 from the current SACOG 2023 Metropolitan Transportation Improvement Program (MTIP), which have been reviewed and updated by respective PCTPA member agency staff through June 2023. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will continue to provide this report semi-annually.

PCTPA FSP 3rd Quarter, (January - March 2023) Statistical Summary									
Total Assists: 694 Total Responses: 23									
Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful? Yes/Very	Percent	Count	
Car/Mivan/Wagon	51.92%	360	Found by You	55.04%	382	Yes/Very	100.0%	23	
Sport Utility	22.07%	153	Dispatched by CHP	31.84%	221				
Vehicle/Crossover									
Pickup Truck	15.29%	106	Partner Assist	11.10%	77	How did FSP know you needed help?	Percent	Count	
Blank	0.13%	1	Revisit	0.29%	2	Driver saw me	78.26%	18	
Other	7.65%	53	Directed by CHP Officer	1.73%	12	Others	21.76%	5	
Motorcycle	0.88%	6		100.0%	694				
Truck - Over 1 Ton	0.58%	4	FSP Action	Percent	Count	How would you rate this service?	Percent	Count	
Big Rig	1.25%	9	Quick Fix / Repair	15.85%	110	Excellent	100.0%	23	
RV/Motorhome	0.00%	0	Towed to Drop Zone	18.59%	129				
Truck - Under 1 Ton	0.26%	2	Towed Off Freeway	2.02%	14	How did you hear about FSP?	Percent	Count	
	100.0%	694	Traffic Control	17.58%	122	Hadn't heard until today	82.61%	19	
Vehicle Problem	Percent	Count	Partner Assist	6.48%	45	Was helped previously	8.70%	2	
Accident	41.02%	272	Tagged Vehicle	4.03%	28	Have seen trucks driving around	4.35%	1	
Mechanical	19.95%	131	None - Not Needed	5.04%	35	Brochure	0.0%	0	
Flat Tire	15.30%	107	Called for Private Assistance	2.31%	16	Other	4.35%	1	
Out of Gas	8.01%	55	Other	2.59%	18				
Abandoned	1.32%	30	Debris Removal	8.79%	61	How long did you wait before FSP arrived?	Percent	Count	
Partner Assist	0.58%	4	None - Motorist Refused Service	5.04%	35	Less than 5	51.17%	12	
Driver Related	3.31%	23	Escort Off Freeway	9.08%	63	5 - 10 minutes	34.78%	8	
Other	1.59%	11	Provided Transportation	2.59%	18	10 - 15 minutes	8.70%	2	
Overheated	2.02%	14		100.0%	694	15 - 20 minutes	0.00%	0	
None - Not Needed	2.62%	18	Vehicle Location	Percent	Count	20 - 30 minutes	0.00%	0	
Electrical	1.62%	11	Right Shoulder	67.90%	471	30 - 45 minutes	4.35%	1	
Unsecured Load	0.29%	2	Left Shoulder	9.67%	67	Over One Hour	0.00%	0	
Debris	1.33%	9	In Freeway (Lands)	13.52%	94				
Car Fire	0.89%	6	Blank	0.14%	1	Other Metrics			
Locked Out	0.14%	1	Ramp/Connector	8.66%	60	Average Duration (Minutes)		10	
	100.0%	694	Unable to locate	0.00%	0	Over time Assists		17	
			Go to point	0.14%	1	Over time Blocks		29	
			Total Comments	NA	36	Multi-Vehicle Assist		226	

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
Caltrans D3	CAL21393	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33.3/44.9): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$32,390,000	2026	2023	2024	2025
Caltrans D3	CAL21373	Auburn Blvd Ramp Meter	In Placer County on I-80 in Roseville at the EB on ramp from Auburn Blvd (PM 0.4): Install ramp metering. Toll Credits for ENG, ROW	CMAQ	\$160,000	2024	2021	2021	2022
Caltrans D3	CAL20844	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/28.8); also near Magra from PM 39.5 to 41.3; also near Emigrant Gap from PM 53.0 to 54.7: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	Local, SHOPP Roadway Pres AC	\$117,272,000	2028	2021	2022	2027
Caltrans D3	CAL20719	I-80 Bridge Rehab	On I-80 near Dutch Flat and Cisco Grove, at Crystal Springs Road Overcrossing #19-0112 (PM 46.3), Baxter Overcrossing #19-0113 (PM 46.9), Drum Forebay Overcrossing #19-0114 (PM 49.0), and Cisco Overcrossing #19-0118 (PM R63.5): Replace bridges at four locations.	SHOPP Bridge AC	\$53,235,000	2023	2018	2019	2020
Caltrans D3	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. (PCTPA is applying for \$26.13 m SB1 discretionary funding). Toll Credits for ENG, ROW	2016 EARREPU, COVID Relief Funds- STIP, Coronavirus Response and Relief Supplemental Appropriations Act, DEMO HPP, HIP, Local, NCI, National Highway Freight Program, RSTP/STBG, SB 1 - Road Repair and Accountability Act of 2017	\$49,589,635	2024	2014	2020	2022
Caltrans D3	CAL20845	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	SHOPP Roadway Pres AC	\$145,765,000	2028	2021	2022	2023
Caltrans D3	CAL20728	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	SHOPP Collision AC	\$8,919,000	2024	2018	2019	2020
Caltrans D3	CAL21227	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts.	SHOPP Collision AC	\$35,670,000	2025	2020	2021	2024

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
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	\$4,105,706	2024			2019
City of Lincoln	PLA25838	1st Street Resurfacing Ph2	On 1st Street from mid-block between K and L Street to H Street: rehabilitation of the existing roadway surface, ADA, drainage, and utility replacement improvements.	Local, RSTP/STBG	\$1,482,283	2023		2021	2021
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	\$10,568,251	2027	2025		2026
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to a point between 1st and 3rd Street on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping for both north and south bound lanes.	Local, RSTP/STBG	\$2,220,464	2023	2018		2023
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.	CMAQ, Local	\$1,614,734	2028	2025		2026
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.. Toll Credits for ENG, CON	CMAQ	\$3,079,980	2023	2016		2021

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	HBP, Local	\$12,313,800	2027	2013	2024	2026
City of Rocklin	PLA25844	Five Star Blvd & Destiny Drive Road Rehabilitation	Road rehabilitation (remove and replace failed asphalt) in Rocklin: Five Star Blvd, from South Whitney heading south to City Limit; Destiny Drive, from Five Star Blvd to end of drive.. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$1,216,854	2025	2022	2023	2025
City of Rocklin	PLA25859	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet) (PE only, Total Cost = \$10,000,000). Toll Credits for ENG	Local	\$1,400,000	2029	2023		
City of Rocklin	PLA25847	I-80/Rocklin Rd. Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class I bike and pedestrian facility. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope).. Toll Credits for CON	Local, RSTP/STBG	\$40,010,000	2027	2023		2025
City of Rocklin	PLA25678	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, CON	RSTP/STBG	\$1,900,463	2024	2021		2025
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2030	2023	2024	2025
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	Local	\$12,852,055	2023	2020	2021	2022
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	2027	2024	2024	2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2025	2021	2021	2022
City of Roseville	PLA25873	Blue Oaks west Widening, Woodcreek Oaks to Foothills	Blueprint PLA25710: In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Blvd to Foothills Blvd.	Local	\$500,000	2030	2026		2030
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$4,232,576	2023			2019
City of Roseville	PLA19910	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-infrastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	ATP (Fed), CMAQ, Local, SB 1 - Road Repair and Accountability Act of 2017	\$19,867,108	2024	2011	2020	2023
City of Roseville	PLA25833	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	Local - ATP	\$5,000,000	2026	2024	2024	2025
City of Roseville	PLA25849	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddymment Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	Local - CMAQ	\$3,925,000	2027	2023		2025
City of Roseville	PLA25834	Operating Assistance South Placer County Transit Project	5 South Placer Express buses and Operating assistance for new express bus service between the City of Lincoln, City of Roseville, and the Watt/I-80 Light Rail Station.	CMAQ XFER, LCTOP, Local, SB 1 - Road Repair and Accountability Act of 2017	\$11,400,000	2026	2022		2022
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$7,000,000	2025	2021	2022	2023
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	\$1,947,189	2025	2014		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	2025	2020	2021	2023
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	2028	2021	2022	2024
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	2027	2024	2024	2025
City of Roseville	PLA25861	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	FTA 5339 - E.S., Local	\$700,000	2023			2022
City of Roseville	PLA25850	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of seven (7) commuter electric buses to replace existing diesel commuter buses, eight (8) electric vans to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	FTA 5339 - Discr., Local	\$13,598,496	2025			2024

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
City of Roseville	PLA25378	Santucci Blvd. Extension Ph 1	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Pleasant Grove Blvd.	Local	\$6,500,000	2024	2020	2020	2021
City of Roseville	PLA25863	Stoneridge - Orvietto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvietto Drive: Design and construct a multi-use bike/pedestrian trail.	Local - CMAQ	\$2,815,000	2027	2024		2025
City of Roseville	PLA25843	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct median improvements, striping and signage to slow traffic and improve safety.	Local	\$1,498,000	2025	2025		2025
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymont Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$6,500,000	2024			2019
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	\$6,339,276	2025	2019		2022
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			2025
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$5,982,000	2023			2021
FHWA	VAR56279	Mountain Quarry Bridge Improvements	In the Auburn State Recreation Area, on the Mountain Quarry bridge (FTBR): Remove the existing railing system and install a new system that meets current code and design practice for pedestrian and equestrian use; regrade gravel bridge deck & install new drainage system.	Federal Lands Highway Program	\$906,371	2023			2021
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, Along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	ATP (State), CMAQ, HIP, Local	\$18,092,989	2024	2018	2021	2019
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, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and 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	\$591,500,000	2032	2019	2028	2029
PCTPA	PLA25835	Operating assistance for Lincoln to Sacramento Commuter Service	Operating assistance for new express bus service between the City of Lincoln in Placer County to Downtown Sacramento in Sacramento County.	Local	\$600,000	2028			2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
PCTPA	PLA25839	Placer County Congestion Management Program FY 2023+	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 7.68; NOx 6.30; PM2.5 3.53)	CMAQ	\$89,371	2026			2023
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).	2016 EARREPU, CMAQ, State Cash	\$3,372,258	2023			2014
PCTPA	PLA25842	Placer County Freeway Service Patrol FY 2023+	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65.	Local, State Cash	\$1,308,458	2026			2023
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2027	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$886,000	2027			2019
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 an auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes.. Toll Credits for ENG	CMAQ, Local	\$31,060,000	2027	2013	2025	2027
Placer County	PLA15105	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	Local	\$19,200,000	2025	2012	2024	2024
Placer County	PLA25463	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	Local	\$29,000,000	2028	2014	2024	2026
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 and relocate the existing park-and-ride lot from the south of Bell Road to the north of Bell Road.. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP/STBG	\$7,901,177	2028	2019	2022	2025
Placer County	PLA25875	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Foresthill Road over the American River (Bridge 19C0060) - Foresthill Bridge butt weld testing and repair project.	HBP, Local	\$4,130,250	2027	2024		2027
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	2027	2023	2027	2027
Placer County	PLA25848	Dowd Rd Bridge Replacement at Markham Ravine Mitigation	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: mitigation for the project to replace existing 2 lane structurally deficient bridge with a new 2 lane bridge (PLA25474).. Toll Credits for CON	HBP	\$50,000	2024			2021
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	\$1,849,000	2028	2024	2027	2027
Placer County	PLA25725	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	Local	\$750,000	2026	2020		2023

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
Placer County	PLA25853	Fiddymment Road Widening (Phase 1)	Fiddymment Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	Local	\$2,960,000	2025	2024		2025
Placer County	PLA25858	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway: widen from 2 to 4 lanes	Local	\$2,600,000	2025	2022		2024
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). Toll Credits for CON	HSIP, RSTP/STBG	\$2,790,900	2023			2020
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	2030	2011	2019	2027
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	2025	2012	2013	2022
Placer County	PLA18390	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	Local	\$1,400,000	2025	2023		2025
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	\$70,000,000	2028	2013	2016	2025
Placer County	PLA25479	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	Local	\$7,890,000	2027	2023		2026
Placer County	PLA25860	Preventative Maintenance and Operation Assistance, 2022	Operating assistance and preventative maintenance for urban transit services within Placer CountyFFY 2022 - Operating Assistance = \$1,878,580FFY 2022 - Preventative Maintenance = \$465,654	FTA 5307 - E.S., Local	\$2,344,234	2023			2022
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	\$6,733,000	2026	2023		2026
Placer County	PLA15390	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	Local	\$2,280,000	2026	2022	2024	2025
Placer County	PLA25170	Sunset Boulevard Extension (Phase 1)	Sunset Blvd, from Foothills Boulevard to Fiddymment Rd: Construct a 4-lane road	Local	\$12,238,000	2025	2022	2023	2023
Placer County	PLA25044	Sunset Boulevard Widening (Phase 1)	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$51,250,000	2028	2021	2025	2026

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
Placer County	PLA25855	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2023: \$602,012 / FY 2024: \$614,052	FTA 5311, Local	\$4,369,682	2024			2023
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.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$30,512,258	2028	2013	2022	2026
Placer County	PLA20700	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	Local	\$2,600,000	2027	2022	2023	2025
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$44,651,000	2028	2011	2024	2027
Town of Loomis	PLA25840	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	CMAQ, Local, RSTP/STBG	\$938,120	2025	2021	2021	2024
Caltrans D3	CAL21381	Bridge Deck Preservation - Various Counties	On Route 80 in Placer County at Troy Undercrossing No. 19-0106L/R (PM 68.55) and Kingvale Undercrossing No. 19-0107L (PM 69.23); also on Route 99 in Chico at Cohasset Overcrossing No. 12-0168 (PM R34.3): Polyester concrete overlay to one bridge deck, and deck-on-deck replacement and bridge rail replacement at three bridges.	SHOPP Bridge AC	\$4,470,000	2024	2022	2022	2023
Caltrans D3	CAL21394	Drum Forebay to Troy Drainage System Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/R58.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R): Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$18,009,000	2027	2023	2024	2025
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2026			2023
Caltrans D3	CAL21402	SR 89 Pavement & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$13,940,000	2026	2023	2025	2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
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.	CMAQ, Coronavirus Response and Relief Supplemental Appropriations Act, IIP - Public Transportation Account, Prop 1B PTMISEA, SB 1 - Road Repair and Accountability Act of 2017, STIP-IIP AC, State Cash	\$169,430,000	2027	2011	2021	2023
SACOG	VAR56208	Connect Card Implementation	Implementation and operational activities associated with Connect Card. Connect Card is an electronic transit fare collection system for the transit agencies in the Sacramento Region. (See VAR56207.). Toll Credits for CON	2016 EARREPU	\$198,089	2025			2020
SACOG	VAR56286	Mobility Zones	The project, which was awarded Federal RAISE grant funds, will fund an equity-centered regional planning project that will engage residents across and disadvantaged communities in designating "Mobility Zones" that address barriers to equitable mobility in the 6-county region. This work will include the the co-creation of clean, shared, and active transportation infrastructure projects that address barriers to equitable mobility and reduce carbon emissions in the locally designated "Mobility Zones". SACOG will work with a planning team and community members to develop and prioritize early action projects across clean, shared, and active mobility layers. Local jurisdictions and a technical advisory task force teams will advance priority projects with design, engineering, and pre-construction activities.	Local, RAISE/BUILD/TIGER Grant	\$6,300,000	2026	2023		
SACOG	VAR56282	Regional Mobility Hub Strategy	The Regional Mobility Hub Strategy project will develop a strategy focused on mobility hub design and features for different types of stations in urban, rural and suburban contexts. Apply design solutions that prioritize people over private vehicles with the goal of mobility hubs reducing greenhouse gas emissions by reducing vehicle miles traveled (VMT). RSTP funds will be used on this project though not transferred to FTA. Toll/Transportation Development Credits will be used as match for the FTA grant funding a portion of this project.. Toll Credits for CON	FTA 5307 - Discr., RSTP/STBG Exch	\$500,000	2024			2022
SACOG	VAR56281	Regional Transit Network Plan	This planning effort will begin implementation the Next Generation Transit Strategies and will focus on developing a regional transit network that improves transit travel speed and near-term infrastructure improvements to support high-capacity transit services to assist our regional transit operators in their post-pandemic transit recovery activities, which includes surveying efforts. This project is funded by FFY 2021 American Rescue Plan Act funds. No matching funds are required for these federal stimulus funds.	FTA 5307 - Discr.	\$1,000,000	2023			2022

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, June 2023

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
SACOG	CAL21374	SAC-PLA I-80 Managed Lanes: Project Study Report	On Interstate 80 from El Camino Boulevard in Sacramento County to Rocklin Road in Placer County: Project Study Report- Project Development Support (PSR-PDS) to study the potential conversion of the existing High Occupancy Vehicle (HOV) lane to a different facility, including an evaluation of pricing and/or tolling.. Toll Credits for CON	RSTP/STBG	\$250,000	2025			2022
SMAQMD	VAR56195	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	CMAQ	\$20,019,428	2025			2017
SMAQMD	VAR56201	Spare the Air Phase 3	Sacramento Federal Non-attainment Area: Spare The Air Voluntary Driving Curtailment Program. [Continued from SAC21080 and VAR56006] (Emission Benefits in kg/day: ROG 0.2, NOx 0.2)	CMAQ, Local	\$3,058,808	2024			2019



June 8, 2023

TO: Matt Click, executive director, Placer County Transportation Planning Agency

FROM: Cherri Spriggs, chief executive officer, Meraki Public Affairs

Aldo Pineschi, chief executive officer, Pineschi Consulting

RE: Funding Strategy Outreach Program May 2023 Activities

Below please find a brief summary of Funding Strategy activities that took place in the month of May. Please let us know if you have any questions. Thank you!

Account Management/ Strategic Communications Advice

- Attended biweekly meetings;
- Monthly General Comms Alignment Meetings (2);
- Prepared monthly report of activities;

Community Engagement & Outreach

- Held stakeholder meeting;
- Met with local and regional elected leaders;
- Met with local and regional stakeholders individually on next steps for Funding Strategy;
- Met with Lincoln City Manager;
- Engaged various community groups;
- Prep for June Rocklin Chamber State of the City;
- Coordinated RocketTV creative with advertising team;
- Prep for June Rocklin Sun City Meeting;

Planned Activities for June:

- Weekly team meetings;
- Rocklin Chamber State of the City;
- Sun City Meeting;
- Celebrate America;
- Lincoln Airport Festival Planning;
- Preparing for Sun City Meeting;
- Coordinating and planning additional partnership presentations, community meetings and events;

Fiscal Year 22/23 Budget: \$60,000

Monthly Retainer Fee: \$7,500 for eight months

Remaining Budget: \$7,500

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations



June 1, 2023

To: Matt Click, Executive Director, Placer County Transportation Planning Agency

From: Mark Watts, Smith, Watts & Hartmann
Kiana Valentine, Politico Group

Re: **March 2023 State Advocacy Report**

Smith, Watts & Hartman (SWH) and Politico Group (PG) are pleased to provide the following report to the Placer County Transportation Planning Agency (PCTPA) on state legislation, budget matters, and administrative activities of interest to PCTPA.

Legislative, Budget & Administrative Updates

Governor's May Revision

Governor Newsom released his May Revision to his 2023-24 January Budget in early May with an updated projected budget shortfall of \$31.5 billion. The \$9.3 billion increase in the estimated budget shortfall since the January Budget was expected given ongoing monthly revenue shortfalls, although it is less than the \$40 billion deficit that many budget-watchers in Sacramento were projecting.

- **Key Transportation Provisions:** The May Revision maintains the Governor's proposed \$2.7 billion in General Fund transportation cuts from the January Budget, which were partially offset by \$500 million in state highway funds. The May Revision includes one additional exchange of \$150 million in state highway funds for General Fund for port-related infrastructure projects. While there is no specific proposal for additional state funding to support public transit operations, the May Revision expresses the Administration's intent to work with the Legislature on potential near- and long-term solutions to support the viability of transit across the state (see "Next Steps" below for a discussion of the Senate's subsequent action).
- **Key Housing and infrastructure Provisions:** The May Revision maintains the \$350 million in General Fund reductions for housing-related programs from the January Budget and adds a \$17.5 million cut and \$345 million deferral. The May Revision also expresses the Governor's intent to work with the Legislature on a climate resiliency-

related bond, including proposing to offset \$1.1 billion in proposed cuts to several climate-related programs with future bond proceeds. This is the second bond proposal the Governor has signaled his interest in advancing, joining his proposal to bond against Mental Health Services Act funds to support capital projects related to mental health services and housing for people experiencing mental illness.

To solve the budget shortfall, the May Revision relies on additional permanent spending reductions and pullbacks; deferred spending; fund shifts and borrowing; new revenue, largely in the healthcare area; and a withdrawal from the State's Safety Net Reserve to avert cuts to health and human services programs. The Governor's May Revision does not propose to draw on reserves from the Budget Stabilization Account due to significant uncertainty in tax revenue and the economy, including the federal debt limit debate which could have impacts to the global economy, additional interest rate increases which could further slow the economy, uncertainty in financial institutions, and delayed tax receipts in California due to catastrophic winter storm events (approximately \$42 billion in tax receipts will not materialize until October 2023).

Transportation

The Governor proposes additional fund shifts to transportation programs in the May Revision. Specifically, the May Revision proposes to shift \$150 million in one-time spending for port and goods movement projects from the General Fund to the State Highway Account (SHA). The January Budget previously proposed shifts of SHA funding to offset \$300 million in General Fund for the Active Transportation Program and \$200 million in General Fund for the regional and local transportation projects under the Climate Adaptation Program. In total, the Governor is proposing to shift \$650 million in one-time General Fund spending to the SHA in FY 2023-24, which will have impacts to the State Highway Operation and Protection Program (SHOPP) in future years.

Infrastructure

Despite the state budget deficit, the May Revision estimates that the state will spend \$180 billion over the next ten years on roads, bridges, clean energy, public transit, water infrastructure and conveyance, broadband and other critical infrastructure from state and federal sources. The May Revision proposes statutory changes to expedite infrastructure projects that advance the state's climate, equity, and economic goals and maximize federal funding return (a discussion of the Governor's infrastructure permitting Executive Order and proposed trailer bills is included below).

Zero Emission Vehicles

The May Revision proposes to shift \$635 million General Fund spending (\$500 million in 2023-24) to the Greenhouse Gas Reduction Fund (GGRF) over three years to support the state's ongoing transition to Zero Emission Vehicles.

Climate Resilience Bond

The Governor's May Revision proposes to shift \$1.1 billion in General Fund from climate resilience programs to a future climate bond proposal, to be developed in collaboration with the Legislature.

Specific program impacts include:

- Water Recycling - \$270 million
- Salton Sea Restoration - \$169 million
- Community Resilience Centers - \$160 million
- Transformative Climate Communities - \$100 million
- Regional Resilience Program - \$100 million
- Urban Greening - \$100 million
- Statewide Parks Program - \$86.6 million
- Sustainable Groundwater Management Act Implementation - \$50 million
- Multi-Benefit Land Repurposing - \$20 million

Housing

The May Revision maintains the \$350 million in cuts and potential trigger restorations from the Governor's Budget, defers an additional \$345 million General Fund for acquisitions of foreclosed properties by non-profits to create affordable housing, and makes a \$17.5 million General Fund reduction to a \$25 million program for adaptive reuse of commercial and industrial structures for housing that failed to attract applications for the full amount of available funding.

The 2021 Budget Act Included \$500 million General Fund for the Foreclosure Intervention Housing Prevention Program through June 30, 2027. The May Revision defers \$345 million over four fiscal years with allocations of \$50 million in 2023-24, \$100 million in 2024-25, \$100 million in 2025-26, and \$95 million in 2026-27.

Next Steps

The Assembly and Senate conducted hearings last week to begin their review of the May Revision. On May 23, Senate Budget Subcommittee No. 5 took the following actions on the Governor's transportation proposals:

- Approved proposed fund shifts for the Active Transportation Program and Climate Adaptation Program; proposed reduction to the Active Transportation Program; and proposed delay to the Grade Separations Program.
- Rejected the proposed reductions to the Transit and Intercity Rail Capital Program (TIRCP).
- Adopted trailer bill language that allows for some flexibility of funds for TIRCP, contingent on meeting specific accountability and reform requirements.

The Committee also approved placeholder trailer bill language to provide statutory relief to transit operators as follows:

- Expand provisions that temporarily hold harmless transit operators that receive state funding and whose ridership levels have been negatively impacted by COVID-19.
- Extend the provisions that temporarily eliminate financial penalties for noncompliance with transit funding efficiency measures in the Transportation Development Act and the State Transit Assistance Program.
- Expand provisions that allow for increased flexibility in the use of funds transit operators receive from the State Transit Assistance - State of Good Repair program and the Low Carbon Transit Operations program.
- Create a Task Force to examine ways to improve transit and increase ridership in the long term, including reforming the Transportation Development Act.

The **Legislature has a constitutional deadline of June 15 to adopt a balanced budget**, however, it is likely that many additional budget bills amending the June 15 budget, as well as trailer bills that make policy changes to implement the budget, will be debated and adopted after the deadline—likely through the end of the legislative session on September 15.

Governor Signs Infrastructure Permitting Executive Order and Unveils Legislative Proposals

Governor Newsom unveiled a package of 10 statutory proposals aimed at accelerating infrastructure projects in California and signed a related Executive Order on May 19 at the site of a future solar farm currently under development in Stanislaus County. [Executive Order N-8-23](#), among other things, orders the creation of an Infrastructure Strike Team (Strike Team) to work across all state agencies to maximize federal and state funding opportunities for infrastructure projects. To do so, the Strike Team will:

1. Identify projects for streamlining efforts with a focus on projects that have significant challenges but also opportunities for meaningful job creation;
2. Support coordination between all levels of government on project review, permitting, and approvals;
3. Support infrastructure in specific sectors by investing in adjacent sectors (e.g. transportation and energy investments that support housing projects); and
4. Share challenges and best practices and identify areas for improvement.

The Executive Order also calls on the Strike Team to track individual projects and establish dashboards so that project status and milestones information is available to the public.

The legislative proposals, which he intends to introduce as trailer bills to the 2023-24 state budget, including the following (language and fact sheets can be found [here](#)):

1. **CEQA Administrative Record** – would clarify and streamline the administrative record requirements to allow CEQA administrative records to be developed more expediently, with fewer litigation delays. Specifically, the bill creates timeframes the petitioner must follow if they elect to prepare the administrative record, provides that internal emails within the lead agency that are not presented to the final decision-making body are not required to be included in the record, and allows electronic filing of the record.
2. **CEQA Judicial Streamlining** – to the extent feasible, requires that any judicial challenges and appeals be completed within 270 days for qualifying projects in the areas of energy infrastructure projects, federal CHIPS Act-eligible manufacturing projects, transportation-related projects, and water-related projects. Eligible projects must be certified by designated state officials. For transportation projects, the streamlined litigation pathway is limited to 10 state and 10 local or regional transportation projects certified by the Secretary of Transportation to advance the goals of the Governor’s Climate Action Plan for Transportation Infrastructure.
3. **Accelerating Environmental Mitigation for Transportation** – would allow for the direct purchase of environmental mitigation services when required by an environmental permitting agency and would create an informal provider selection process for other situations.
4. **Job Order Contracting** - would authorize Caltrans to use the job order contracting method to complete routine transportation projects and maintenance work quickly and easily.
5. **NEPA Assignment for Rail and Public Transit Projects** – would remove the current sunset provision and permanently authorizes the consent of California to the jurisdiction of federal courts and waiver of sovereign immunity by California with regards to the performance of certain federal environmental responsibilities under the NEPA.
6. **Progressive Design Build** – would allow the Department of Water Resources (DWR) and Caltrans to establish a progressive design-build pilot program until January 1, 2031 – up to eight projects per department.
7. **Delta Reform Act Refinement** – would establish a 60-day statute of limitations to challenge a Delta Stewardship Council action, including decisions on appeals.
8. **Reclassification of Fully Protected Species** – would reclassify fully protected species to facilitate responsible and appropriate development but would also allow the Department of Fish and Wildlife to require mitigation and other actions to contribute to the conservation of these species.
9. **IRA Green Financing** – would allow the California IBank and DWR to access and utilize federal funding provided in the Inflation Reduction Act to finance projects that reduce greenhouse gas emissions.
10. **Direct Contracting for I-15 Wildlife Crossings** – would authorize Caltrans to directly contract to construct three wildlife crossings over I-15 as part of the Brightline West high-speed rail project between California and Nevada.

The path forward for the bills in the Legislature is uncertain. None of the bills were heard during Assembly Budget Committee hearings last week, with Assembly Budget Chair Phil Ting indicating that up to four different Assembly policy committees would later consider the bills. On the Senate side, Budget and Fiscal Review Subcommittee No. 2 voted unanimously to reject each of the 10 bills without prejudice. The Assembly Transportation Committee meets on June 5 for an informational hearing on the package.

Legislative Update – Appropriations Suspense Files

The Assembly and Senate Appropriations Committees met on May 18 to consider their suspense files. During these hearings the Committees consider bills that exceed specified state costs—bills are either passed with a recorded vote, held as two-year bills, or held under submission without a roll call vote.

The Assembly considered 755 suspense bills, of which 220 were held or became two-year bills. The Senate considered 416, of which 90 were held or became two-year bills. The following section includes status updates on key bills approved or held in Appropriations:

Passed (As-is or with amendments; now moves on to a floor vote)

- [**AB 7 \(Friedman\)**](#) – would require the project selection process for each transportation project funded by the state’s major sources of transportation funding to incorporate certain principles regarding resilience, safety, timeliness, accessibility, the environment and climate change, and other topics.
- [**AB 744 \(Carrillo, Juan\)**](#) – would direct the California Transportation Commission (CTC) to coordinate state assessment and implementation of the use of data, modeling and analytic software tools and requires CTC to acquire or procure such data, modeling, and software tools for use by state and local transportation planners.
- [**AB 1637 \(Irwin\)**](#) – would require a local agency that maintains a website and email addresses accessible to the public to utilize a “.gov” or “.ca.gov” domain no later than January 1, 2026. Amendments remove special districts and school entities from the bill and provide another year to comply.
- [**SB 4 \(Wiener\)**](#) – would establish that qualifying affordable housing development projects are a “use by right” on land owned by religious institutions or independent higher education institutions. The bill was passed with amendments.
- [**SB 423 \(Wiener\)**](#) – would extend and make numerous changes to the streamlined ministerial approval process for qualifying housing projects created by SB 35 (Wiener, 2017). The bill was passed with significant amendments related to labor standards and other requirements.

Held in Committee

- [**AB 1525 \(Bonta\)**](#) – would have required 60% of the funding allocated to California State Transportation Agency, California Department of Transportation Caltrans and California Transportation Commission be allocated for projects for priority populations, as defined.

- **[SB 670 \(Allen\)](#)** – would have required the California Air Resources Board to develop maps of average light-duty vehicle miles traveled at the local, regional, and statewide levels, and provides direction to how those maps should be reconciled with existing ones.

Key Bills Previously Passed by the Appropriations Committees

- **[AB 6 \(Friedman\)](#)** – makes changes to CARB’s review process for sustainable communities strategies and requires project nominations for the Solutions for Congested Corridors Program to demonstrate how projects would contribute to achieving greenhouse gas emissions reductions. The author has proposed amendments to the bill that would create new requirements for regional vehicle miles travelled mitigation banks.
- **[AB 1335 \(Zbur\)](#)** - would require regions to develop the population and housing development projections in their sustainable communities strategies (SCSs) by dividing their eight-year regional housing needs determination by eight and multiplying it by the number of years in the SCS planning period. The bill also expands local government housing element annual report requirements to include new and expansive housing development information related to the local implementation of the SCS.

Contact

Mark Watts (mark@whstrat.com or (916) 813-1107)

Kiana Valentine (kiana@politicogroup.com or (916) 266-3892)

Attachment

PCTPA Legislative Tracking Report

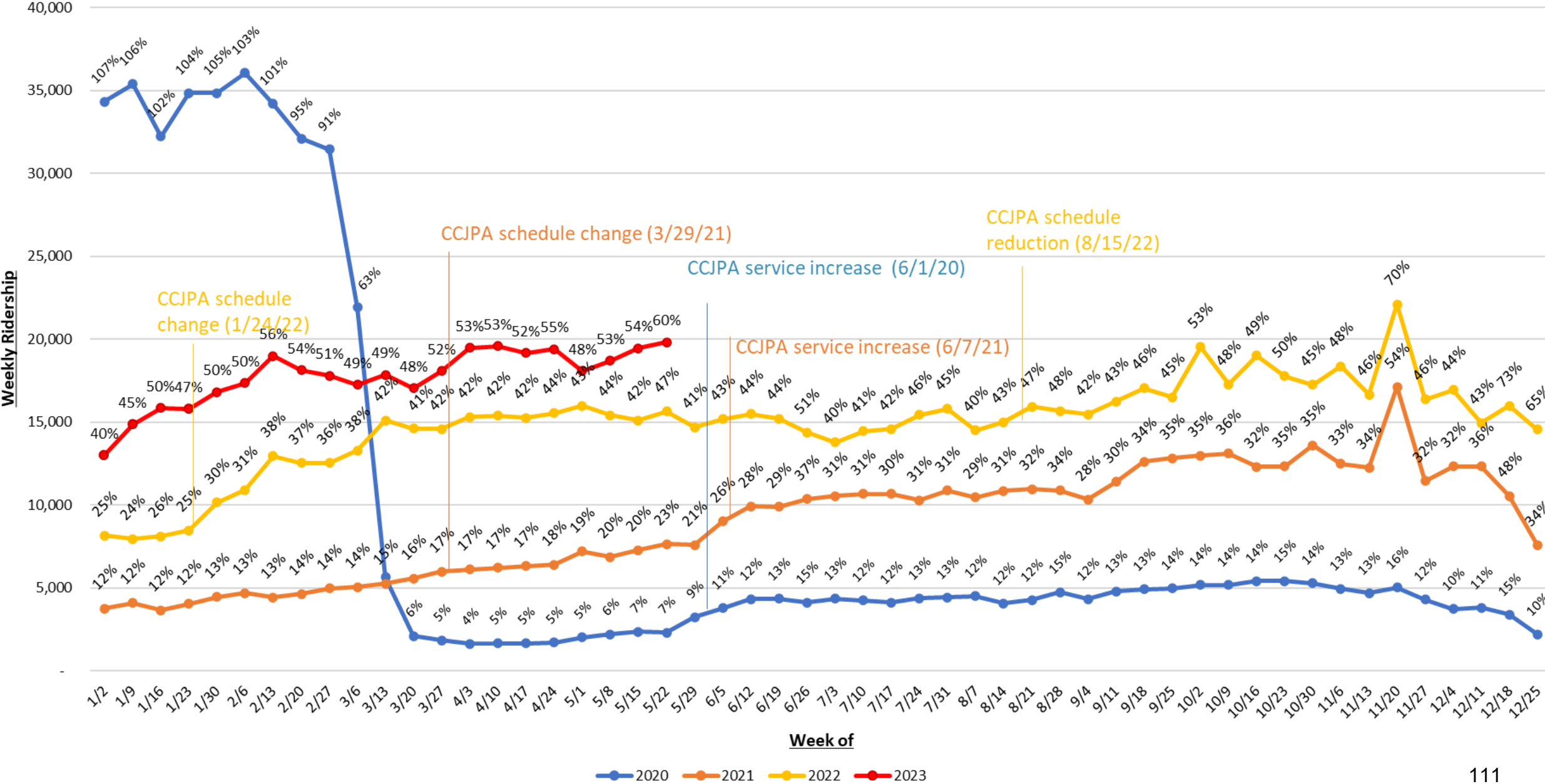
FY 2023 Capitol Corridor Performance Year-to-Date

October 2022 – April 2023

Performance Measure	*FY 23 Actual Year-to-Date (YTD)	vs Budget	vs Prior Year FY22	vs Pre-Pandemic FY 19
Ridership	520,641	6%	39%	-49%
Revenue	\$12.7M	-12%	39%	-43%
End-Point OTP	80%	-11%	-3%	-10%
Passenger OTP	82.3%	-9%	-2%	-6%

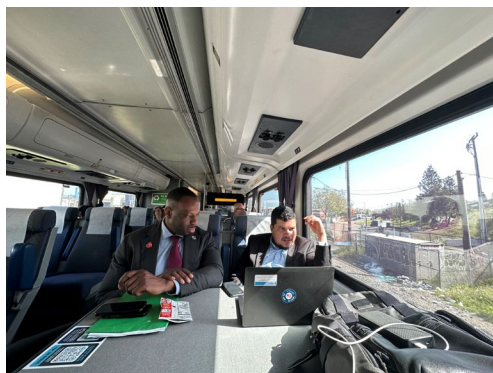
*FY 23 actual data presented above is preliminary includes metrics received from Amtrak to date, which is generally received within 45 days following the last day of the month. YTD numbers may change based on documentation received from Amtrak. Final YTD numbers are confirmed within 90 days after the close of the federal fiscal year.

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



Marketing & Public Relations

Capitol Corridor Awarded \$42 Million From CalSTA



We are thrilled to announce the California State Transportation Agency awarded \$42 million dollars to Capitol Corridor Joint Powers Authority (CCJPA) and its partners to help enhance access and connections in Northern California! Special thanks to California Transportation Secretary Toks Omishakin for his support and advocacy.

Read more [here](#)

AAPI Month



May is Asian American and Pacific Islander (AAPI) Heritage Month, which recognizes the contributions and impacts by members from the community. The AAPI community has played a big role in improving public transportation and equity in today's society. Read more about the Transcontinental Railroad and AAPI events near you [here](#)



Renewable Diesels



A more sustainable fuel made from renewable raw materials will soon run rail fleets in California! Capitol Corridor and San Joaquin's intercity passenger rail services will achieve their goal to run their entire fleets on renewable diesel by end of May 2023. The transition will begin on May 8, at the Oakland Maintenance Facility.

Read more [here](#)

Tap2Ride Pilot Program



Tap2Ride pilot program launched in March and allows registered participants to test contactless payment for travel. As of May 2023, we have received over 100 sign ups. Staff is continuing recruitment efforts and developing ongoing protocols for customer support.

Watch our NEW Fare Capping Video [here](#)

Marketing and Communications Update

Marketing & Public Relations

Margaritas Onboard



Take advantage of the warmer weather and take the train to explore Northern California. Head to the Café Car and enjoy a refreshing margarita for only \$5 this month!





Bike Month/ Bike to Wherever Day



The Capitol Corridor and our friends at Bike East Bay wants you to embrace the outdoors by taking your Bike to Wherever in combination with the train. On May 18, we encourage people from all over Northern California to pledge and ride their bikes this month.

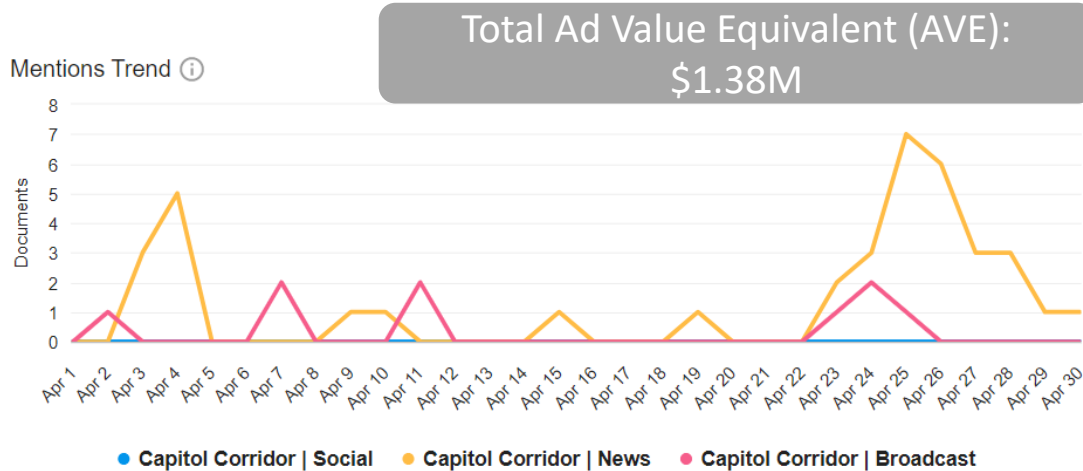
Communications: Social Media, CC Rail Mail and Service Alerts

Followers as of 05/25/23

-  17,210
+ 245
-  7,217
+ 30
-  4,335
+ 97
-  2,354
+ 2,284

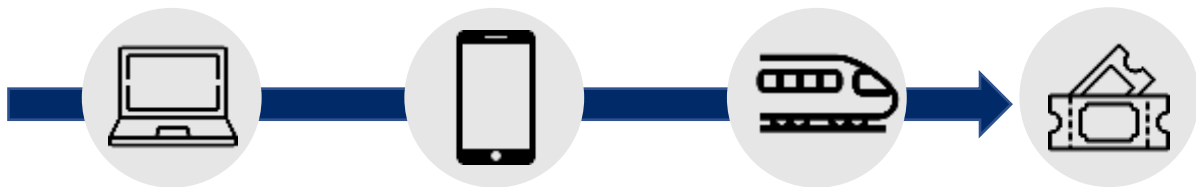
May 2023	Net New Subscribers	Total Subscribers	Engagement Rate
CC Rail Mail	50	6,979	34%
Weekday Service Alerts	99	6,505	33%
Weekend Service Alerts	127	3,231	26%

Earned Media Reporting – April 2023



Number of News Stories: 38
 Number of Broadcast Stories: 9
 Positive: 9 Negative: 7 Neutral: 31

Website - Feb 23 to Apr 23



	CapitolCorridor.org Visits	Percentage of Visits Via Mobile	Referrals to Amtrak.com from Capitol Corridor.org	Bookings on Amtrak.com initiated from CapitolCorridor.org
Feb	66,196	71%	8,223	3,317
Mar	87,721	74%	9,366	3,645
Apr	79,787	73%	9,268	3,902



FY23 Marketing and Communications Overview

<p>July</p> <ul style="list-style-type: none"> ✓ Highway 17 Schedule Update ✓ Social Media Influencer Videos ✓ Message to Riders – July 15 ✓ Rider Profile ✓ BOGO Everyday ✓ Seniors Ride Half-Off Midweek 	<p>August</p> <ul style="list-style-type: none"> ✓ National Black Business Month ✓ Football Season service coordination ✓ Battle of the Bay Schedule ✓ 49ers vs Green Bay Schedule 	<p>September</p> <ul style="list-style-type: none"> ✓ Rail Safety Month ✓ Rail Strike Communications ✓ Social Media Influencer Video ✓ Schedule Communications ✓ 49ers vs Seahawks Season Opener
<p>October</p> <ul style="list-style-type: none"> ✓ FY22 Annual report start ✓ Clean Air Day – Oct. 5 ✓ Hispanic Heritage Month ✓ New Schedule ✓ Elton John Concert ✓ Retiring Board of Directors 	<p>November</p> <ul style="list-style-type: none"> ✓ Thanksgiving service communications ✓ FY22 Annual Report Continued ✓ Joint JPA College Communications 	<p>December</p> <ul style="list-style-type: none"> ✓ Holiday greeting ✓ Holiday travel communications ✓ Tap2Ride MVP Registration ✓ 49er's Levi's Stadium service ✓ Café Car Drink Specials
<p>January</p> <ul style="list-style-type: none"> ✓ Business Plan Public Workshops ✓ 49er's Levi's Stadium NFL Playoff service ✓ Annual Performance Report ✓ Tap2Ride Press Release and social media announcement 	<p>February</p> <ul style="list-style-type: none"> ✓ Valentine's Day ✓ Tap2Ride MVP– Friends and Family Testing ✓ Take 5 for \$5 extended weekends begins 	<p>March</p> <ul style="list-style-type: none"> ✓ Tap2Ride Pilot Launch ✓ CA State Parks/Railroad museum partnership ✓ Women's History Month ✓ Annual Performance Report microsite completed ✓ Tik Tok channel Launch ✓ Spring Break and Baseball Season posts ✓ St. Patrick's Drink Special ✓ Tap2Ride How-to video in production
<p>April</p> <ul style="list-style-type: none"> ✓ FY24 Budget Planning ✓ Earth Day ✓ Sacramento Kings partnership ✓ CCJPA Awarded \$42 Million from CALSTA ✓ Tap2Ride Fare Capping Video 	<p>May</p> <ul style="list-style-type: none"> ✓ National Train Day ✓ Bike to Work/Wherever Day ✓ Bike East Bay partnership ✓ SJ Earthquakes at Levis Stadium ✓ FY24 Planning ✓ Contract vendor planning for FY24 ✓ AAPI Heritage Month ✓ Memorial Day – Holiday Service 	<p>June</p> <ul style="list-style-type: none"> • Onboard Survey of Riders • FY23 Budget Closeout • Sacramento Rivercats partnership • Planning for upcoming concert trains at Levis Stadium • Take 5 for \$5 offer campaign continues • Pride drink special