



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, May 22, 2024
9:00 a.m.**

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

**Simultaneous Teleconference Location
140 Pleasant Street, Colfax, CA**

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://www.pctpa.net/pctpa-board-meetings>. 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 2260 Douglas Blvd., Suite 130, Roseville, and will be made available to the public on the Agency website.

Webinar access: <https://placer-ca-gov.zoom.us/j/91967270367>

You can also dial in using your phone: +1 669 900 6833

Webinar ID: 919 6727 0367

A. Flag Salute

B. Roll Call

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
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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 Minutes: April 24, 2024

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
Pg. 4

These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

1. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #24-01 - \$136,527.25 Pg. 7
2. PCTPA Federal Transit Administration (FTA) Section 5311 Program of Projects for FY 2023/24: \$770,414 Pg. 16
3. FY 2023/24 City of Roseville Claim for Local Transportation Funds (LTF) - \$10,616,984 Pg. 23
4. FY 2023/24 City of Roseville Claim for State Transit Assistance (STA) - \$1,532,812 Pg. 28
5. FY 2023/24 City of Roseville Claim for State of Good Repair (SGR) Program Funds - \$208,665 Pg. 34
6. FY 2023/24 City of Auburn Claim for Local Transportation Funds (LTF) - \$927,364 Pg. 40
7. FY 2023/24 City of Auburn Claim for State Transit Assistance (STA) - \$127,115 Pg. 45
8. FY 2023/24 City of Auburn Claim for State of Good Repair (SGR) Program Funds - \$17,344 Pg. 51
9. FY 2022/23 TDA Financial Audits (under separate cover)

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
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| <p>H. Consent Calendar: Placer County Airport Land Use Commission</p> <p>These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.</p> <ul style="list-style-type: none"> • Airport Land Use Commission Fee – No Annual Fee Adjustment for FY 2024/25 | <p>Action
Pg. 57</p> |
| <p>I. Final FY 2024/25 Overall Work Program (OWP) and Budget</p> <p><i>Jodi LaCosse, Fiscal Administrative Officer</i></p> <ul style="list-style-type: none"> • Adopt Resolution 24-20 approving the FY 2024/25 Overall Work Program (OWP) and Budget and authorize the Executive Director to submit to Caltrans. | <p>Action
Pg. 58</p> |
| <p>J. Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance So</p> <p><i>Matt Click, Executive Director</i></p> <ul style="list-style-type: none"> • Receive a presentation from staff on the May 2024 Polling Results, Expenditure Plan and Ordinance 24-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District. • Conduct a Public Hearing and Approve Ordinance No. 24-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Attachment 1). • Adopt Resolution No. 24-01 requesting the Placer County Board of Supervisors to call an election to obtain voter approval of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District on the November 5, 2024 ballot. • Direct the Executive Director to prepare and cause to be published a summary of Ordinance 24-01 with the names of the Board members voting for and against the Ordinance. • Direct the Executive Director to file a Notice of Exemption pursuant to CEQA. • Authorize the Executive Director to sign an Election Services Agreement with Placer County for expenses related to election costs should the measure pass. | <p>Action
Pg. 61</p> |
| <p>K. Executive Director’s Report</p> | <p>Info</p> |
| <p>L. Board Direction to Staff</p> | |
| <p>M. Informational Items</p> <ol style="list-style-type: none"> 1. Technical Advisory Committee (TAC) Minutes – May 7, 2024 2. Status Reports <ol style="list-style-type: none"> a. PCTPA – April 2024 b. Smith, Watts, & Harman-Politico – April 2024 c. The Ferguson Group (TFG) – April 2024 | <p>Info
Pg. 91

Pg. 94
Pg. 96
Pg. 100</p> |

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
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- d. Meraki – April 2024
- e. DKS – April 2024
- 3. PCTPA Receipts and Expenditures – April 2024
 PCTPA Revenues and Expenditures & Net Position – March 2024
 WPCTSA Revenues and Expenditures & Net Position – March 2024

Pg. 102
 Pg. 103
 Separate
 Cover

Next Meeting: June 26, 2024

Board of Directors Meetings – 2024	
Wednesday, January 24	Wednesday, July 24
Wednesday February 28	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22	Wednesday, December 4
Wednesday, June 26	

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. People 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

**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)**

**April 24, 2024 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California 95603**

ROLL CALL

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

STAFF

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

LEGAL COUNSEL

DeeAnne Gillick

Chair Broadway provided direction on the procedures for participating remotely. Staff reports and a video of this meeting are available at: <https://www.pctpa.net/pctpa-board-meetings>

AGENDA REVIEW

There were no changes to the agenda as presented.

AB 2449

Matt Click informed the Board that no action is necessary on this item.

APPROVAL OF ACTION MINUTES – March 27, 2024

Upon motion by Dowdin Calvillo and second by Houdesheldt, the March 27, 2024 action minutes were approved by the following roll call vote:

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

NOES/ABSTAIN: None

ABSENT: Jones

PUBLIC COMMENT:

No public comment was provided.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Upon motion by Holmes and second by Cortez, the PCTPA Consent Calendar items were approved by the following roll call vote:

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

NOES/ABSTAIN: None

ABSENT: Jones

1. FY 2023/24 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$960,991
2. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2023/24: Richardson & Company, LLP - \$72,800

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

Upon motion by Houdesheldt and second by Holmes, the WPCTSA Consent Calendar items were approved by the following roll call vote:

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

NOES/ABSTAIN: None

ABSENT: Jones

1. FY 2023/24 WPCTSA Budget Amendment #2
2. Extension of Time and Cost for WPCTSA’s On-Call Consulting Contract with Tranova
3. Letter of Task Agreement for Fiscal Audit Services for FY 2023/24: Richardson & Company, LLP - \$6,300

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

Presentation provided by Matt Click, Executive Director

Matt provided an overview of the Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Ordinance) as well as the projects within the Expenditure Plan. Matt noted that the Draft Expenditure Plan was approved by the Placer city councils, town council, and the Board of Supervisors. It was affirmed that the Ordinance is compliant with the California Business Roundtable Initiative as well as ACA 1.

Public comment provided by Michael Garabedian representing Placer County Tomorrow and Pacific to American Divide.

Upon motion by Dowdin Calvillo and second by Holmes the Board introduced Ordinance No. 24-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District as provided and waived the oral reading of the full ordinance.

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

NOES/ABSTAIN: None

ABSENT: Jones

Upon motion by Houdesheldt and second by Cortez the Board directed the Executive Director to prepare and cause to be published a summary of Ordinance 24-01 and bring the Ordinance back to the Authority for final approval at the May 22, 2024, Authority Board meeting.

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

NOES/ABSTAIN: None

ABSENT: Jones

PUBLIC HEARING: DRAFT PLACER COUNTY 2044 REGIONAL TRANSPORTATION PLAN (RTP)

Presentation provided by Mike Costa, Principal Transportation Planner, and Cory Peterson, Senior Transportation Planner

Chair Broadway opened the Public Hearing. Mike Costa provided background and information on what is included in the 2044 RTP and the current growth projections. Cory Peterson gave an overview of the RTP’s policy, action, and financial elements and the next steps in the process. Public comment was received from Michael Garabedian representing Placer County Tomorrow and Pacific to American Divide.

Chair Broadway closed the public hearing.

EXECUTIVE DIRECTOR’S REPORT

- Transportation Sales Tax Measure
 - ✓ Matt presented the Expenditure Plan to the seven jurisdictions in Placer County. The Expenditure Plan was approved by all seven.
 - ✓ There were five, one-on-one briefings.
 - ✓ Three media interviews were given: (1) Sacramento Business Journal, (2) CBS 13 (April 10th), and (3) Gold Country Media
- Cap to Cap
 - ✓ TFG hosted a federal briefing with attending Board Members.
 - ✓ Met with Congressman Kiley, Congressman Schiff, and Congresswoman Matsui.
 - ✓ Met with Federal Transit Administration and the Federal Highway Administration.
 - ✓ Had a productive meeting with Kathy Dedrick, House T&I Minority Staff Director. Briefed her on the measure and the desire to pursue federal INFRA or RAISE funding in 2026 relative to the I-80 / SR 65 Interchange.
 - ✓ Matt noted that Congressman Kiley has been appointed to the House T&I Committee. He is also on the subcommittees of water, airports, and highways. The Congressman has a clear understanding of the regional highway and road problems we face, and our obligation to address the severe operational and safety issues on I-80 and SR 65.

ADJOURN: The meeting adjourned at approximately 9:50 AM. A video of this meeting is available online at

Matt Click, Executive Director

Ken Broadway, Chair

Solvi Sabol, Clerk of the Board

ss:mbc

TO: PCTPA Board of Directors

DATE: May 22, 2024

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the May 22, 2024, agenda for your review and action.

1. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #24-01 - \$136,527.25

Letter of Task Agreement 24-01 for \$136,527.25 reflects engineering construction support services needed during FY 2024/25. Project construction is anticipated to be completed during FY 2024/25. Anticipated services requested by Caltrans include continued response to Caltrans Resident Engineer requests for information and change orders; site visits and meetings with the contractor and the Resident Engineer; and As-Built Plans preparation. Dokken Engineering will also provide support to PCTPA as part of the agency's responsibility to implement various environmental mitigation and federal/state/local permitting.

Letter of Task Agreement 24-01 requires a budget reallocation under the approved five-year Master Agreement. The budget reallocation will deplete funding allocated for FY 2026/27, the last year under the approved Agreement. Unless there is significant savings for FY2024/25, the FY 2026/27 tasks that will require additional funding to fund working with Caltrans on Contract Acceptance, preparation of Final Closeout Reports and SB-1 Reports.

Staff recommends approval of the attached Dokken Engineering Construction Support Services Letter of Task Agreement 24-01 for \$136,527.25. The PCTPA TAC concurs with the staff recommendation.

2. PCTPA Federal Transit Administration (FTA) Section 5311 Program of Projects for FY 2023/24: \$770,414

FTA Section 5311 funds provide operating and/or capital assistance for transit in rural areas. Placer County Transit and the City of Auburn are the only transit operators who provide rural service in PCTPA's jurisdiction. This current cycle of Section 5311 funding consists of an FY 2023/24 apportionment, which will be included in a Program of Projects (PoP). The proposed FY 2023/24 PoP totals \$770,414. Funds will be used to support operating assistance for rural transit services within the City of Auburn and unincorporated Placer County. Both jurisdictions agree to allocate available Section 5311 funds based on a formula of vehicle revenue hours, vehicle revenue miles and ridership: Placer County = \$673,448 and City of Auburn = \$96,966.

The PCTPA Transit Operators Working Group (TOWG) and TAC concurred with the FTA Section 5311 PoP for the FY 2023/24 apportionment at their April 30, 2024, and May 7, 2024, meetings, respectively. Staff recommends approval of the attached resolution 24-13 and PoP.

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3. FY 2023/24 City of Roseville Claim for Local Transportation Funds (LTF) - \$10,616,984
The City of Roseville has submitted a claim for \$10,616,984 in LTF funds for FY 2023/24 which will be used as follows: \$10,391,984 for Article 8a Local Streets and Roads and \$225,000 for Article 8a Transportation Planning. 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, 2023, 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.
4. FY 2023/24 City of Roseville Claim for State Transit Assistance (STA) - \$1,532,812
The City of Roseville has submitted claims for \$1,532,812 in STA funds for FY 2023/24, the entirety of which will be used for transit operations. The City's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
5. FY 2023/24 City of Roseville Claim for State of Good Repair (SGR) Program Funds - \$208,665
The City of Roseville has submitted claims for \$208,665 in SGR funds for FY 2023/24 to be used entirely for Transit Capital. The City's claim is compliant with the approved SGR apportionment and with all applicable STA requirements. Staff recommends approval.
6. FY 2023/24 City of Auburn Claim for Local Transportation Funds (LTF) - \$927,364
The City of Auburn has submitted a claim for \$927,364 in LTF funds for FY 2023/24 which will be used as follows: \$634,375.99 for Article 4 Transit Operations and \$292,988.01 for Article 8a Streets and Roads. 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, 2023, 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 2023/24 City of Auburn Claim for State Transit Assistance (STA) - \$127,115
The City of Auburn has submitted claims for \$127,115 in STA funds for FY 2023/24, of which \$125,559 will be used for Transit Operations and \$1,556 will be used 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 2023/24 City of Auburn Claim for State of Good Repair (SGR) Program Funds - \$17,344
The City of Auburn has submitted claims for \$17,344 in SGR funds for FY 2023/24 to be used entirely for Transit Capital. The City's claim is compliant with the approved SGR apportionment and with all applicable STA requirements. Staff recommends approval.
9. FY 2022/23 TDA Financial Audits (under separate cover)
Staff recommends acceptance of the final Transportation Development Act (TDA) Financial Audits for Fiscal Year (FY) 2022/23 for the cities of Auburn, Colfax, Lincoln, Rocklin; as well as Placer County, PCTPA, and WPCTSA. TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those agencies receiving Proposition 1B

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Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Low Carbon Transit Operations Program (LCTOP), and the State of Good Repair (SGR) funds. All audits have been or will be submitted to the State Controller's Office as required. The audits can be found on PCTPA's website at <https://www.pctpa.net/past-tda-audits>.

DM:MC:CP:rc



ALICE DOWDIN
CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
AMANDA CORTEZ
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

May 22, 2024

John A. Klemunes, Jr.
President
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630-4713

**SUBJECT: LETTER OF TASK AGREEMENT #24-01
BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND DOKKEN ENGINEERING**

Dear Mr. Klemunes:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Dokken Engineering (“Contractor”),” dated May 25, 2022 (“Master Agreement”).

1. Incorporated Master Agreement: The terms of the Master Agreement are incorporated herein by this reference, as if fully set forth herein. This Letter of Task Agreement (LOTA) is the statement of contract specific requirements applicable to the work effort to be undertaken by Dokken Engineering and its subconsultants for the I-80 Auxiliary Lanes Project Construction Engineering Support Services.
2. Term: Contractor’s services are to commence July 1, 2024, and shall be completed no later than June 30, 2025. During the term of this contract, Dokken Engineering will not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Contractor shall perform Construction Engineering Support Services, attached hereto as Exhibit A (Scope of Work), and incorporated herein by this reference.
3. Compensation: As set forth in the Project Budget, attached hereto as Exhibit B, the amount to be paid to Dokken Engineering under this Agreement shall not exceed \$136,527.25 for Construction Engineering Support Services. Invoices shall be submitted in accordance with the approved rates and fees also included in Exhibit B. Per the Master Agreement, PCTPA will withhold ten percent (10%) of the payments due until successful completion of the work and the delivery and acceptance of all final products.
4. Personnel and Subconsultants: Dokken Engineering will manage the project and its team of subconsultants, as set forth in Exhibit A. Dokken Engineering represents that its personnel and



April 23, 2024

Matt Click, AICP
Executive Director
Placer County Transportation Planning Agency
2260 Douglas Boulevard, Suite 130
Roseville, CA 95661

**RE: I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES
LOTA #24-01 – Fiscal Year 2024-2025**

Dear Mr. Click:

The purpose of this letter is to request authorization of Task Order #24-01 for Fiscal Year 2024/2025 under the multi-year Master Agreement between the PCTPA and Dokken Engineering (DE), dated May 25, 2022, for construction engineering support services on the I-80 Auxiliary Lanes Project. This Task Order is in the amount of \$136,527.25 as described in Attachment 1 – Table 1: Fiscal Year Budgets and Attachment 2 – Table 2: Budget Shift. The Scope of Work describing the support services for this task order request is included in Attachment 3.

With the current trend, this Task Order required reallocation of funds from beyond years to budget for the level of support Dokken has been providing PCTPA and Caltrans for the construction of this project. Construction started in June 2023 with working days starting in September 2023 and winter suspension in December 2023. Noncritical path construction work has continued through winter suspension and Dokken's level of effort through winter suspension has remained steady. Some key scope items are noted below:

- Utility easement quit claim coordination with PG&E; including various correspondence for a Pipeline Disposition Agreement
- TCE Extension due to construction timing
- Right of Way support
- Weekly construction meeting attendance
- Contract Change Order reviews
- Redesign for field conditions to avoid claims
- Supplemental Design Decision Document

Full construction is anticipated to begin again in May 2024 with construction working days completion in March 2025. There is a potential that there will need to be an increase in the funds in Fiscal Year 2024/2025 based on this continued level of support through project completion.

The reallocation has depleted the funds within Fiscal Year 2026/2027 and will utilize the budget allotted for Fehr and Peers for SB1 Reporting in Fiscal Year 2025/2026. There will be outstanding tasks that will need to be completed either through Caltrans or PCTPA responsibility. One such task is the transfer of SPRTA owned right of way originally purchased from the Strauch/Stephenson property and City of Rocklin. Dokken anticipates that the future fiscal years will need to be replenished to support PCTPA with Contract Acceptance, Caltrans M700 Final Reports, and SB-1 Reporting at a greater level of effort than what is currently budget in the Fiscal Year tables.

We continue to appreciate the opportunity to provide services for this important transportation project. If you have any questions or need additional information, please contact Amanda at our office at (916) 858-0642, or her cell 916-261-4642 or at akonieczka@dokkenengineering.com.

Sincerely,

DOKKEN ENGINEERING



John A Klemunes, Jr.
President

Attachments: 1. Table 1 – Fiscal Year Budgets
 2. Table 2 – Budget Shift
 3. Scope of Work

2932-052/

**TABLE 1
I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES AGREEMENT
FISCAL YEAR BUDGETS**

TASK DESCRIPTION	FISCAL YEAR 7/1/22 - 6/30/23		FISCAL YEAR 7/1/23 - 6/30/24		FISCAL YEAR 7/1/24 - 6/30/25		FISCAL YEAR 7/1/25 - 6/30/26		FISCAL YEAR 7/1/26 - 6/30/27		MASTER AGREEMENT TOTAL	GRAND TOTAL COST
	ORIGINAL COST	FINAL COST	ORIGINAL COST	2ND REALLOCATION	ORIGINAL COST	LOTA 24-01 COST	ORIGINAL COST	LOTA 24-01 COST	ORIGINAL COST	LOTA 24-01 COST		
TASK 1.0 - PROJECT MANAGEMENT	\$ 26,454.56	\$ 47,747.30	\$ 15,872.74	\$ 20,144.42	\$ 5,290.91	\$ 8,651.03	\$ 2,645.46	\$ 924.45	\$ 2,645.46	\$ -	\$ 52,909.12	\$ 77,467.20
Task 1.1 - PCTPA Support	\$ 17,210.04	\$ 38,151.49	\$ 10,326.02	\$ 14,449.00	\$ 3,442.01	\$ 7,302.12	\$ 1,721.00	\$ -	\$ 1,721.00	\$ -	\$ 34,420.07	\$ 59,902.61
Task 1.2 - Resource Management	\$ 9,244.52	\$ 9,595.81	\$ 5,546.71	\$ 5,695.42	\$ 1,848.90	\$ 1,348.91	\$ 924.45	\$ 924.45	\$ 924.45	\$ -	\$ 18,489.05	\$ 17,564.59
TASK 2.0 - SERVICES BIDDING TO AWARD	\$ 97,728.66	\$ 177,337.86	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,728.66	\$ 177,337.86
Task 2.1 - Bidding Support	\$ 66,271.24	\$ 155,714.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,271.24	\$ 155,714.88
Task 2.2 - Submittal Review	\$ 14,842.26	\$ 10,721.51	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,842.26	\$ 10,721.51
Task 2.3 - Environmental Mitigation Support	\$ 16,615.16	\$ 10,901.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,615.16	\$ 10,901.47
TASK 3.0 - REQUESTS FOR INFORMATION	\$ 104,187.97	\$ 5,962.06	\$ 144,150.38	\$ 180,945.82	\$ 62,084.59	\$ 75,231.28	\$ -	\$ -	\$ -	\$ -	\$ 310,422.94	\$ 262,139.16
Task 3.1 - Respond to Requests for Information (RFIs)	\$ 93,037.81	\$ 5,962.06	\$ 119,620.04	\$ 149,999.79	\$ 53,164.46	\$ 70,309.20	\$ -	\$ -	\$ -	\$ -	\$ 265,822.31	\$ 226,271.05
Task 3.2 - Site Visits and Meetings	\$ 11,150.16	\$ -	\$ 24,530.34	\$ 30,946.03	\$ 8,920.12	\$ 4,922.08	\$ -	\$ -	\$ -	\$ -	\$ 44,600.62	\$ 35,868.11
TASK 4.0 - REVIEW OF SHOP DRAWINGS	\$ 9,393.08	\$ -	\$ 11,741.35	\$ 11,855.16	\$ 2,348.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,482.70	\$ 11,855.16
Task 4.1 - Review of Shop Drawings	\$ 9,393.08	\$ -	\$ 11,741.35	\$ 11,855.16	\$ 2,348.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,482.70	\$ 11,855.16
TASK 5.0 - AS-BUILT PLAN PREPARATION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,644.94	\$ -	\$ -	\$ -	\$ -	\$ 52,644.94	\$ 52,644.94
Task 5.1 - Prepare As-Built Plans	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,644.94	\$ -	\$ -	\$ -	\$ -	\$ 52,644.94	\$ 52,644.94
TASK 6.0 - CONTRACT ACCEPTANCE SUPPORT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,611.61	\$ 8,400.00	\$ -	\$ -	\$ 22,611.61	\$ 8,400.00
Task 6.1 - Contract Acceptance Support	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,611.61	\$ 8,400.00	\$ -	\$ -	\$ 22,611.61	\$ 8,400.00
TASK 7.0 - SUPPORT FOR FINAL REPORTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,959.72	\$ 8,426.00	\$ 9,510.65	\$ -	\$ 38,470.37	\$ 8,426.00
Task 7.1 - Support for Caltrans M700 Final Reports	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,377.66	\$ 1,680.00	\$ 9,510.65	\$ -	\$ 11,888.31	\$ 1,680.00
Task 7.2 - Support for SB-1 Reporting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,582.06	\$ 6,746.00	\$ -	\$ -	\$ 26,582.06	\$ 6,746.00
TOTAL HOURS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL COST	\$ 237,764.27	\$ 231,047.22	\$ 171,764.47	\$ 212,945.40	\$ 122,368.71	\$ 136,527.25	\$ 54,216.78	\$ 17,750.46	\$ 12,156.11	\$ -	\$ 598,270.33	\$ 598,270.33

Attachment 1

**TABLE 2
I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES AGREEMENT
TASK ORDER #24-01
BUDGET SHIFT -**

TASK DESCRIPTION	ORIGINAL CONTRACT AMOUNT (FY 24/25)	REVISED CONTRACT AMOUNT w/ Prior Amendments	LOTA SHIFT From FY 25/26, FY 26/27	REVISED CONTRACT AMOUNT (FY 24/25)
TASK 1.0 - PROJECT MANAGEMENT	\$ 5,290.91	\$ 1,348.91	\$ 7,302.12	\$ 8,651.03
Task 1.1 - PCTPA Support	\$ 3,442.01		\$ 7,302.12	\$ 7,302.12
Task 1.2 - Resource Management	\$ 1,848.90	\$ 1,348.91	\$ -	\$ 1,348.91
TASK 2.0 - SERVICES BIDDING TO AWARD	\$ -	\$ -	\$ -	\$ -
TASK 3.0 - REQUESTS FOR INFORMATION	\$ 62,084.59	\$ 45,884.58	\$ 29,346.70	\$ 75,231.28
Task 3.1 - Respond to Requests for Information (RFI's)	\$ 53,164.46	\$ 36,964.46	\$ 33,344.74	\$ 70,309.20
Dokken	\$ 51,869.28	\$ 35,669.28	\$ 29,346.70	\$ 65,015.98
Callander	\$ 439.93	\$ 439.92	\$ 2,758.62	\$ 3,198.54
Geocon	\$ 855.26	\$ 855.26	\$ 1,239.42	\$ 2,094.68
Task 3.2 - Site Visits and Meetings	\$ 8,920.12	\$ 8,920.12	\$ (3,998.04)	\$ 4,922.08
Dokken	\$ 4,922.08	\$ 4,922.08	\$ -	\$ 4,922.08
Callander	\$ 2,758.62	\$ 2,758.62	\$ (2,758.62)	\$ -
Geocon	\$ 1,239.42	\$ 1,239.42	\$ (1,239.42)	\$ -
TASK 4.0 - REVIEW OF SHOP DRAWINGS	\$ 2,348.27	\$ -	\$ -	\$ -
Task 4.1 - Review of Shop Drawings	\$ 2,348.27	\$ -	\$ -	\$ -
TASK 5.0 - AS-BUILT PLAN PREPARATION	\$ 52,644.94	\$ 52,644.94	\$ -	\$ 52,644.94
Task 5.1 - Prepare As-Built Plans	\$ 52,644.94	\$ 52,644.94	\$ -	\$ 52,644.94
Dokken	\$ 49,189.61	\$ 49,189.61		\$ 49,189.61
Callander	\$ 3,455.33	\$ 3,455.33		\$ 3,455.33
TASK 6.0 - CONTRACT ACCEPTANCE SUPPORT	\$ -	\$ -	\$ -	\$ -
TASK 7.0 - SUPPORT FOR FINAL REPORTS	\$ -	\$ -	\$ -	\$ -
TOTAL COST	\$ 122,368.71	\$ 99,878.43	\$ 36,648.82	\$ 136,527.25



I-80 Auxiliary Lanes – Construction Phase Task Order 3 for Engineering Support Services

SCOPE OF WORK

The following Scope of Work is for Task Order #3 (LOTA 24-01) – Fiscal Year 2024/2025 for engineering support during the construction phase of the I-80 Auxiliary Lane project. Construction started in June 2023 with Working Days starting in September 2023 and Winter Suspension in December 2023. Noncritical path construction work has continued through winter suspension and full construction is anticipated to begin again in May 2024 with construction working days completion in March 2025.

TASK 1.0 PROJECT MANAGEMENT

Task 1.1 PCTPA Support

Dokken will continue to provide support to PCTPA during the construction phase of the project, assisting with questions and providing information as may be requested. The level of effort is based on quarterly coordination calls. Dokken would also assist with various general requests for information (separate from the construction coordination/inquires with Caltrans).

Dokken will coordinate with the City of Roseville and process an abandonment of the Public Utility Easement (PUE) on the strip of land acquired from the Strauch/Stephenson property. Dokken assumes the coordination with PG&E to process a quit claim for the easement where utilities were abandoned with the project will be completed with Task Order 23-01.

Task 1.2 Resource Management

Dokken will assign the resources necessary to provide the services detailed in the various tasks. Monthly progress reports will be prepared summarizing the work performed during the prior month.

Dokken will establish and apply internal accounting methods and procedures acceptable to the PCTPA and Caltrans for documenting and monitoring contract costs. Dokken Engineering will submit a consolidated monthly invoice in a format acceptable to the PCTPA and broken down in a manner consistent with the Scope of Work. Payments to the Consultant are to be in arrears. In other words, Dokken Engineering will have actually incurred and paid the costs before invoicing the PCTPA.

Invoices will include the following:

- Formatted to meet PCTPA requirements; and
- Signed by the Dokken Engineering Project Manager; and
- Have a unique invoice number

The PCTPA will have the right to delay payment, should the above requirements not be met.

Dokken will maintain all required records at our office for the duration of the project and for three years after completion of the project. The PCTPA, duly authorized representatives of Caltrans and other jurisdictional agencies will have access to any documents, books, papers, and records of Dokken Engineering (which are directly pertinent to the project) for the purpose of making an audit, examination, excerpts, and transcriptions. Dokken Engineering will comply with applicable federal and state requirements.

Deliverables: Progress Reports, Monthly Invoices, Project Files

TASK 2.0 SERVICES BIDDING TO AWARD

Services from bidding to award were completed with Task Order #1.

TASK 3.0 REQUESTS FOR INFORMATION

The following tasks provide the services necessary by the design team to support the project once a contractor has been awarded the project.

Task 3.1 Respond to Requests for Information (RFI's)

Dokken will provide on-going consultation and interpretation of contract documents, as requested. Written responses will be provided to design related requests for information (RFI's), and supplemental or revised drawings may be issued to provide clarity to the Resident Engineer (RE) and Contractor. Developing plans for change orders is also made a part of this task. This work will be coordinated through Caltrans who will be the point of contact for the contractor.

Sub consultant, Callander and Geocon, will be available as requested to respond to RFI's transmitted to them from Dokken. Dokken will review the responses from our sub consultants for completeness and clarity prior to transmitting them to Caltrans and PCTPA. Responses will be recorded on the monthly progress report and retained for as-built plan preparation.

Dokken will maintain a log of open and recently closed RFI's to ensure timely response and progress on all RFI's.

Task 3.2 Site Visits and Meetings

Dokken will schedule and attend periodic site visits throughout the project to answer questions, offer insight related to the numerous unique project conditions. Geocon and Callander will attend relevant meetings. Meetings are sometimes necessary to coordinate resolution of issues. Dokken would work through PCTPA and Caltrans Resident Engineer to accept an invitation or request any meetings.

Arborist Review: Callander will provide observation of root and limb pruning of trees near JoAnne Lane as noted on exhibit provided for the RE file. Callander will provide recommendations on pruning limits related to adjacent construction. Callander will report to Caltrans project Construction Manager of any deviations from the plan or necessary removals and provide written field reports.

Environmental support services such as nesting bird surveys, environmental awareness training, installation or monitoring of Environmentally Sensitive Area (ESA) fencing, biological monitoring and permit monitoring and closeout are not included. Caltrans and Contractor have the responsibility to ensure compliance with all measures. This includes the 401/1602 permits and tree permits, as they are attachments to the specs.

Materials testing and project inspection, including source inspections, are not included.

Deliverables: Responses to RFI's, site visits, meeting attendance

TASK 4.0 REVIEW OF SHOP DRAWINGS

TASK 4.1 Review of Shop Drawings

Dokken will review submittal drawings and stamp them as returned for corrections, approved as noted, approved or no exceptions taken. For the bridges, submittal reviews are anticipated for permanent structure elements such as piling, bearings, joint seals, overhead signs, light poles, and aesthetic. Any corrections will be clearly marked in red and returned to the Caltrans Resident Engineer. Subsequent reviews to confirm appropriate corrections to the shop drawings are anticipated. Submittals will be copied to PCTPA.

Review of shop drawings for bridge falsework or temporary shoring is not included.

Deliverables: Shop drawing review comments

TASK 5.0 AS-BUILT PLAN PREPARATION

Task 5.1 Prepare As-Built Plans

Using mark-ups received from the Resident Engineer and supplemental or revised drawings from addenda or RFI's, Dokken will prepare the final record drawings. These drawings will be prepared electronically in Microstation format and provided on a CD.

Prior to preparing the full set of as-built plans, Dokken will meet with District 3 to discuss requirements of the as-built drawings and to clarify conflicting requirements in the Caltrans manuals and policies. Dokken will prepare minutes of the meeting and request definitive concurrence from District 3 of the as-built drawing requirements prior to preparing all the changes to the plan sheets.

Completed as-built plans will be submitted to PCTPA and Caltrans District 3.

Deliverables: As Built Plans (11x17) Electronic



Program of Projects (POP)

FFY 2024

Due: May 30, 2024 at 2 p.m. PST

Instructions:

PART 1 – Operating Assistance

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

PART 2 – 5311 Capital (Vehicles and Preventive Maintenance)

- **PRE-AWARD AUTHORITY IS STRICTLY FORBIDDEN FOR ALL CAPITAL PURCHASES** Receiving an executed Standard Agreement (DOT-213A) is NOT procurement authorization.
- All vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by DLA prior to bid release.

PART 3 – Congestion Mitigation & Air Quality (CMAQ):

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. The 5311 Program will receive a confirmation once the transfer is completed.
- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.

PART 4 – 5311(f) Operating Assistance:

- Reference Part 1



Program of Projects (POP)

FFY 2024 - **Due: May 30, 2024 at 2 p.m. PST**

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

Regional Contact Info:

Regional Contact Name:	Mike Costa	Phone Number:	530.823.4029
Contact Title:	Principal Transportation Planner	Date:	04/22/2024

General Information:

County or Region:	Placer County	Caltrans District:	3
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Section A: Available Funding

Apportionment for this Cycle (Federal Share):	\$ 770,414
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Section B: Programming

Operating Assistance Total:	\$ 770,414
Capital Total:	\$ 0
Total Programmed (Operating + Capital):	\$ 770,414

CMAQ:

CMAQ Total:	
--------------------	--

Request for transfer will be applied for directly through the District - Local Assistance, District Engineer, and Headquarters' Division of Local Assistance. The 5311 Program will receive a confirmation once the transfer is completed.

Programming Instructions:

Statewide Transportation Improvement Program (STIP)

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

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

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

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



Non-Apporportioned Funds – FY2024

PART 3: Congestion Mitigation & Air Quality (CMAQ):

Subrecipient	Project Description	Federal Share	Local Share <small>(Excluding Toll Credit)</small>	Toll Credit Amount	Net Project Cost
CMAQ Funds Total:		\$ 0	\$ 0	\$ 0	\$ 0

Part 4: Section 5311(f) Operating Assistance:

Subrecipient	Project Description	Federal Share	Local Share <small>(Excluding Toll Credit)</small>	Toll Credit Amount	Net Project Cost
Operating Assistance Funds Total:		\$ 0	\$ 0	\$ 0	\$ 0

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION
APPROVING PCTPA FISCAL YEAR 2023/24
FEDERAL TRANSIT ADMINISTRATION SECTION 5311
FORMULA DISTRIBUTION AND PROGRAM OF PROJECTS**

RESOLUTION NO. 24-13

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 22, 2024, by the following vote on roll call:

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

WHEREAS, this designation requires PCTPA to complete a Program of Projects allocating \$770,414 of FY 2023/24 Federal Transit Administration (FTA) Section 5311 funds apportioned for transit operating and/or capital assistance in rural areas of Placer County; and

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

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

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

1. Approves the PCTPA FY 2023/24 FTA Section 5311 Program of Projects in the amount of \$770,414 for operating assistance: Placer County = \$673,448 and City of Auburn = \$96,966.
2. Authorizes the Executive Director, or their designee, to submit the PCTPA FTA Section 5311 Program of Projects to the California Department of Transportation as well as any other Certification and Assurances and/or other documents, and any amendments thereto, necessary to capture and administer the FTA Section 5311 apportioned funding for FY 2023/24.

Signed and approved by me after its passage.

Ken Broadway, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM: CLAIMANT: City of Roseville
ADDRESS: 316 Vernon Street
Roseville, Ca 95678

CONTACT PERSON: Ed Scofield
Phone:(916) 746-1302 Email:ECScofield@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2023/24, 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>\$ Click or tap here to enter \$</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>\$10,391,984</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$225,000</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:

BY: _____ BY: _____
(signature) (signature)

TITLE: _____ TITLE: _____

DATE: _____ DATE: _____

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Roseville

Fiscal Year: FY 2023/24

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TRANSIT OPERATIONS	Administration & Svcs. \$7,300,219 Operating Reserve \$1,500,000 OPERATIONAL COSTS \$8,800,219	Interest Earnings from FY23 \$173,900 Carryover \$4,691,456 Passenger Fares \$386,541 Advertising/Other \$541,670 ARPA - FTA \$1,473,840 LTF Article 4 FY23 \$ - STA FY22 \$1,532,812 OPERATIONAL REVENUE \$8,800,219
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$2,351,987 Capital Reserve \$1,000,000 CAPITAL COSTS \$3,351,987	Carryover \$3,143,322 FTA Capital Assistance \$ - LTF Article 4 FY24 \$ - SB1 SGR FY24 \$208,665 CAPITAL REVENUE \$3,351,987
STREETS AND ROADS	TSM & Bikeway Program \$1,767,895 Maintenance-Roadway \$441,610 Construction \$8,324,269 Other \$211,045 Transp. Planning Process \$225,000 Subtotal \$10,969,819 Capital Reserve \$1,000,000 STREETS & ROADS COSTS \$11,969,819	Carryover \$6,050,459 Interest Earnings from FY23 \$81,705 LTF Article 8a FY23 \$10,391,984 Transp. Planning Process \$225,000 Federal Grants \$ - FY23 Claim Unreleased \$ - STREETS & ROAD REV. \$16,749,148 EST. CARRYOVER FY24 \$4,779,329

RESOLUTION NO. 24-102

APPROVING AND AUTHORIZING EXECUTION OF THE 2023/24 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the FY2023/24 Transportation Development Act Claims in the amount of \$12,358,461 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$10,616,984.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,532,812.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$208,665.

PASSED AND ADOPTED by the Council of the City of Roseville, this 1st day of May 2024, by the following vote on roll call:

AYES COUNCILMEMBERS: Houdesheldt, Bernasconi, Alvord, Roccucci, Mendonsa

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: None



MAYOR

ATTEST:

A handwritten signature in blue ink, appearing to read "Camacho", written in a cursive style.

City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-14

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 22, 2024 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 2023/24 fiscal year funds.

1. To the City of Roseville for projects conforming to Article 8 Section 99400(a) of the Act: \$10,391,984

2. To the City of Rocklin for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process \$225,000

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, 2023, 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

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM: CLAIMANT: City of Roseville
ADDRESS: 316 Vernon St
Roseville,CA 95678

CONTACT PERSON: Ed Scofield
Phone:(916) 746-1302 Email:ECScofield@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$1,532,812 for Fiscal Year 2023/24 , 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>\$1,532,812</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</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:

BY: _____ (signature)	BY: _____ (signature)
TITLE: _____	TITLE: _____
DATE: _____	DATE: _____

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Roseville

Fiscal Year: FY 2023/24

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TRANSIT OPERATIONS	Administration & Svcs. \$7,300,219 Operating Reserve \$1,500,000 OPERATIONAL COSTS \$8,800,219	Interest Earnings from FY23 \$173,900 Carryover \$4,691,456 Passenger Fares \$386,541 Advertising/Other \$541,670 ARPA - FTA \$1,473,840 LTF Article 4 FY23 \$ - STA FY22 \$1,532,812 OPERATIONAL REVENUE \$8,800,219
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$2,351,987 Capital Reserve \$1,000,000 CAPITAL COSTS \$3,351,987	Carryover \$3,143,322 FTA Capital Assistance \$ - LTF Article 4 FY24 \$ - SB1 SGR FY24 \$208,665 CAPITAL REVENUE \$3,351,987
STREETS AND ROADS	TSM & Bikeway Program \$1,767,895 Maintenance-Roadway \$441,610 Construction \$8,324,269 Other \$211,045 Transp. Planning Process \$225,000 Subtotal \$10,969,819 Capital Reserve \$1,000,000 STREETS & ROADS COSTS \$11,969,819	Carryover \$6,050,459 Interest Earnings from FY23 \$81,705 LTF Article 8a FY23 \$10,391,984 Transp. Planning Process \$225,000 Federal Grants \$ - FY23 Claim Unreleased \$ - STREETS & ROAD REV. \$16,749,148 EST. CARRYOVER FY24 \$4,779,329

RESOLUTION NO. 24-102

APPROVING AND AUTHORIZING EXECUTION OF THE 2023/24 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the FY2023/24 Transportation Development Act Claims in the amount of \$12,358,461 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$10,616,984.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,532,812.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$208,665.

PASSED AND ADOPTED by the Council of the City of Roseville, this 1st day of May 2024, by the following vote on roll call:

AYES COUNCILMEMBERS: Houdesheldt, Bernasconi, Alvord, Roccucci, Mendonsa

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: None



MAYOR

ATTEST:

A handwritten signature in blue ink, appearing to read "Camacho", written in a cursive style.

City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-15

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 22, 2024 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 Roseville for State transit Assistance Funds (PUC 99313) for the following purposes:

- Allocation of \$1,532,812 of FY 2023/24 STA Funds (PUC 99313 & 99314); for Transit Operations (section 6730a)

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

CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS

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

FROM: CLAIMANT: City of Roseville
ADDRESS: 316 Vernon St
Roseville, CA 95678

CONTACT PERSON: Ed Scofield
Phone: (916) 746-1302 Email: ECScofield@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$208,665 for Fiscal Year 2023/24, 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): \$208,665

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____ BY: _____
(signature) (signature)

TITLE: _____ TITLE: _____

DATE: _____ DATE: _____

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Roseville

Fiscal Year: FY 2023/24

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TRANSIT OPERATIONS	Administration & Svcs. \$7,300,219 Operating Reserve \$1,500,000 OPERATIONAL COSTS \$8,800,219	Interest Earnings from FY23 \$173,900 Carryover \$4,691,456 Passenger Fares \$386,541 Advertising/Other \$541,670 ARPA - FTA \$1,473,840 LTF Article 4 FY23 \$ - STA FY22 \$1,532,812 OPERATIONAL REVENUE \$8,800,219
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$2,351,987 Capital Reserve \$1,000,000 CAPITAL COSTS \$3,351,987	Carryover \$3,143,322 FTA Capital Assistance \$ - LTF Article 4 FY24 \$ - SB1 SGR FY24 \$208,665 CAPITAL REVENUE \$3,351,987
STREETS AND ROADS	TSM & Bikeway Program \$1,767,895 Maintenance-Roadway \$441,610 Construction \$8,324,269 Other \$211,045 Transp. Planning Process \$225,000 Subtotal \$10,969,819 Capital Reserve \$1,000,000 STREETS & ROADS COSTS \$11,969,819	Carryover \$6,050,459 Interest Earnings from FY23 \$81,705 LTF Article 8a FY23 \$10,391,984 Transp. Planning Process \$225,000 Federal Grants \$ - FY23 Claim Unreleased \$ - STREETS & ROAD REV. \$16,749,148 EST. CARRYOVER FY24 \$4,779,329

RESOLUTION NO. 24-102

APPROVING AND AUTHORIZING EXECUTION OF THE 2023/24 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the FY2023/24 Transportation Development Act Claims in the amount of \$12,358,461 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$10,616,984.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,532,812.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$208,665.

PASSED AND ADOPTED by the Council of the City of Roseville, this 1st day of May 2024, by the following vote on roll call:

AYES COUNCILMEMBERS: Houdesheldt, Bernasconi, Alvord, Roccucci, Mendonsa

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: None



MAYOR

ATTEST:

A handwritten signature in blue ink, appearing to read "Camacho", written in a cursive style.

City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-16

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 22, 2024 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 Roseville of \$208,665 in State of Good Repair Program Funds (PUC 99313) for transit capital purposes (section 6730a) in FY 2023/24.

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

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: 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 Local Transportation Funds be approved for Fiscal Year 2023/24, 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:	\$ 634,375.99
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>\$292,988.01</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: _____

TITLE: Public Works Director

DATE: _____

DATE: 4/29/2024

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 2023/24

Brief Project Description	Project Cost	Source of Funding & Amount
Transit Operations	\$1,099,522.00	LTF-Operations: \$634,375.99 STA-Operations: \$125,559.00 FTA Operating Assistance: \$78,492.00 ARPA: \$244,626.00 Passenger Fares: \$16,469.01
Transit Capital	\$18,9000.00	STA-Capital: \$1,556.00 SGR-Capital: \$17,344.00
Transportation Capital	\$1,815,000.00	General Fund Contribution: \$1,000,000.00 LTF-Streets and Roads: \$292,988.01 SB1: \$307,445.00 Gas Tax: \$214,566.99

RESOLUTION NO. 24 -

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2023/24
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 2022023/24 Local Transportation Fund Claim. The Public
Works Director of the City of Auburn or his designee, is hereby authorized
and empowered to execute the 2023/24 Transportation Claim and all
necessary amendments and payment requests hereto in the amount of:

\$634,375.99	TDA Article 4, P.U.C. 99260a (Transit Operations)
\$292,988.01	TDA Article 8a, P.U.C. 99400a (Streets and Roads)
\$127,115.00	STA (State Transit Assistance)
\$17,344.00	SGR-Capital (CCR 6730b)

DATED: May 13th, 2024

Rachel Radell-Harris, Mayor

ATTEST:

Amy Lind, City Clerk

1 I, Amy Lind, City Clerk of the City of Auburn, hereby certify that the
2 foregoing resolution was duly passed at a regular session meeting of the
3 City Council of the City of Auburn held on the 13th day of May 2024 by the
4 following vote on roll call:

5 Ayes:
6 Noes:
7 Absent:

8 _____
Amy Lind, City Clerk

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PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-17

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 22, 2024 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 2023/24 fiscal year funds.

1. To the City of Auburn for Transit Operations
conforming to Article 4 – Section 99260(a) of the Act: \$ 634,375.99

2. To the City of Auburn for Streets and Roads purposes
conforming to Article 8a – Section 99400(a) of the Act: \$ 292,988.01

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, 2023, 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

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 \$127,115.00 for Fiscal Year 2023/24 , 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>\$125,559.00</u>
Transit Capital (6730a):	<u>\$1,556.00</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: _____

TITLE: Public Works Director

DATE: _____

DATE: 4/29/2024

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 2023/24

Brief Project Description	Project Cost	Source of Funding & Amount
Transit Operations	\$1,099,522.00	LTF-Operations: \$634,375.99 STA-Operations: \$125,559.00 FTA Operating Assistance: \$78,492.00 ARPA: \$244,626.00 Passenger Fares: \$16,469.01
Transit Capital	\$18,9000.00	STA-Capital: \$1,556.00 SGR-Capital: \$17,344.00
Transportation Capital	\$1,815,000.00	General Fund Contribution: \$1,000,000.00 LTF-Streets and Roads: \$292,988.01 SB1: \$307,445.00 Gas Tax: \$214,566.99

RESOLUTION NO. 24 -

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2023/24
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 2022023/24 Local Transportation Fund Claim. The Public
Works Director of the City of Auburn or his designee, is hereby authorized
and empowered to execute the 2023/24 Transportation Claim and all
necessary amendments and payment requests hereto in the amount of:

\$634,375.99	TDA Article 4, P.U.C. 99260a (Transit Operations)
\$292,988.01	TDA Article 8a, P.U.C. 99400a (Streets and Roads)
\$127,115.00	STA (State Transit Assistance)
\$17,344.00	SGR-Capital (CCR 6730b)

DATED: May 13th, 2024

Rachel Radell-Harris, 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 13th day of May 2024 by the following vote on roll call:

Ayes:
Noes:
Absent:

Amy Lind, City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-18

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 22, 2024 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 \$127,115 in State Transit Assistance Funds (PUC 99313 and PUC 99314); of which \$125,559 will be used for transit operations and \$1,556 will be used for transit capital (6730a) in FY 2023/24.

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

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 \$[Click or tap here to enter \\$](#) for Fiscal Year 2023/24, 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): \$17,344.00

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: _____

TITLE: Public Works Director

DATE: _____

DATE: 4/29/2024

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 2023/24

Brief Project Description	Project Cost	Source of Funding & Amount
Transit Operations	\$1,099,522.00	LTF-Operations: \$634,375.99 STA-Operations: \$125,559.00 FTA Operating Assistance: \$78,492.00 ARPA: \$244,626.00 Passenger Fares: \$16,469.01
Transit Capital	\$18,9000.00	STA-Capital: \$1,556.00 SGR-Capital: \$17,344.00
Transportation Capital	\$1,815,000.00	General Fund Contribution: \$1,000,000.00 LTF-Streets and Roads: \$292,988.01 SB1: \$307,445.00 Gas Tax: \$214,566.99

RESOLUTION NO. 24 -

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2023/24
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 2022023/24 Local Transportation Fund Claim. The Public
Works Director of the City of Auburn or his designee, is hereby authorized
and empowered to execute the 2023/24 Transportation Claim and all
necessary amendments and payment requests hereto in the amount of:

\$634,375.99	TDA Article 4, P.U.C. 99260a (Transit Operations)
\$292,988.01	TDA Article 8a, P.U.C. 99400a (Streets and Roads)
\$127,115.00	STA (State Transit Assistance)
\$17,344.00	SGR-Capital (CCR 6730b)

DATED: May 13th, 2024

Rachel Radell-Harris, 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 13th day of May 2024 by the following vote on roll call:

Ayes:
Noes:
Absent:

Amy Lind, City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-19

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 22, 2024 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 \$17,344 in State of Good Repair Program Funds (PUC 99313) for transit capital purposes (section 6730a) in FY 2023/24.

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



MEMORANDUM

TO: Airport Land Use Commission

DATE: May 22, 2024

FROM: Matthew Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below is the Consent Calendar item for the May 22, 2024, agenda for your review and action.

1. Airport Land Use Commission Fee – No Annual Fee Adjustment for FY 2024/25

On December 1, 2021, the Airport Land Use Commission (ALUC) adopted an updated fee schedule. ALUC fees were updated to account for staff costs associated with project application reviews. These costs are now recouped from project proponents.

The updated fee schedule went into effect January 31, 2022. The updated fee schedule includes a procedure to annually review and adjust the fees based on the federal Consumer Price Index and upon ALUC approval, the fee adjustment would go into effect July 1st of the new fiscal year.

During fall 2021 General Plan-Airport Land Use Compatibility Plan (ALUCP) consistency requirements for the cities of Auburn and Lincoln and Placer County were conditionally approved by the ALUC. The cities of Auburn and Lincoln and Placer County have achieved General Plan and Zoning Ordinance consistency with the ALUCP. The result of these actions limits the ALUC's authority to review proposed projects around an airport, which is now the responsibility of the local jurisdiction with land use authority within the specific airport influence area. Projects requiring a mandatory review, however, are still required to be referred to the ALUC. Mandatory project referrals include General Plan Amendments; Specific Plans and amendments thereto; Zoning Ordinance and Building Code changes; and Special Condition Exception requests. During FY 2023/24 the ALUC completed only one mandatory review for the Placer County Housing Element Rezone project.

Notwithstanding ongoing inflationary pressures, there is no justification currently to support an adjustment to ALUC fees. Staff recommends no annual ALUC fee adjustment for FY 2024/25. The PCTPA TAC concurred with the staff recommendation.

DM:MBC:RC:ss

TO: PCTPA Board of Directors

DATE: May 22, 2024

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

SUBJECT: **FINAL FY 2024/25 OVERALL WORK PROGRAM (OWP) AND BUDGET**

ACTION REQUESTED

Adopt Resolution 24-20 approving the FY 2024/25 Overall Work Program (OWP) and Budget and authorize the Executive Director to submit to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year. Staff prepared this draft and submitted to Caltrans per this schedule.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached final OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. This final OWP also reflects financial and programmatic changes that have taken place since the draft OWP was approved by the Board.

DISCUSSION/ANALYSIS

Staff is pleased to present the Final Budget/OWP for the 2024/25 fiscal year that balances current year expenditures with current year revenues. The budget fully funds existing staff and work program activities. Staff has taken a conservative approach to forecasting revenues and has only included grants and other revenues that are secured and anticipated expenditures in the fiscal year. Any successful grant applications will require adjustments to the budget. Other adjustments may include carryover funds from the current fiscal year that will not be fully spent by June 30, 2024, and any revisions to formula funds and corresponding expenditures.

Fiscal Changes

The final OWP and budget has been adjusted to include the following notable adjustments:

- **Airport Land Use Commission (WE 27)** – Increase of \$50K for ALUCP update to reflect Auburn Municipal Airport Master Plan changes. This additional cost will be paid in combination with LTF funds and funding contribution from City of Auburn.
- **I-80 Aux Lanes (WE 43)** – Increase of \$9.3M for Caltrans Support and Construction costs that are included in the coop agreement for this project. These expenditures will be reimbursed by SPRTA.
- **Freeway Service Patrol (WE 80)** – Increase of \$28K in towing costs for anticipated increase in contracted services. These expenditures will be reimbursed with FSP grant funds and required match.
- **TDA Administration (WE11)** – Decrease of \$21K was made to TDA fiscal audit costs as it was overstated in the preliminary budget.

- **SPRTA Administration (WE 100)** – Decrease of \$10K was made to traffic modeling and on-call consultant costs.

Additional Changes

The following changes were made to various work element narratives based on Caltrans feedback on the 2024/25 Preliminary Draft OWP.

- **CTSA Admin & Transit Planning (WE 23 & 24)** – Caltrans HQ and District 3 can be good resources for additional assistance.
- **Placer Countywide Active Transportation Plan (WE48)** – Add work summary for prior fiscal year.
- **Project Programming and Reporting (WE 50)** - Add information regarding the environment impact of LCTOP funding. Address Air Quality Conformity and Integration
- **SACOG/MPO Planning Integration & RTP (WE20)** – Address Air Quality Conformity and Integration

In summary, the 2024/25 Final OWP and Budget is balanced and has a \$6.4K surplus in revenue and a \$1.46M contingency balance.

JL:mbc:ss



**Placer County
Transportation
Planning Agency**

FY 2024/25 Overall Work Plan and Budget

Final

May 22, 2024



WORK ELEMENT	TITLE	PAGE NO.
05	Agency Administration: Indirect Labor	1
10	Agency Administration: Overall Work Program	3
11	Transportation Development Act Admin	4
12	Intergovernmental Coordination	6
13	Intergovernmental Advocacy	8
14	Communications and Outreach	10
20	SACOG/MPO Planning Integration & RTP	13
23	Consolidated Transportation Services Agency (CTSA) Administration	19
24	Transit Planning	21
27	Airport Land Use Commission/Aviation Planning	23
33	Emission Reduction Program	25
35	Rail Program	27
40	Placer Parkway	29
41	I-80/SR 65 Interchange Improvements	30
42	Highway 65 Widening	32
43	I-80 Auxiliary Lanes	33
44	SR 49 Sidewalk Gap Closure	35
47	South Placer-South Sutter Transportation Fair Share Funding Analysis	36
48	Placer Countywide Active Transportation Plan	38
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80	Freeway Service Patrol (FSP)	46
100	South Placer Regional Transportation Authority (SPRTA) Administration	48

OVERALL WORK PROGRAM FOR 2024/25

OVERVIEW

The FY 2024/25 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Catrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

Twenty-two work elements are proposed that include specific objectives, budgets, and products. Several of these work elements are funded by a mixture of state, federal and local programs. The remaining are funded solely by TDA funds. This work program has a number of important characteristics:

1. The work program is action oriented. Its primary objective is to implement a programming and funding strategy that will address the mobility needs of Placer County residents, businesses, and visitors. Of key overall importance is the implementation of the Regional Transportation Plan, which serves as a guiding force for transportation improvements over the next 20 years, and its integration with SACOG's Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) and other activities that support regional planning as covered under Work Element 20. Also included here are strategies and studies to address major transportation issues or hot spots including: (1) Placer Parkway; (2) I-80/SR 65 Interchange Improvements; (3) Highway 65 Widening; (4) Emission Reduction; (5) Airport Planning; (6) Rail Program; (7) Regional Transportation Funding Strategy; (8) I-80 Auxiliary Lanes; (9) SR 49 Sidewalk Gap Closure; (10) Mobility Action Plan; (11) Transit Planning; and (12) Riego Road/Baseline Road Widening.
2. The work program reflects a pro-active approach to identifying future transportation project needs (e.g., TDA Administration, Capitol Corridor Rail, implementation of the Regional Transportation Plan, Mobility Action Plan, Emission Reduction).
3. The work program provides a greater emphasis on implementation of previously identified needs, including administration of the South Placer Regional Transportation Authority, project management and delivery, and leading the preconstruction of the I-80 Auxiliary Lanes, SR 49 Sidewalk Gap Closure, and Highway 65 Widening.
4. The work program includes a comprehensive effort to assist member jurisdictions in maintaining the high level of compliance with "use it or lose it" timely use of funds requirements and significant increases in reporting and monitoring required in the use of SB 1 funding.

5. The work program reflects a multimodal approach. Effort has been divided between planning for transit, highways, rail, aviation, pedestrian facilities, bikeways, and the shift to zero emission vehicles.
6. The work program reflects the strong commitment to partnerships with other regional agencies in approaching interregional transportation needs.
7. The work program reflects the more pronounced need to participate in regional, state, and federal discussions regarding planning and funding transportation projects.
8. The work program will assure that PCTPA meets all state and federal planning requirements.
9. The work program funding allocation system meets TDA requirements.

The 2024/25 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

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

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

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

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

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

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

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

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

Federal Transportation Planning and Programming: PCTPA has executed memoranda of understanding (MOUs) with Caltrans and the Sacramento Council of Governments (SACOG) on April 11, 2001, with updates in 2005, 2016, and 2024, to govern federal transportation planning and programming in Placer County. This agreement integrates the PCTPA Regional Transportation Plan (RTP) and RTIP within the SACOG process.

PCTPA submits the state mandated RTP, developed pursuant to Section 65080.5 of the Government Code, to SACOG for inclusion in the federal Metropolitan Transportation Plan. As part of this agreement, SACOG conducts a federal air quality conformity test on the Placer County transportation program and plan.

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

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

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

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

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

Placer County, Auburn, and Lincoln each collect a fee on development projects that require a mandatory review by the ALUC. This fee is distributed to PCTPA to help defray the cost of project review.

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

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

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

PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2024/25 OWP. The organization of PCTPA is summarized in Figure 1.

The PCTPA reorganized its staffing structure and became a separate and independent agency on May 1, 1992. Previous to this reorganization, PCTPA was staffed by the Placer County Public Works Department.

GEOGRAPHIC LOCATION

PCTPA's jurisdiction includes a portion of northern California between the Sacramento Metropolitan area and the Nevada State line, as shown in Figure 2. In total, Placer County contains 1,506 square miles ranging in elevation from 160 feet to nearly 9,500 feet.

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2022 populations: Auburn (13,365), Colfax (2,016), Lincoln (52,313), Loomis (6,607), Rocklin (71,179) and Roseville (152,928). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 101,952. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2023 DOF E-1 Report as updated in May 2023.

AGENCY COORDINATION

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

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

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

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

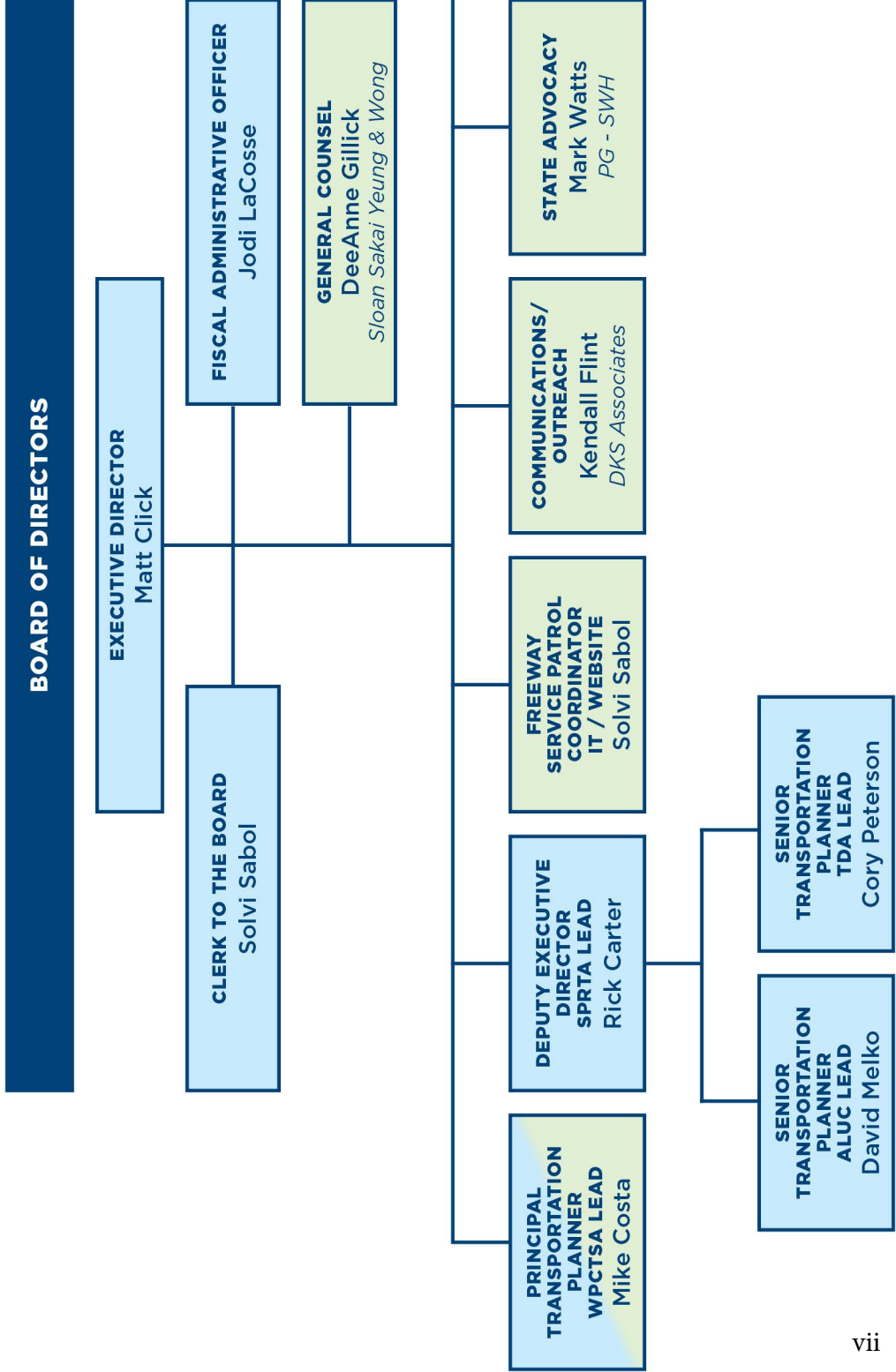
COMMUNITY PARTICIPATION

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

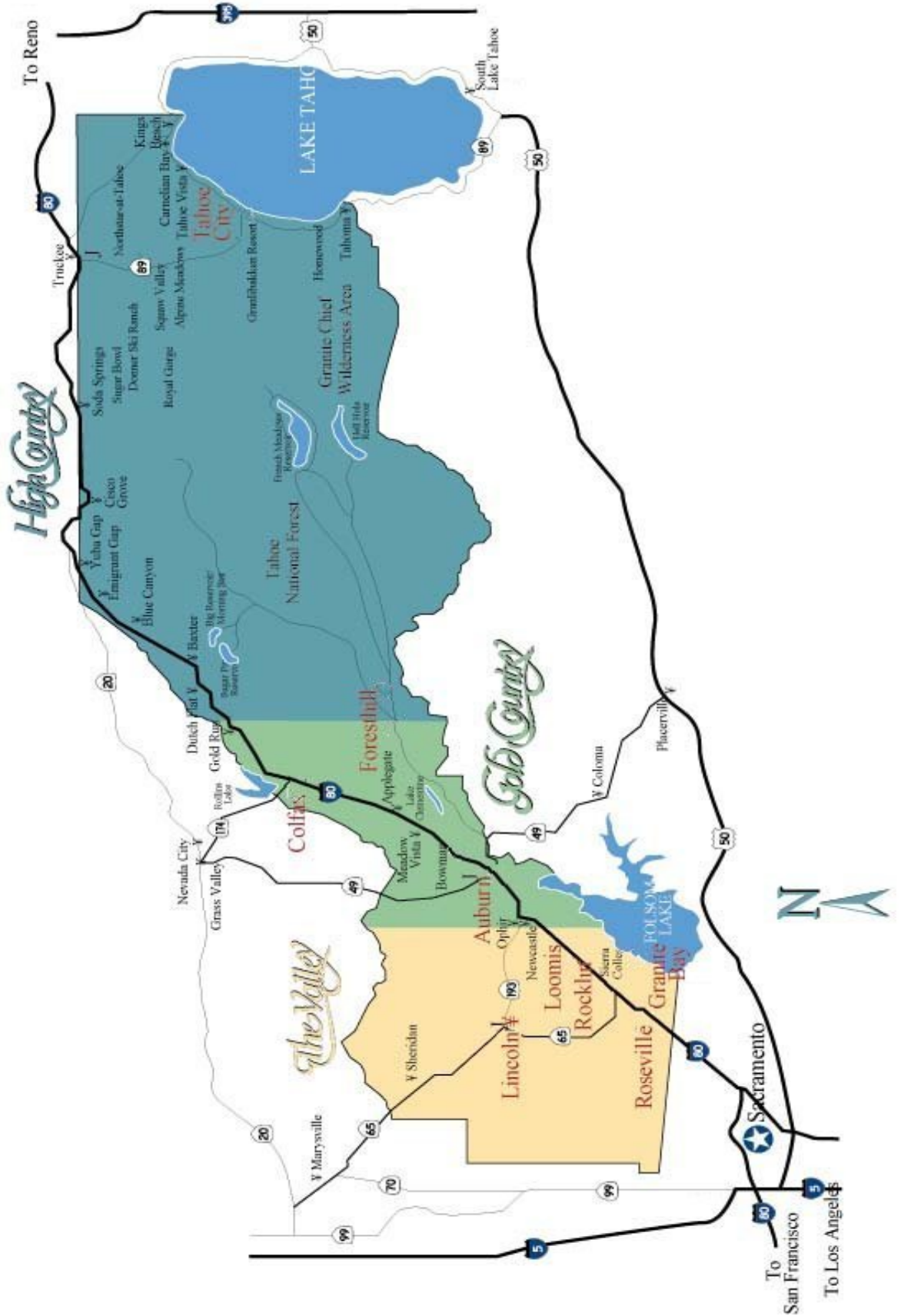
PCTPA conducts public hearings regarding the development and adoption of major planning documents such as the Regional Transportation Plan, the Regional Transportation Improvement Program, and the annual unmet needs hearing. Additional public hearings and workshops are held for individual work projects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

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

Figure 1



**Figure 2
Placer County Location**



FEDERAL PLANNING FACTORS

Federal Planning Factors are issued by Congress to emphasize specific planning issues from a national perspective, and must be identified in local planning documents. The following summary outlines how and where these planning factors are addressed in the Agency's Overall Work Program:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/~~Aviation Planning~~ (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

The economic vitality of Placer County depends on the ability of businesses, employees, and recreational travelers to get to and from their destinations quickly and easily through a variety of transportation modes. We plan and maintain our transportation systems with a goal of minimizing delays and maximizing choice and efficiency, thereby supporting the economic vitality of the area.

Increase the safety of the transportation system for motorized and non-motorized users

- Transportation Development Act Administration (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/~~Aviation Planning~~ (WE 27)
- Emission Reduction Program (WE 33)
- Capitol Corridor Rail Program (WE 35)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

Safety is an important consideration in project identification, selection, and implementation.

Increase the security of the transportation system for motorized and non-motorized users

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/~~Aviation Planning~~ (WE 27)
- Emission Reduction Program (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Project Programming and Reporting (WE 50)

- Freeway Service Patrol (WE 80)

Security of our transit and road systems are a key consideration in project identification, selection, and implementation.

Increase the accessibility and mobility of people and for freight

- TDA Implementation (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Emission Reduction Program (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

Along with integration and connectivity, accessibility and mobility are the cornerstones of our transportation system maintenance and expansion decisions, and extends to all modes.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Emission Reduction Program (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Placer Countywide Active Transportation Plan (WE48)

Environmental assessments, aggressive expansion of alternative transportation modes, and coordination with governmental entities with land use authority are the ways that PCTPA addresses environmental concerns and connections between transportation and land use.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Airport Land Use Commission/~~Aviation Planning~~ (WE 27)
- Emission Reduction Program (WE 33)
- Capitol Corridor Rail Program (WE 35)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)

Along with accessibility and mobility, integration and connectivity are the cornerstones of our transportation system maintenance and expansion decisions, and extends to all modes.

Promote efficient system management and operation

- TDA Implementation (WE 11)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

The ever increasing demand for transportation combined with a severe lack of adequate transportation funding has necessitated PCTPA's longstanding focus on increasing the efficiency of our existing transportation systems.

Emphasize the preservation of the existing transportation system

- TDA Implementation (WE 11)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/~~Aviation Planning~~ (WE 27)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

With transportation funding at a premium, high emphasis is placed on preserving what we've got.

Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Freeway Service Patrol (WE 80)
-

A truly multi-modal transportation system is able to endure unexpected events while maintaining the mobility of the region. This can only occur through cross-jurisdictional communication and implementation of best practices.

Enhance travel and tourism

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Emission Reduction Program (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Freeway Service Patrol (WE 80)

Reliable transportation options are central to maintaining and attracting visitors to Placer County's vibrant agricultural and historical tourism of the foothills and the national/international draw of the Sierra Nevada's and Lake Tahoe regions.

CALTRANS REGIONAL PLANNING ACTIVITIES

As the State Department of Transportation, Caltrans has numerous roles and responsibilities for planning, programming, constructing, operating, and maintaining the state’s transportation system.

Caltrans acts as a partner with PCTPA, jurisdictions, tribal governments, and other agencies to implement their various responsibilities. One arm of this effort is the Caltrans’ regional planning activities, which are described below:

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of system planning products used by Caltrans and its transportation partners consistent with the System Planning Work plan.	<ul style="list-style-type: none"> • Corridor Studies • Operational Studies • Preliminary Investigations
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects.	Project Initiation Documents (PIDs), as indicated in the current Two-Year PID Work Plan.
Regional Planning	Participate in and assist with various regional planning projects and studies.	Participation in the following projects and studies: <ul style="list-style-type: none"> ▪ Overall Work Programs (OWP) Development, Review, and Monitoring ▪ Regional Transportation Plan (RTP) Development, Review, and Monitoring ▪ Participation in Annual Coordination Meetings with Caltrans and Partners ▪ Coordination with Caltrans via Technical and Policy Advisory Committees, and ad hoc meetings to discuss projects, plans, issues, etc. ▪ Participation in Caltrans Headquarters Office of Regional Planning led meetings to discuss new and revised guidelines and updates to the Planning Program.
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System.	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State’s smart mobility goals.

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

PURPOSE: To provide management and administration to all work elements in the Overall Work Program and to conduct day to day operations of the agency.

BACKGROUND: PCTPA is a public agency responsible for the administration, planning and programming of a variety of transportation funds. These activities require ongoing organization, management, administration and budgeting. This work element is intended to cover all of the day to day administrative duties of the agency and governing Board.

To clarify for purposes of allowable charges for Caltrans Rural Planning Assistance (RPA) and to specify indirect cost activities for the purposes of Caltrans Indirect Cost Allocation Plan (ICAP), this work element is split into two parts. Work Element 05 includes the majority of the administrative activities of the Agency, including accounting, agenda preparation, Board meetings, personnel activities, front desk coverage, budgeting, general management, and similar tasks.

Work Element 10 separates out the activities related to the development, update, and reporting of the Overall Work Program and Budget.

PURPOSE: To specify those elements of the overall Agency Administration that are billable as indirect labor under an approved Indirect Cost Allocation Plan (ICAP).

WORK PROGRAM:

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2024/25 operating budget **Ongoing**
- Provide general front desk support, including greeting visitors, answering phones, opening and directing mail, and responding to inquiries **Ongoing**
- Participate in staff meetings to coordinate administrative and technical activities **Monthly**
- Prepare quarterly financial reports for auditors and PCTPA Board **Quarterly**
- Prepare timesheets to allocate staff time to appropriate work elements **Ongoing**
- Perform personnel duties, including employee performance reviews, recognitions, and/or disciplinary actions **Annually/as needed**
- Recruit and hire new employees **As needed**
- Administer PCTPA benefit programs **Ongoing**
- Update Administrative Operating Procedures and Personnel Policies to reflect changes in State and Federal law **As Needed**
- Prepare payroll and other agency checks **Bi-weekly**
- Prepare quarterly and annual tax reports **Quarterly**
- Maintain transportation planning files, correspondence and data **Ongoing**
- Maintain ongoing bookkeeping and accounting **Ongoing**

WORK ELEMENT 05 (continued)
AGENCY ADMINISTRATION: INDIRECT LABOR

- Maintain and update computer systems and equipment, including all information technology (IT) related tasks **Ongoing**
- Update PCTPA Bylaws to reflect changes in State and Federal law **As Needed**
- Attend governmental and professional conferences and training sessions, such as those offered by the American Planning Association (APA), Women’s Transportation Seminar (WTS), American Leadership Forum (ALF), and Institute of Transportation Engineers (ITE) **As justified**

PRODUCTS:

- PCTPA meeting agendas and staff reports, paper and online versions **Monthly**
- List of warrants **Monthly**
- Quarterly reports of PCTPA operating budget status **Quarterly**
- Updated Bylaws, Operating Procedures and Personnel Policies **As Needed**
- Employee performance reviews **Annually**
- Actuarial analysis of benefit programs **As needed**
- Employee timesheets **Bi-weekly**
- Reports and updates to Board and/or member agencies on Federal, State, and regional programs and policies **Ongoing**

REVENUES		EXPENDITURES	
Various – proportionately spread across all other work elements/fund types	\$485,223 <u>\$492,177</u>	PCTPA	\$485,223 <u>\$492,177</u>

WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM

PURPOSE: To specify those elements of the overall Agency Administration that are billable as direct costs to Rural Planning Assistance (RPA) funds.

PREVIOUS WORK:

- FY 2022/23 closeout with Caltrans staff **August 2023**
- FY 2023/24 Overall Work Program and Budget amendments **October 2023 and March 2024**
- Preliminary Draft FY 2024/25 Overall Work Program and Budget **March 2024**
- Final FY 2024/25 Overall Work Program and Budget **May 2024**

WORK PROGRAM:

- Prepare FY 2024/25 Overall Work Program and Budget close out documents for fiscal year 2023-24 **July 2024 – August 2024**
- Prepare amendments to FY 2024/25 Overall Work Program (OWP) and Budget **August 2024 - October 2024, January - April 2025 or as needed**
- Prepare FY 2025/26 Overall Work Program and Budget **January 2025 – May 2025**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

- Conduct FY 2023/24 closeout with Caltrans staff **August 2024**
- Quarterly progress reports on FY 2024/25 Overall Work Program **Quarterly**
- FY 2024/25 Overall Work Program and Budget amendments **October 2024, April 2025, or as needed**
- Preliminary Draft FY 2025/26 Overall Work Program and Budget **February 2025**
- Final FY 2025/26 Overall Work Program and Budget **May 2025**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$50,095 <u>\$50,105</u>	PCTPA	\$85,095 <u>\$85,105</u>
Rural Planning Assistance Funds	\$35,000		
TOTAL	\$85,095 <u>\$85,105</u>		\$85,095 <u>\$85,105</u>
Percent of Budget 1.04% <u>.48%</u>			

WORK ELEMENT 11

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

PURPOSE: To effectively administer all aspects of the Transportation Development Act (TDA) in the jurisdiction of the Placer County Transportation Planning Agency.

BACKGROUND: As the Regional Transportation Planning Agency, the most basic responsibility of PCTPA is to administer TDA funds and related programs. Currently, PCTPA administers TDA funds of approximately \$20 - 30 million annually. These funds operate public transit, maintain and construct local roads, and construct bicycle and pedestrian paths. Under the TDA, PCTPA is also responsible for carrying out the annual unmet transit needs process, fiscal audits, performance audits, transit planning, and transit coordination.

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2024 – October 2024**
- Review and summarize all comments received regarding unmet transit needs **November 2024 - December 2024**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2024 – January 2025**
- Prepare a report recommending a finding on unmet transit needs **January 2025 - February 2025**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2023/24 **September 2024**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2024/25 **February 2025**
- Assist claimants with the preparation of project lists, annual claims, and local program administration **Ongoing**
- Provide for the review, approval, and processing of all LTF and other TDA claims and financial transactions **Ongoing**
- Update policies governing review, approval, and processing of all LTF and other TDA claims to ensure timely compliance with TDA law **As needed**
- Maintain a financial status report of TDA and STA claims **Ongoing**
- Provide for an annual financial and compliance audit of PCTPA and each claimant by an independent auditing firm **September 2024 – March 2025**
- Secure a consultant and conduct a TDA triennial performance audit for the region's three transit providers (i.e., Auburn Transit, Placer County Transit, and Roseville Transit) and the WPCTSA **July 2024 – June 2025**
- Update and administer five year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act and assist with any efforts to revise TDA regulations that would benefit the Placer region **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Annually**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**
- Coordinate with Sierra College on implementing college fare free student transit pass and transportation network company (TNC) ride subsidy pilot program **Ongoing**

PRODUCTS:

- Final Findings of Apportionment for FY 2024/25 **October 2024**
- Preliminary Annual Findings of Apportionment for FY2025/26 **February 2025**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2025**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2025**
- TDA triennial performance audit reports **June 2025**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- TOWG meeting agendas **Ongoing**

REVENUES		EXPENDITURES	
LTF	\$262,325	PCTPA	\$138,525
	<u>\$241,042</u>		<u>\$138,542</u>
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	\$72,300
			<u>\$51,000</u>
		TDA Performance Audit Consultant	\$50,000
TOTAL	\$262,325		\$262,325
	<u>\$241,042</u>		<u>\$241,042</u>
Percent of budget: 3.20%			
<u>1.37%</u>			

WORK ELEMENT 12

INTERGOVERNMENTAL COORDINATION

PURPOSE: To share information and coordinate with outside agencies and jurisdictions on matters pertinent to the development of effective transportation plans and projects.

BACKGROUND:

PCTPA works very closely and continuously with numerous outside agencies as a way of coordinating our planning efforts. In particular, we work with the Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for our area, to implement Federal and State transportation programs. While many of our interactions are specified under our Memorandum of Understanding, regional interests and overlapping jurisdictions provide additional need for close coordination. On a larger regional basis, PCTPA works closely with Caltrans District 3, the Tahoe Regional Planning Agency (TRPA) and Nevada County Transportation Commission (NCTC) on connections both to and within the Truckee/North Tahoe area. On February 15th of 2024, the Capital Area Regional Tolling Authority (CARTA) was officially formed as a three party JPA to coordinate managed lane projects in the region. PCTPA sits on the Board of CARTA as a non-voting member and will participate in CARTA discussions going forward. PCTPA will need to participate in and coordinate with this new JPA. On a statewide basis, we work closely to coordinate and share information with the California Transportation Commission (CTC) and Caltrans, as well as other regional agencies through groups such as the Regional Transportation Planning Agency (RTPA) Group, Rural Counties Task Force (RCTF), and California Association of Councils of Government (CALCOG). In addition, PCTPA works in close coordination with the Placer County Air Pollution Control District (APCD) on transportation/air quality issues.

Given PCTPA's somewhat unique mix of rural, suburban and urban perspective, expertise in transportation planning and funding, and proximity to Sacramento, PCTPA staff is often asked to advise or participate on advisory committees and ad-hoc efforts on a variety of transportation planning issues. As many of these efforts spring up in response to current situations, it's impossible to anticipate every instance that might occur throughout a given year. These can range from providing input on multi-jurisdiction corridor plans to strategic planning on improving mobility in a particular geographic area to participating on a task force to develop guidelines to implement the Governor and/or State Legislature's latest transportation initiative.

WORK PROGRAM:

- Participate in ad hoc and standing Caltrans policy and technical advisory committees, such as the Regional-Caltrans Coordinating Group **Bi-monthly/as scheduled**
- Participate in ad hoc and standing SACOG policy, financial and technical advisory committees, such as Regional Planning Partnership and Transportation Committee **Monthly/as scheduled**
- Participate at California Transportation Commission meetings and workshops **Monthly/as scheduled**
- Participate in Statewide Regional Transportation Planning Agency Group meetings and subcommittees **Monthly/as scheduled**
- Participate in Statewide Rural Counties Task Force meetings **Bi-monthly/as scheduled**
- Participate in information sharing activities at California Council of Governments (CALCOG) meetings and conferences **Bi-monthly/as scheduled**

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

- Participate in Tahoe-focused planning efforts **As scheduled**
- Coordinate with the Placer County Air Pollution Control District, Sacramento Metropolitan Air Quality Management District, SACOG, and the California Air Resources Board to develop strategies to reduce air pollution **Ongoing**
- Attend technical and management meetings for interregional planning efforts and projects lead by other agencies **As needed**
- Attend city council and Board of Supervisors meetings **As needed**
- Coordinate and consult with the United Auburn Indian Community of the Auburn Rancheria, including attending tribal meetings **As needed**
- Coordinate with and inform jurisdictions on potential changes in State or Federal planning policies **As needed**
- Hold technical workshops for Placer County jurisdictions **As needed**

PRODUCTS:

- Staff reports to Board and jurisdictions on pertinent topics **As needed/in accordance with above schedules**
- Commentary on white papers, draft plans and policies, and similar correspondence and communications to other governmental agencies **As needed/in accordance with above schedules**

REVENUES		EXPENDITURES	
LTF	\$187,715 <u>\$189,887</u>	PCTPA	\$182,715 <u>\$184,887</u>
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	20,000	Meetings, Travel, and Notifications	\$25,000
TOTAL	\$207,715 <u>\$209,887</u>		\$207,715 <u>\$209,887</u>
Percent of budget: 2.53% <u>1.19%</u>			

WORK ELEMENT 13

INTERGOVERNMENTAL ADVOCACY

PURPOSE: To represent Agency needs and priorities with outside agencies and jurisdictions and advocate on matters pertinent to transportation planning, programming, and funding.

BACKGROUND: The actions of State and Federal legislative bodies and regulatory agencies have a huge impact on the effectiveness of PCTPA's efforts to plan, program, fund, and implement transportation improvements. Legislative bodies and regulatory administrators often propose policies to improve one issue while creating major challenges elsewhere. It is therefore critical to represent the Agency's positions with these entities, make sure they understand the impacts, and do our best to ensure that their actions and activities reflect PCTPA's needs. Staff efforts are augmented by our Federal and State advocates, who advise and advocate on our behalf, as well as teaming with other entities with like interests, all with an eye to maximize the effectiveness of our efforts.

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual virtual Cap-to-Cap and State legislative advocacy effort **Spring of 2025**
- Participate in the Placer Business Alliance Washington DC trip – **Fall 2024**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Develop annual Federal legislative and advocacy platform **January 2025**
- Develop annual State legislative and advocacy platform **January 2025**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **Ongoing/as needed**
- Membership in local chambers of commerce including Auburn, Lincoln, Loomis, Rocklin, Roseville, and Sacramento **Ongoing**

PRODUCTS:

- Attend Self-Help Counties Focus on the Future Conference **November 2024**
- Attend PBA trip to DC – **Fall 2024**
- Attend Cap to Cap trip to DC - **Spring of 2025**
- 2024 Federal Legislative Platform **January 2025**
- 2024 State Legislative Platform **January 2025**
- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2025**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$230,258 <u>\$230,276</u>	PCTPA	\$145,659 <u>\$145,677</u>
Interest	\$10,000	Travel and Conference Expenses	\$10,000
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	3,399
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	\$45,000
TOTAL	\$240,258 <u>\$240,276</u>		\$240,258 <u>\$240,276</u>
Percent of budget: 2.93% <u>1.37%</u>			

WORK ELEMENT 14

COMMUNICATIONS AND OUTREACH

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

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

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

This work element covers the more general public outreach and input that is both important and required by federal and/or state regulations for administering transportation planning and project/program/service delivery activities. Outreach for specific efforts, including transit and rail, I-80/SR 65 Interchange, SR 65 Widening, I-80 Auxiliary Lanes, and the SR 49 Sidewalks Gap Closure are covered under those work elements. Advocacy and lobbying, including policy advocacy outreach or requests for project funding, are covered under Work Element 13: Intergovernmental Advocacy.

WORK PROGRAM:

- Develop and distribute informational pieces to the public, such as brochures, about Agency activities and responsibilities **Ongoing**
- Provide outreach and presentations to interested groups, such as Municipal Advisory Committees, Chambers of Commerce, neighborhood associations, and business groups, on Agency activities and responsibilities **Ongoing/as requested**
- Provide information about transportation options for the general public, including distribution of schedules and informational pieces about transit trip planning, at the Agency offices **Ongoing**
- Administer and update the Agency's Title VI and Disadvantaged Business Enterprise (DBE) programs as required by the federal and/or state regulations pertaining to the funding that the Agency receives for delivering its transportation projects, programs, and services. **Ongoing/as needed**
- Solicit and facilitate input of public on transportation issues by specifically including Agency website address, e-mail address, phone number, , and physical address in all outreach materials. **Ongoing**
- Seek opportunities for partnerships with jurisdictions, tribal governments, community groups, and others to provide greater breadth of outreach **Ongoing**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Board members, jurisdictions, the public, and other appropriate parties **Ongoing**
- Provide prompt responses to public inquiries and concerns, including raising them to Advisory Committee or Board attention as appropriate **Ongoing**
- Update agency website as needed - www.pctpa.net **Ongoing**
- Post Board agenda, minutes, and meeting recordings on agency web site **Monthly**
- Provide outreach and respond to inquiries by the media to provide information and analysis of transportation issues that face Placer County and highlight agency activities and input opportunities, including television, radio, newspapers, and other media **Ongoing**
- Develop and implement social media program to highlight transportation programs, projects, issues, and other information pertinent to the traveling public **Ongoing**
- Develop and distribute "e-newsletter" with updates on transportation projects and programs, spotlighting current and upcoming transportation issues **Bi-annually**
- Maintain PCTPA's social media channels, including Facebook, X (Twitter), and Linked In **Ongoing**
- Hold meetings, workshops, and/or events to capture public attention, disseminate information, and/or solicit input about transportation issues **Ongoing**
- Bring attention to milestones on transportation projects and programs through signage, events, social media, websites, and other appropriate methods **Ongoing/As needed**
- Develop marketing and outreach materials for programs that provide transportation options in Placer County **Ongoing**
- Create, maintain and update agency websites that provide education and information regarding transportation options in Placer County **Ongoing**
- Actively participate as a member of the TNT/TMA and support public education and outreach activities applicable to the Truckee-North Tahoe area **Ongoing**

PRODUCTS:

- Information pieces, such as Power Point presentations and brochures, about Agency activities and responsibilities **Ongoing**
- PCTPA "e-newsletter" **Bi-annually**
- Social media postings **Ongoing**
- Posting of video recordings of Board meetings **Monthly**
- Major Update and regular Agency web site updates June-December 2023 **going**
- Board agenda postings on website **Monthly**
- Project and event signage **As needed**
- Title VI and/or DBE Program updates **As needed**
- Meeting notifications and advertising **As needed**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

- Project and event website construction and maintenance **As needed**
- Fact sheets, program and project summaries, and other printed materials **As needed**
- ~~Nevada Station Electric Vehicle Station operation reports~~ **Ongoing**
- TNT/TMA progress reports and invoices **Quarterly**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$199,933 <u>\$199,952</u>	PCTPA	\$151,213 <u>\$151,232</u>
CMAQ	40,500	Communications Consultant (Item funded by CMAQ)	47,500
		Graphics Consultant	\$25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,720
TOTAL	\$240,433 <u>\$240,452</u>		\$240,433 <u>\$240,452</u>
Percent of budget:			
	2.93% <u>1.37%</u>		

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

PURPOSE: To update the Placer County Regional Transportation Plan and coordinate with SACOG on the development of the Metropolitan Transportation Program (MTP) and Sustainable Communities Strategies (SCS).

BACKGROUND: Regional Transportation Planning Agencies (RTPAs) are required to update their RTPs every five years. The current Placer County Regional Transportation Plan (RTP) 2040 was adopted by the Board in December 2019. The RTP provides the long-range, comprehensive direction for transportation improvements within Placer County. The RTP includes regional transportation goals, objectives, and policies that guide the development of a balanced, multi-modal transportation system. The RTP also includes a financial analysis that forecasts transportation funding available over the twenty year horizon of the plan.

PCTPA actively participated with SACOG and our other regional partners in the interim update of the six-county Metropolitan Transportation Plan (MTP), which was adopted in 2023. The comprehensive update of the SACOG MTP is anticipated for adoption in late 2025.

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

Staff kicked off the development of the 2050 RTP in FY 2021/22 with a presentation to the PCTPA Board in February 2022. The 2050 RTP is being developed in coordination with and on a delayed schedule for the SACOG MTP/SCS, being referred to as the 2025 Blueprint, which is not anticipated to be adopted until late 2025. PCTPA's 2050 RTP must be developed concurrent with SACOG's 2025 Blueprint due to the complexity and dynamic transportation planning environment in the Sacramento region as well as the interdependency between the two, long-range planning documents for achieving federal and state regulatory goals and objectives.

In addition to developing the 2050 RTP alongside the 2025 Blueprint, PCTPA has conducted an equity study and prepared an Equity Policy Plan. PCTPA's Equity Policy Plan is meant to complement SACOG's Race, Equity, and Inclusion planning efforts in the six-county region. PCTPA will use its Equity Policy Plan to help guide the 2050 RTP's development and future transportation planning efforts within the Placer region. The Equity Policy Plan was adopted at the January 2024 Board of Directors meeting.

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

The following summarizes PCTPA's on-going coordination activities with SACOG.

- Model Development and Support – PCTPA (SACOG Project #SAC108)
 - This project includes SACOG staff time for Placer County-related travel demand and transportation modeling, data assembly, analysis, and monitoring work.
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)

SACOG/MPO PLANNING INTEGRATION & RTP

As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive and complete datasets quantifying and describing land use, transportation, and demographic characteristics for Placer County, [including compliance with air quality modeling and greenhouse gas emissions reduction requirements.](#)

- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - SACOG is required to update the long-range, six county Metropolitan Transportation Plan/Sustainable Communities Strategy at least every four years. The next update of the plan is scheduled to be completed in late 2025. During FY 2024/25 SACOG in partnership with federal, state, and local partners, will be finalizing a preferred transportation investment/project list, which will be integrated with a final land use scenario for their 2025 Blueprint. The Placer County portion of the final preferred project list will also serve as the project list for PCTPA's 2050 RTP.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - As required under the FAST Act, and/or any other subsequent regulations implemented under the new Infrastructure Investment and Jobs Act (IIJA), SACOG is required to update and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Activities will include inclusion of Placer County data into the metrics and updates to the Project Performance Assessment tool created by SACOG.
 - Equity Planning Efforts – PCTPA will continue to implement its Equity Policy Plan for the Placer region's transportation planning activities, and coordinate, as appropriate and applicable, with SACOG on the implementation of its Race, Equity, and Inclusion efforts.
- [Air Quality Conformity and Interagency Consultation – PCTPA](#)
 - [As the six-county region's MPO, SACOG is the lead administering agency for the regional air quality conformity compliance, modeling, and interagency consultation process. PCTPA relies upon SACOG's administration and modeling process for its RTP and coordinates with SACOG on interagency consultation efforts led by SACOG for regional transportation planning.](#)

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

PREVIOUS WORK:

PCTPA

- Coordinated with SACOG on Blueprint MTP/SCS scenario planning – **July 2023 – October 2023**
- Conducted second round of public engagement/outreach for PCTPA’s RTP **September 2023 – November 2023**
- Developed an equity policy plan specific to PCTPA’s planning efforts and 2050 Regional Transportation Plan’s development, which is meant to complement SACOG’s Race, Equity, and Inclusion planning efforts **August 2023 – January 2024**
- In coordination with SACOG, prepared an interim RTP update (with updated financial assumptions, project programming, etc.), which allowed for PCTPA to continue working with SACOG on development of the 2050 RTP and 2025 Blueprint (anticipated to be adopted in late 2025). **August 2023 – June 2024**
- Coordinated with SACOG on development of forecasted transportation funding through 2050 for RTP and MTP/SCS planning efforts – **October 2023 – June 2024**

SACOG

- Model development and Support for PCTPA
 - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2023 – June 2024**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Develop and finalize financial forecasts for the six-county, financially-constrained MTP/SCS **October 2023 – June 2024**
 - Developed six-county, preferred land-use scenario assumptions for the 2025 Blueprint to be paired with transportation investments in a preferred project list development process **July 2023 – June 2024**

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Continue development of 2050 RTP elements/chapters **July 2024 – June 2025**
- Develop a final preferred transportation project list with SACOG for the PCTPA 2050 RTP and SACOG 2025 Blueprint (must be the same) **April 2024 – September 2024**
- Coordinate with SACOG on regional air quality conformity and interagency consultation for the 2025 Blueprint and 2050 RTP **September 2024 – November 2024**
- Secure a consultant and begin preparation of a programmatic environmental impact report (EIR) associated with evaluating PCTPA’s RTP’s preferred project list (\$60,000 estimated for consultant EIR preparation) **July 2024 – March 2025**

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

- Coordinate with SACOG to develop materials for hosting an elected officials' workshops required of the Blueprint MTP/SCS **July/August 2024**

SACOG

- Model development and Support – PCTPA
 - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. **July 2024 – June 2025**
- Data Development, Monitoring, and Support – PCTPA
 - Provide data analysis and mapping assistance to Placer County's various plan updates, including demographics, environmental layers, and transportation data for all jurisdictions and special districts. **July 2024 – June 2025**
- Regional Air Quality Conformity Compliance – PCTPA
 - Administer and lead the six-county regional air quality conformity compliance and interagency consultation process, which PCTPA relies upon for its RTP and transportation planning efforts. **July 2024 – June 2025**
- MTP/SCS Update – PCTPA

SACOG/MPO PLANNING INTEGRATION & RTP

- Engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. **Monthly**
- Prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. **July 2024 – June 2025**
- Prepare and adopt a preferred transportation investment/project list for the Blueprint MTP/SCS and PCTPA 2050 RTP. **April 2024 – September 2024**
- Coordinate with SACOG on interagency consultation for regional air quality conformity compliance and transportation planning related to the SACOG MTP and PCTPA's RTP, which SACOG leads as the MPO for the six-county region. **Ongoing**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Monitor safety performance data and set targets for PM1. **Ongoing**
 - Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. **Ongoing**
 - Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. **Ongoing**
 - Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. **Ongoing**
 - Update project performance assessment (PPA) tool and interactive spatial performance metric display. **Ongoing**
 - Continually maintain and implement CMAQ Performance Plan. **As Needed**

WORK ELEMENT 20 *(continued)*

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **As needed**
- Coordination with SACOG on air quality conformity compliance and interagency consultation **As needed**
- Develop draft PCTPA 2050 RTP **July 2024 – March 2024**
- PCTPA RTP EIR development with consulting assistance (\$60,000) **July 2024 – March 2025**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- Draft RTP transportation project list in coordination with SACOG's MTP/SCS preferred land use and transportation project scenario development **April 2024 – September 2024**

SACOG

- Model development and Support – PCTPA

SACOG/MPO PLANNING INTEGRATION & RTP

- Support provided and outcomes memo **As needed**
- Data Development, Monitoring, and Support – PCTPA **Ongoing**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Elected Official Information Sessions. **Summer 2024**
 - Preferred Pathway Framework. ~~April 2023–April 2024~~ **Complete**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
- Assist with development of and support Regional or Statewide PM1 Safety Targets for 2024/2025 - SACOG Board Action. **Ongoing**

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$244,434 <u>\$246,912</u>	SACOG (\$330,000 from RPA)	\$330,000
Rural Planning Assistance	387,000	PCTPA (\$57,000 from RPA)	238,434 <u>240,912</u>
Planning, Programming, and Monitoring (PPM)	60,000	Consultant Support for RTP document development (\$40,000) and EIR development (\$60,000) (paid with LTF)	100,000
		Community Engagement for draft RTP and EIR	20,000
		Legal (on-call support for reviewing RTP related documents and other joint PCTPA/SACOG planning efforts established under the MOU)	1,000
		Meetings, Travel, and Notifications (supporting budget for reimbursement of direct travel and/or purchases made to support the RTP public outreach activities and/or SACOG planning/public engagement efforts)	2,000
TOTAL	\$691,434 <u>\$693,912</u>		\$691,434 <u>\$693,912</u>
Percent of budget:	8.44%		<u>3.94%</u>

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

PURPOSE: To provide staffing and administrative support for the Western Placer Consolidated Transportation Services Agency (CTSA) Joint Powers Authority (JPA).

BACKGROUND: The Consolidated Transportation Service Agency (CTSA) designation was created by California law as a means of strengthening and coordinating the social service transportation programs of nonprofit organizations and, where appropriate, to serve as the focus for consolidation of functional elements of these programs, including the provision of transportation services. For Placer County, the CTSA designation was held by Pride Industries from 1997 until they resigned effective December 31, 2007.

When no other suitable candidate was found to undertake the role, the seven jurisdictions of Placer County formed a Joint Powers Authority to take on the role of the CTSA. The result was the Western Placer CTSA JPA, which was created on October 13, 2008 by Placer County and the cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, and the Town of Loomis to provide CTSA services. Under the terms of the JPA, PCTPA provides administrative services for the JPA.

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the CTSA JPA **Ongoing**
- Oversee the implementation of CTSA as delineated in the Joint Powers Agreement, including Placer Rides, Transit Ambassador, and the South Placer Transportation Call Center, Bus Pass Subsidy, and Mobility Management programs per Memoranda of Understanding **Ongoing**
- Continue implementation of the marketing plan, approved by the PCTPA Board in January 2023, in coordination with the region's three public transit operators, Seniors First, and other social service transportation agencies and public stakeholders. The marketing plan's intent is to bring awareness to, promote and increase demand for the WPCTSA Mobility Training/Transit Ambassador, South Placer Transit Information Center, and Placer Rides programs as well as general public transit services and transportation programs currently available in Placer County. **Ongoing**
- Continue to maintain the one-stop-shop (OSS) website that launched in January 2024, www.southplacertransitinfo.com, to provide a centralized online location for all information regarding Placer's public transit services, including an interactive transit system route and demand response service map **Ongoing**
- Continue to produce and release marketing materials/collateral for the WPCTSA's Mobility Training/Transit Ambassador and Placer Rides Programs in collaboration with the City of Roseville, Seniors First, and other stakeholders from the Transit Operators Working Group (TOWG) and general public **Ongoing**
- Develop and print coordinated transit schedules **Ongoing**
- Implement WPCTSA SRTP recommendations as needed **Ongoing**
- Develop agenda items for CTSA Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

- Provide information and reports to interested groups, and citizens **Ongoing**
- Coordinate with SACOG on Federal and/or State funding opportunities available for the region’s social service transportation providers as well as implementing and/or updating the SACOG Human Services Coordination Plan. **Ongoing**
- Coordinate with Caltrans on their District 3 Transit Plan. **July 2024 – June 2025 / As needed**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2024/25 Budget updates **As needed**
- CTSA FY 2025/26 Budget **June 2025**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Reports, audits, and other documentation required of CTSAs **July 2024 – June 2025 / as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	\$163,453 <u>\$196,061</u>	PCTPA	\$163,453 <u>\$196,061</u>
TOTAL	\$163,453 <u>\$196,061</u>		\$163,453 <u>\$196,061</u>
Percent of budget: 1.99% <u>1.11%</u>			

WORK ELEMENT 24 TRANSIT PLANNING

PURPOSE: To implement enhanced transit service for south Placer County.

BACKGROUND:

PCTPA actively works with its member agencies and transit operators to improve the public transit system in Placer County. With an increased focus on alternatives to driving alone at the state and federal level, PCTPA's work to expand travel options in Placer County has become a larger part of the agency's work. The COVID-19 epidemic only exacerbated the need for Placer County to rethink how it provides transit services.

This Work Element includes general transit planning and coordination, as well as the implementation of key regional transit services, such as the South Placer Transit Project (known as the Rapid Link), the Placer County-Roseville-Auburn microtransit pilot program (known as Go South Placer On-Demand). Rapid Link will connect South Placer County to the high-frequency Sacramento Light Rail transit system and provide Lincoln residents an efficient alternative to driving and increased congestion and the continued need for enhanced transit services in the Highway 65 Corridor. The new route would begin and end with a stop in the City of Lincoln, continue along the Highway 65 corridor with stops at Sutter Roseville Medical Center, Kaiser Permanente Roseville, and the Roseville Galleria shopping center, and terminate at the Watt/I-80 light rail station in Sacramento County. Sacramento Regional Transit's light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. Go South Placer On-Demand is a mobile app-based platform that utilizes software technology to support new, on-demand transit service in areas of Placer County, Roseville, and Auburn that may currently be underserved and/or underutilized with existing public transit options.

Starting in Spring 2023, PCTPA began a collaborative planning effort with the region's public transit service operators, social service transportation agencies, and other public stakeholders to develop a comprehensive operational analysis (COA) and short-range transit plan (SRTP) for the Placer region. The COA and SRTP intend to develop a new transit system network that addresses post COVID-19 pandemic transit service demand and improves coordinated intra- and intercity public transit services provided by all three transit operators and service connections to other regional transportation networks. PCTPA, through the WPCTSA, will continue coordinate these collective planning efforts that are anticipated to be completed during FY 2024/25.

WORK PROGRAM:

- Work with Roseville Transit, Placer County Transit, Auburn Transit and the WPCTSA program partners and other social service agency and public stakeholder to collectively develop a joint COA/SRTP for the Placer region's transit system **Ongoing**
- Work closely with consultant team, City of Roseville, Placer County, and other pertinent parties to implement the Rapid Link service project **Ongoing**
- Work closely with the City of Roseville, Placer County, City of Auburn, and other stakeholders to implement the app-based Go South Placer On-Demand microtransit pilot program **Ongoing**

WORK ELEMENT 24 (continued)
TRANSIT PLANNING

- Provide support for federal and state grant applications for transit capital and operating funding **Ongoing**
- Work with SACOG, Caltrans, the City of Roseville, and Placer County to ensure inclusion of Placer’s Rapid Link service in their planning and funding efforts **Ongoing**
- Work with region’s transit operators (Auburn Transit, Placer County Transit, and Roseville Transit) and local jurisdictions to conduct a bus stop inventory that catalogs pedestrian access, safety, signage, and other infrastructure improvements that are needed to help support and generate increased ridership demand for the region’s transit services **January 2025 – June 2025**
- Facilitate and monitor activities of the Transit Operators Working Group (TOWG) **Monthly**
- Coordinate with Caltrans on their District 3 Transit Plan. **July 2024 – June 2025 / as needed**

PRODUCTS:

- Rapid Link service implementation **Ongoing**
- GO South Placer platform and microtransit service implementation **Ongoing**
- Bus stop inventory for south Placer region’s transit operators **June 2025**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Western Placer CTSA	\$158,353 <u>\$159,596</u>	PCTPA	\$157,853 <u>\$159,096</u>
		Meetings, Travel, and Notifications	500
TOTAL	\$158,353 <u>\$159,596</u>		\$158,353 <u>\$159,596</u>
Percent of budget: 1.93% <u>.91%</u>			

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/~~AVIATION PLANNING~~

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

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

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

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

WORK PROGRAM:

- Participate in interagency aviation meetings **As needed**
- Review development projects for consistency with ALUCP **As needed**
- Provide staff support for ALUC **As needed**
- Participate in Auburn Municipal Airport Master Plan update. **Through Spring 2025.**
- Determine consistency of the Auburn Municipal Airport Master Plan update with ALUCP. By June 2025
- Update ALUCP, as needed, to reflect Auburn Municipal Airport Master Plan changes. By June 2025
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **As needed**
- Annually adjust the ALUC fee structure based on CPI, as needed. **June 2024 for FY 2024/25**

PRODUCTS:

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Determination of Auburn Municipal Airport Master Plan update consistency with ALUCP, including public hearings **As needed** By June 2025

WORK ELEMENT 27 (continued)
AIRPORT LAND USE COMMISSION/AVIATION PLANNING

- Update ALUCP, as needed, to reflect Auburn Municipal Airport Master Plan changes and arrange City of Auburn funding contribution. By June 2025
- Grant proposals, funding plans, and interagency agreements **As needed**
- ~~ALUC meeting agendas **As needed**~~
- ALUC approval of Annual annual adjustment of ALUC fee structure based on CPI - June 2024 for FY 2024/25 June 2025 for FY 2025/26

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$70,755 <u>\$113,652</u>	PCTPA	\$60,255 <u>\$61,487</u>
ALUC Fees	\$1,000	Legal	1,000
<u>City of Auburn ALUCP Update Funding Contribution</u>	<u>\$8,335</u>	Airport <u>ALUCP Conformity Consultant</u>	\$10,000
		Meetings, Travel, and Notifications	\$500
		<u>ALUCP Update (Consultant Cost)</u>	<u>\$50,000</u>
TOTAL	\$71,755 <u>\$122,987</u>		\$71,755 <u>\$122,987</u>
Percent of budget: .88% <u>.70%</u>			

WORK ELEMENT 33

EMISSION REDUCTION PROGRAM

PURPOSE: To provide ongoing planning, education and coordination services, and support construction of infrastructure to reduce transportation related emissions.

BACKGROUND:

This element encompasses planning, analysis, and implementation of strategies to reduce transportation generated pollutants and greenhouse gas (GHG) emissions. The work will focus on the encouragement and support of strategies other than single-occupancy internal combustion engine vehicles. This includes walking, biking, low- and zero-emission vehicles (electric, hybrid, and hydrogen fueled automobiles and trucks), and travel demand strategies/work-based incentive programs.

Staff will support active transportation efforts through countywide planning efforts, coordination with local and state partners, and support for grant opportunities. As needed, staff also serve as a coordinating role for multijurisdictional planning efforts and projects. PCTPA initiated a Countywide Active Transportation Plan Update (see Work Element 48) in FY 2023/24 that will continue throughout the entirety of FY 2024/25. Five of the six cities/town and Placer County are participating to craft a new vision for active transportation in Placer County. PCTPA will also continue to update, print, and distribute the Countywide Bikeway Map.

Staff will support the transition to low- and zero-emission vehicles by supporting countywide planning and infrastructure for electric charging and hydrogen fueling, including: demand analysis; site planning; grid capacity analysis; public fleet transitions, identifying options to serve traditionally hard to reach sectors; assisting in developing permitting tools, planning standards, and design standards; and identifying applicable funding and incentive opportunities. In FY 2023/24 PCTPA submitted a grant application for a Placer Countywide Zero Emission Vehicle Infrastructure Plan encompassing the items noted above. Should this grant be awarded, this work element will be revised account for the grant work.

Travel demand management (TDM) is about providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability. PCTA will support planning and education efforts by communicating with the public and employers about travel choices. Examples of TDM strategies include: commute trip reduction; coordination for carpools/vanpools; use of high occupancy lanes; providing transit passes to students or workers; providing showers and bicycle repair and storage at work sites; promotions like May is Bike Month; outreach to employers to increase the use of telework, compressed work weeks, transit incentives, and carpool/vanpool support.

WORK PROGRAM:

- Coordinate with local jurisdictions on pedestrian and bicycle funding opportunities and grant programs and enhance coordination efforts with Caltrans to identify and program complete streets enhancements to the state highway system in Placer County **Ongoing**

WORK ELEMENT 33 (continued)
EMISSION REDUCTION PROGRAM

- Provide technical assistance on grant applications that support the reduction of vehicle travel **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2025 – May 2025**
- Update the Placer County Bikeway Map as part of the Countywide Active Transportation Plan (see WE 48) June 2025 Print and distribute updated countywide bicycle maps **As needed**
- Coordinate efforts with Caltrans District 3 on the implementation of their district 3 Active Transportation Plan **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**
- Service on technical advisory and consultant selection committees to identify and plan policies, strategies, programs, and actions that maximize and implement the regional transportation infrastructure. **As needed**
- Coordinate with local jurisdictions on alternatively fueled vehicles funding opportunities and grant programs **Ongoing**
- Provide support to regional partners for alternatively fueled vehicles, including EV charging station **Ongoing**
- Participate in regional efforts on the transition to alternatively fueled vehicles **Ongoing**
- Assisting in developing permitting tools, planning standards, and design standards **Ongoing**
- Analyze and plan for alternatively fueled vehicle infrastructure **Pending grant award**
- Lead efforts to coordinate and implement regional TDM programs to promote, encourage and incentivize car trip reduction **July 2024-June 2025**
- Promote and encourage employer-based trip reduction programs. **Ongoing**

PRODUCTS:

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **June 2025**
- Alternatively fueled vehicles funding applications **As needed**
- Updated permitting tools, planning standards, and design standards for Alternatively fueled vehicles **As needed**
- Updated web page, fact sheets, and handouts on TDM strategies for employers **June 2025**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$166,430	PCTPA	\$162,930
	<u>\$168,603</u>		<u>\$165,103</u>
		Placer County Bikeway Map Printing	\$4,500
CMAQ	\$2,000	Meetings, Travel, and Notifications	\$1,000
TOTAL	\$168,430		\$168,430
	<u>\$170,603</u>		<u>\$170,603</u>
Percent of budget:	2.06% <u>.97%</u>		

WORK ELEMENT 35

RAIL PROGRAM

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

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

The long-standing focus of Placer's rail program is to enhance rail service to Placer County. One manifestation of that priority has been work to extend passenger service to Reno. A Reno Rail Conceptual Plan was completed in FY 2004/05, and efforts had been on hold. However in 2021, the Tahoe Mobility Forum raised the possibility of looking at this issue again. Caltrans Division of Rail and Mass Transit (DRMT) completed the Sacramento to Reno Service Planning Study. PCTPA working closely with Caltrans DRMT -completed a first/last mile analysis and a survey of potential user interest in the potential passenger rail service to Tahoe and Reno. Ongoing coordination with partner agencies in the Reno/Tahoe area regarding extending passenger rail service to Reno will continue to occur through the newly formed Trans-Sierra Transportation Coalition. Caltrans and CCJPA were recently awarded Corridor ID funds from the Federal Railroad Administration which will include some funding for additional planning on the Roseville to Reno corridor.

The rail passenger capacity improvement discussion has focused on improvements to the UP rail "bottleneck" between Sacramento and Roseville. In November 2015, the CCJPA adopted the environmental document for the Third Track capacity improvements, with the focus of providing the Capitol Corridor 10 round trips daily to Roseville. The next steps in this effort, is to complete include completion of final design and environmental-NEPA reviews, obtain a FRA Record of Decision, and begin right-of-way acquisition, utility relocations, and construction of the Third Track facilities. The Third Track will continue to require extensive coordination with key parties, including CCJPA, PCTPA, UP, and the City of Roseville.

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

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

WORK PROGRAM 35 (continued)
RAIL PROGRAM

- Participate in CCJPA and other interagency rail committees and meetings **Monthly**
- Coordinate with state and federal agencies and legislators to ensure and enhance the long-term viability of rail service in Placer County **Ongoing**
- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**
- Monitor and expedite improvements to rail facilities and services in Placer County, including Third Track project **Ongoing**
- Participate in CCJPA Staff Coordinating Group (SCG), CCJPA/BART LINK21, and Sacramento Regional Rail Working Group meeting. **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service, including changes to Amtrak bus services **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to ~~Placer stations~~ Roseville, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Work with CCJPA and Caltrans to advance rail planning in the Roseville to Reno corridor from the FRA Corridor ID program funding **Ongoing**
- Organize and lead Trans-Sierra Transportation Coalition quarterly meetings in coordination with CCJPA **Quarterly**

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$31,242	PCTPA	\$37,742
	<u>\$35,546</u>		<u>\$42,046</u>
CMAQ	7,500	Legal	500
		Meetings, Travel, and Notifications	500
TOTAL	\$38,742		\$38,742
	<u>\$43,046</u>		<u>\$43,046</u>
Percent of budget:	47% <u>.24%</u>		

WORK ELEMENT 40
PLACER PARKWAY (*Multi-year project*)

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

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

The Tier 1 environmental document, which identified a 500’ to 1000’ wide corridor for acquisition, was adopted by the South Placer Regional Transportation Authority (SPRTA) in December 2009. Subsequent Tier 2 environmental documents are needed for each section being constructed. Placer County is currently designing the first construction phase (Phase 1), from State Route 65 to Foothills Blvd.

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

WORK PROGRAM:

- Assist Placer County and other partners in developing and obtaining a construction level environmental clearances. **Ongoing**
- Participate with Placer County on Project Development Team (PDT) for Placer Parkway Phase 1 **Per County schedule**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Placer Parkway in their planning efforts **Ongoing**

PRODUCTS:

- Tier 1 environmental document revision (addendum, subsequent or supplemental) **as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	\$8,386 \$10,835	PCTPA	\$5,886 \$8,335
		Legal	2,000
		Meetings, Travel, and Notifications	500
TOTAL	\$8,386 \$10,835		\$8,386 \$10,835
Percent of budget: 0.10% .06%			

WORK ELEMENT 41

I-80/SR 65 INTERCHANGE IMPROVEMENTS (*Multi-year project*)

PURPOSE: To develop a shelf-ready phased improvement program for the I-80/SR 65 Interchange, including environmental clearances, design, and right-of-way. Caltrans pays for and provides staff support through Expenditure Authorization 03-0H26U.

BACKGROUND: The I-80/SR 65 Interchange was constructed in the mid-1980's as part of the Roseville Bypass project on SR 65 in the Roseville/Rocklin area of South Placer County. The facility is now experiencing operational problems caused by high peak traffic volumes and less efficient geometry of the loop ramp, which cause downstream backups on I-80 and SR 65.

A project initiation document (PID) for the I-80/SR 65 Interchange Improvements was completed in 2009 by Caltrans District 3. This document provided planning level alignment alternatives, as well as scope, schedule, and cost estimates. The interchange improvements received both federal and state environmental clearance in September 2016.

Phase 1 of the I-80/SR 65 interchange completed construction in September 2019, including a third lane on northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard. Caltrans monitors the condition of landscaping for five years, as required for environmental mitigation, so the project has not been closed out.

The work for this year is expected to 1) focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, as well as 2) complete a Feasibility Study for medium and heavy duty truck alternative fueling at the interchange, and 3) complete a Construction Phasing analysis to investigate cost saving opportunities for the construction project.

WORK PROGRAM:

- Coordinate with Caltrans to complete environmental monitoring of the Phase 1 project. – **June 2025**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **as needed**
- Maintain and update the project information on the PCTPA website **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**
- ~~Complete Feasibility Study, including Request for Information solicitation for medium and heavy duty truck alternative fueling at the interchange. **July 2024**~~
- Pursue grant funding opportunities for construction of Phase 2. **As needed**
- Perform a Construction Phasing analysis of the interchange project. **July 2024**

PRODUCTS:

- Coordination with Caltrans and regulatory agencies to close out environmental monitoring for Phase 1 construction **Ongoing** ~~Feasibility study for medium and heavy duty truck alternative fueling at the interchange. **July 2024**~~
- Construction Phasing analysis technical report. **July 2024**

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

REVENUES		EXPENDITURES	
SPRTA Mitigation Fees	\$158,202	PCTPA	\$55,702
	<u>\$162,508</u>		<u>\$60,008</u>
		Consulting	100,000
		Legal	2,000
		Meetings, Travel, and Notifications	500
TOTAL	\$158,202		\$158,202
	<u>\$162,508</u>		<u>\$162,508</u>
Percent of budget: 1.93%			
<u>.92%</u>			

WORK ELEMENT 42
HIGHWAY 65 WIDENING (Multi-year project)

PURPOSE: To develop a shelf-ready improvement program for Highway 65 between I-80 and Lincoln Boulevard, including environmental clearance, design, and right-of-way. Caltrans pays for and provides staff support through Expenditure Authorization 03-1FI71.

BACKGROUND: Highway 65 between Roseville and Marysville was designated as part of the state’s highway system in the 1960’s. The Highway 65 Roseville Bypass, constructed in the late 1980’s, realigned the highway through downtown Roseville from Washington Boulevard to I-80. The facility is now experiencing operational problems caused by high peak traffic volumes, which cause backups on both northbound and southbound Highway 65 in South Placer County.

A project initiation document (PID) for the Highway 65 Widening was completed by Caltrans District 3 in January 2013. This document provides planning level alternatives, as well as scope, schedule, and cost estimates. The PCTPA board approved funding to complete Project Approval and Environmental Document (PA&ED) phase, which was completed in FY 2017/18. The PA&ED included a commitment to analyze the feasibility of extending passenger rail service to Lincoln; this feasibility analysis was completed in 2023

The next phase of the project is the design of Phase 1 improvements from Blue Oaks Boulevard to Galleria Blvd/Stanford Ranch Rd, which is being led by PCTPA. The work in FY 2020/21 continued the Phase 1 work to 95 percent design in September 2021. However, with the transportation funding strategy being delayed to 2024, the design was placed on hold. The design work will be renewed to advertise the project for construction in 2025.

WORK PROGRAM:

- Provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- Pursue grant funding opportunities for construction of Phase 1 **As needed**
- Perform a Construction Phasing analysis of the corridor projects. **July 2024**
- Restart final design of the Phase 1 Improvements **July 2024 – June 2025**

PRODUCTS:

- Grant funding applications **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**
- Construction Phasing analysis technical report. **July 2024**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$705,872- \$726,569	PCTPA	\$90,372
			\$111,069
		Consulting	600,000
		Permit Fees	15,000
		Meetings, Travel, and Notifications	500
TOTAL	\$705,872		\$705,872
	\$726,569		\$726,569
Percent of budget:	8.61% 4.13%		

WORK ELEMENT 43

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

PURPOSE: Monitor construction of the I-80 Auxiliary Lanes project.

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

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

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

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA completed the Project Approval and Environmental Documents (PA&ED) phase in May 2014, and both state and federal environmental approval for the project was obtained in October 2016. Final design and right of way acquisition phases were initiated in February 2018. Construction funding was awarded by the CTC in December 2020. Construction started in August 2023. Project completion is anticipated to occur by March 2025, with project closeout by December 2028.

The work for this fiscal year is expected to include continued construction support activities, implementation of mitigation and permit requirements, and permit renewals, and as-built preparation. Project construction is anticipated to be completed by June 2025, with project closeout by December 2028.

WORK PROGRAM:

- Work with SACOG, Caltrans, SPRTA, and jurisdictions to address any I-80 Auxiliary Lanes construction issues. **Ongoing**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to monitor project construction activities, and implementation of project mitigation and permit requirements. **Ongoing**
- Provide project construction engineering support **Ongoing**
- Participate in weekly Caltrans construction meetings **Ongoing**
- With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, area business groups, area homeowners, citizen groups, and other interested parties **As needed**

PRODUCTS:

- I-80 Auxiliary Lanes construction engineering support, including consultant response to Requests for Information (RFIs) and as-built preparation. **Ongoing By June 2025**
- Consultant and Caltrans Construction Support and Capital invoice processing. By June 2025.
- Newsletters, press releases, and outreach materials **Ongoing**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$206,037	PCTPA	\$69,568
	<u>\$9,562,740</u>		<u>\$69,577</u>
		Consultant Construction	\$122,369
		Engineering Support	<u>\$136,527</u>
		Meetings, Travel, and Notifications	\$1,000
		Permit Fee Renewals: RWQCB & Roseville Tree	\$5,600
			<u>\$2,600</u>
		Legal	\$7,500
			<u>\$5,000</u>
		<u>Construction Capital</u>	<u>\$521,553</u>
		<u>Construction Support</u>	<u>\$8,826,483</u>
TOTAL	\$206,037		\$206,037
	<u>\$9,562,740</u>		<u>\$9,562,740</u>
Percent of budget:			
			2.51% <u>54.31%</u>

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

PURPOSE: To implement the Active Transportation Program Cycle 4 (2018) funded Highway 49 Sidewalk Gap Closure project. The project will construct 2.3 miles of sidewalks between gap on State Route 49 (SR 49) from I-80 to Dry Creek Road, including environmental clearances, design, and right of way support. Caltrans pays for and provides staff support through Expenditure Authorization 03-3H830.

BACKGROUND: The PCTPA Board in March 2017 allocated federal Congestion Mitigation and Air Quality funding to work cooperatively with the City of Auburn, County of Placer, and Caltrans to develop a project to close gaps in the sidewalk network along SR 49 from I-80 to Dry Creek Road.

The Highway 49 Sidewalk Gap Closures project completed the necessary environmental clearance in December 2019 and was advertised for construction bids in November 2023. Construction started in spring 2024 and is scheduled to be completed in late 2025.

Work for FY24/25 includes monitoring construction and providing design support for construction as needed.

WORK PROGRAM:

- Monitor construction activities and review cost changes-**Ongoing**
- Provide design engineering support to Caltrans to support construction activities **As needed**
- With the consultant team, provide information and make presentations on the Highway 49 Sidewalk Gap Closures effort to elected officials, business groups, citizen groups, and other interested parties **As Needed**

PRODUCTS:

- Consultant engineer responses to Caltrans construction inquiries **As needed**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
ATP	\$275,000	PCTPA	\$53,273 \$53,280
LTF, Bike and Ped	194,500	Design & ROW consultant	\$275,000
CMAQ/HIP	\$2,809,710 \$2,809,717	ROW Capital: Easements and Utility Relocations	\$2,787,437
		Permit Fees	\$5,000
		Meetings, Travel, and Notifications	\$1,000
		Caltrans – Advertise, Award, Administer Contract	\$150,000
		Legal	\$7,500
TOTAL	\$3,279,210 \$3,279,717		\$3,279,210 \$3,279,717
Percent of budget:			
40.01%	18.62%		

WORK ELEMENT 47

SOUTH PLACER-SOUTH SUTTER TRANSPORTATION FAIR SHARE ANALYSIS *(Multi-year project)*

PURPOSE: Facilitate a proactive multi-jurisdictional approach between the Participating Agencies and PCTPA to address cumulative transportation impacts from pending and approved land development within the South Placer and Sutter region.

BACKGROUND:

Placer and Sutter counties entered into a mutual settlement agreement in June 2009 relating to the Placer Vineyard and Sutter Pointe Specific Plans. In this agreement, Placer and Sutter counties agreed to establish a program of credits and reimbursements consistent with fair share mitigation requirements for its out-of-jurisdiction traffic impacts, and its impacts on federal and State freeways and highways from the specific plans being developed within each respective County.

Beginning in January 2020, staff from the City of Roseville and Placer and Sutter counties and PCTPA formed a Project Development Team (PDT) to initiate a Project Study Report (PSR) to scope Riego Road/Baseline Road improvements from SR 99 to Foothills Boulevard. In conjunction with the PDT, a Strategy Team was formed, consisting of corridor development interests. The PSR, approved in October 2020, indicated that Riego Road/Baseline Road needs to be widened and improved to support future planned and approved development, and to provide for a reliable and safe east-west connection to meet anticipated traffic demands in the South Placer and South Sutter region.

At the conclusion of the PSR, the PDT recognized that it would be in their best interest to continue to work cooperatively to design, fund, finance, and determine the timing of construction of Riego Road/Baseline Road improvements located in their respective jurisdictions. The PDT also recognized that it would be in their best interest to work cooperatively to obtain State and federal transportation funding, and to develop a fair and equitable method to fund and finance costs of certain regional transportation improvements necessary to address cumulative traffic impacts within the South Placer and South Sutter region. A result, a Memorandum of Understanding (MOU) executed in October 2020 between the four agencies that directed PCTPA to facilitate a mutually agreed upon scope and structure for a regional transportation funding and financing plan. An RFP for consultant services to conduct the transportation fair share analysis was released in October 2022. The PCTPA Board approved an amended MOU in January 2023, which authorized and directed PCTPA to award a consultant contract to prepare the transportation fair share analysis for South Placer-South Sutter region in 2023.

WORK PROGRAM:

- Execute project contingency funding to initiate MOU Task 3 and execute consultant optional task- upon approval of Project Development Team. **July 2024 – June 2025**
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties –**July 2024 – June 2025**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening and other South Placer-South Sutter regional projects in their planning efforts **Ongoing**

WORK ELEMENT 47 (continued)

**SOUTH PLACER-SOUTH SUTTER TRANSPORTATION FAIR SHARE ANALYSIS
(Multi-year project)**

- Initiate Memorandum of Understanding Amendment between partner agencies and PCTPA for Task 3 services. **July 2024 – July 2025**

PRODUCTS:

- Fair share fee program implementation options including Riego Road/Baseline Road Widening. Consultant work product. **In accordance with work program**
- Optional consultant services **As needed**
- Memorandum of Understanding Amendment between partner agencies and PCTPA for Task 3 services **July 2024 – July 2025**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Agency Contribution	\$187,396 <u>\$149,635</u>	PCTPA	\$103,815 <u>\$64,385</u>
		Consultant	-\$25,000
		Consultant Optional Services Year One (multi-year)	\$13,333 <u>\$40,000</u>
		Project Contingency	\$45,248 <u>\$45,250</u>
TOTAL	\$187,396 <u>\$149,635</u>		\$187,396 <u>\$149,635</u>
Percent of budget: 2.29% <u>.85%</u>			

WORK ELEMENT 48

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (*Multi-year project*)

PURPOSE: Develop a countywide active transportation plan for bicycle and pedestrian projects in Auburn, Colfax, Lincoln, Loomis, Rocklin, and unincorporated Placer County. Project is funded primarily by a Caltrans Sustainable Communities grant.

BACKGROUND: In August 2023, PCTPA was awarded a Caltrans Sustainable Communities grant in the amount of \$424,293 to develop the Placer Countywide Active Transportation Plan (PATP). This plan will develop a vision for active transportation (bicycling and walking) in Placer County by working with five of the county's cities/town, as well as the County of Placer, to analyze demand for active transportation, engage with the community (with an emphasis on underserved communities), and develop projects. The Cities of Auburn, Colfax, Lincoln, and Rocklin; Town of Loomis; and the County of Placer will participate in this planning process. The City of Roseville is conducting their own Active Transportation Plan update concurrent to this effort. PCTPA and Roseville staff will work closely together to ensure the visions of the two plans are aligned.

This work element will include all activities related to the development of the PATP, including (but not limited to): grant administration, consultant selection and award, community engagement, data analysis, jurisdictional and stakeholder coordination, and the development of projects. Activities anticipated to be worked on in FY 24/25 are listed below in the Work Program section.

WORK SUMMARY (FISCAL YEAR 2023/24)

- Conducted a competitive RFP process to select a consultant to prepare the Placer Countywide ATP December 2023 – February 2024
- Began work on Existing Conditions April 2024 – June 2024
- Began 1st round of community engagement May 2024 – June 2024
- Convened the first Stakeholder Advisory Group meeting May 2024
- Begin work on updating the Placer Countywide Bicycle Map May 2024-July 2024

WORK PROGRAM (CURRENT FISCAL YEAR 2024/25):

- Update the Placer Countywide Bicycle Map **May 2024 – July 2024** (Consultant & PCTPA)
 - Convene a Plan Development Team of stakeholders, meeting as needed **July 2024 – June 2025** (PCTPA & Consultant)
 - Complete a first round community engagement campaign to solicit concerns about bicycling and walking in Placer County (starts in FY 23/24), and conduct a second round of community engagement to review plan recommendations. This will include online surveys, virtual workshops, governing board presentations, community based organizations outreach, and pop-up events **July 2024 – March 2025** (Consultant & PCTPA)
 - Conduct demand analysis of bicycling and walking in Placer County **June 2024 – November 2024**
 - Identify network of active transportation projects **September 2024 – February 2025**
 - Prioritize network of projects and develop implementation plan **January 2025 – May 2025**
 - Develop draft of Placer Countywide Active Transportation Plan **May 2025 – June 2025**
- Grant reporting and invoicing **Monthly and as needed** (PCTPA)

WORK ELEMENT 48

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (Multi-year project) (continued)

PRODUCTS FOR FY 2024/25:

- Request for Proposals procurement package and contract with selected consultant **November 2023 – January 2024**
- Technical memos and maps on existing active transportation conditions in Placer County **March 2024 –May 2024**
- Updated 2023 Placer County Bike Map **July 2024**
- Community Engagement Plan, Outreach Materials, and Outreach activities **July 2024 – March 2025**
- Technical memos and maps on demand analysis of active transportation **November 2024**
- Draft active transportation project list **February 2025**
- Prioritized list of projects and implementation plan **May 2025**
- Draft Placer Countywide Active Transportation Plan **June 2025**
- Consultant contract amendments **As needed**
- Newsletters, press releases, social media posts, and outreach materials **Ongoing**

PAST FISCAL YEARS: FY 2023/24

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$146,134	PCTPA	\$36,441
LTF	\$18,933	Consultant Services	\$127,626
		Meetings, Travel, and Notifications	\$1,000
TOTAL	\$165,067		\$165,067

CURRENT FISCAL YEAR: FY 2024/25

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$146,134 <u>\$243,015</u>	PCTPA	\$62,142 <u>\$62,150</u>
LTF	\$117,218 <u>\$31,483</u>	Consultant Services	\$199,210 <u>\$210,350</u>
		Meetings, Travel, and Notifications	\$2,000
TOTAL	\$263,352 <u>\$274,500</u>		\$263,252 <u>\$274,500</u>
Percent of budget:			
	3.21% <u>1.56%</u>		

WORK ELEMENT 48 (continued)

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (Multi-year project)

FUTURE FISCAL YEARS: FY 2025/26

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$45,129 <u>\$35,145</u>	PCTPA	\$18,032
LTF	\$5,847 <u>\$4,553</u>	Consultant Services	\$31,944 <u>\$20,666</u>
		Meetings, Travel, and Notifications	\$1,000
TOTAL	\$50,976 <u>\$39,698</u>		\$50,976 <u>\$39,698</u>

Total

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$424,293	PCTPA	\$105,215
LTF	\$54,972	Consultant Services	\$370,050
		Meetings, Travel, and Notifications	\$4,000
TOTAL	\$479,265		\$479,265

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

PURPOSE: To maximize the funding available to priority transportation projects and programs through accurate and efficient programming of Federal and State transportation dollars, ensure timely delivery, and report the success of those efforts.

BACKGROUND: PCTPA develops and programs transportation projects that are funded with State and Federal funds. PCTPA staff coordinates with Caltrans, SACOG, and other agencies, as indicated, regarding the various funding programs. Staff also coordinates with local jurisdictions to develop needed projects to meet specific program guidelines.

Following the passage of SB 862 in 2014, PCTPA determines the allocation of Low Emission Transit Operations Program (LCTOP) funding to the region's [LCTOP](#) eligible transit and transportation projects. [The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.](#) LCTOP funding is continuously appropriated from the annual auction proceeds in the State's Greenhouse Gas Reduction Fund ~~to help the State achieve its climate goals.~~

The passage of SB 1 in the Spring of 2017 brought significant new revenues into play, with critical administrative roles for Regional Transportation Planning Agencies (RTPAs). The package of ten different funding programs includes a few that are distributed by formula, with most distributed on a competitive basis. PCTPA works with member jurisdictions and other regional agencies to ensure timely use of formula SB1 funds, and to identify projects and develop applications for competitive SB1 funds. These programs include regular reporting to Caltrans and the California Transportation Commission (CTC) that PCTPA and its member jurisdictions must comply with.

Another major transportation funding program that PCTPA programs, under the requirements of our designation as Placer's Regional Transportation Planning Agency (RTPA), is the Regional Transportation Improvement Program (RTIP). PCTPA determines how to program the RTIP funds allocated to the county. PCTPA also advocates for the allocation of Caltrans' ITIP funds for shared priorities on state highways, including SR 65, SR 49, and I-80. While in recent years, with the advance of Placer's share of RTIP funds for the SR 65 Lincoln Bypass, as well as the fluctuations that result in a diminishing effectiveness of the gas tax revenues that fund the STIP, this is becoming a much smaller portion of PCTPA's funding efforts. However, with the passage of SB 1, it appears the RTIP debt may be paid off sooner, likely bringing this funding source back into play in the 2026 STIP Cycle.

Federal funding is equally volatile. Over the past decade, the shrinking cost effectiveness of the Federal gas tax has required more state and local funding to make ends meet. A very positive boost to Federal funding levels occurred in November 2021, with the passage of the Infrastructure Investment and Jobs Act (IIJA). IIJA effectively replaces the FAST Act and provides a new, five-year authorization of surface transportation funding for highways, transit, and rail programs with an approximately 56% increase in this funding source alone compared to the previous FAST Act legislation. Overall, IIJA introduces \$550 billion of new funding

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

opportunities above the current baseline Federal funding programs, with significant funding increases targeted to new competitive grant programs. Staff will continue to monitor changes to existing, and the introduction of new, funding programs in the IJJA, and will be coordinating with PCTPA's member jurisdictions to continue to obtain and maintain the maximum amount of transportation funding for our local and regional transportation priorities, including transit improvements, Highway 65 widening, the I-80/SR 65 Interchange, Placer Parkway, rail capacity improvements, and various I-80 improvements. Not only do these projects enhance mobility for residents, they also enhance and expand efficient local, regional, and – in the case of I-80 and rail, national goods movement.

SB 125 establishes the Zero-Emission Transit Capital Program (ZETCP) program and provides for formula allocation to PCTPA of both ZETCP and Transit and Intercity Rail Capital Program (TIRCP) formula funds. The ZETCP funds are available for fiscal years 2023/24 through 2026/27. TIRCP formula funds are available for fiscal years 2023/24 through 2024/25. PCTPA is responsible for various programming, accountability and transit performance reporting responsibilities related to these funds. PCTPA will work with local agencies to allocate and administer these funds according to available funding program guidance.

PCTPA also works with SACOG and local agencies to program projects for Federal programs such as the Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs, the Federal Transit Administration (FTA) Section 5311, as well as coordinating applications for State and regional programs like the Active Transportation Program (ATP) and FTA Section 5310 program administered by SACOG (urban) and the State (rural).

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

Under AB 1012, agencies are also held responsible for ensuring State and Federal funding is spent promptly and projects delivered within specified time limits. This requirement is backed up by "use it or lose it" timely use of funds deadlines. Some of the major projects subject to these provisions are those receiving funding through the STBG and CMAQ programs.

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

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

WORK PROGRAM:

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare grant and funding applications, including State SCCP, TCEP, LPP, and ATP; and Federal RAISE grants **Per Federal/State schedules**
- Participate in SB 1 SSCP and TCEP Cycle 4 CTC guideline development. By **June 2025**
- Serve as information clearinghouse for various grant programs **Ongoing**
- Provide staff support and advice for local jurisdictions in developing grant applications **Ongoing**
- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- [Coordinate with SACOG, Caltrans, and regional partners on the interagency consultation processes conducted for the regional MTIP and MTP, which SACOG administers as the six-county region's MPO, of which PCTPA relies on for air quality planning and conformity for its regional transportation planning process **Ongoing**](#)
- Analyze STBG and CMAQ applications and assist with programming funding with SACOG per Memorandum of Understanding **As needed**
- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **Ongoing**
- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, STBG, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements, including participating in the SACOG Regional Funding Round Working Group **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Emission Transit Operations Program (LCTOP) funding applications and allocate LCTOP apportionments for the Placer region **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly / As needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC program funding schedules**
- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop application for SB 1 grant programs, including Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**
- Coordinate with Caltrans on the Highway 49 Safety Audit Review and Implementation with Caltrans **Ongoing per Caltrans schedule**
- Program and assist with the administration of LCTOP funding allocated for eligible transportation projects in Placer County **Ongoing**
- Work with eligible local agencies to allocate and program TIRCP and ZETCP funding. Submit transit operators' performance data, along with various accounting and reporting requirements established under the SB 125 program guidelines. **September 2023-June 2024**

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Annual programming, amendments and applications to Low Emission Transit Operations Program **March 2025/As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- Coordinate with agencies on supporting FTA Section 5310 projects and funding applications **As needed, per Caltrans schedule**
- FTA Section 5311 Program of Projects and assistance with applications **April 2025**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2025**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Per Caltrans/CTC schedules**
- Funding Reimbursement Agreement with Rocklin for SCCP Cycle grant application **July 2024 –**
- Programming and monitoring delivery of CMAQ and STBG projects selected for funding **As needed / Ongoing**
- SB 1 program reports **Per Caltrans/CTC schedules**
- SB 125 TIRCP and ZETCP programming allocation requests, transit operator performance reports, and accompanying financial accounting and program reporting documents. **As required per CalSTA schedules.**
- Grant application for a countywide electric vehicle charging infrastructure planning grant **Per SACOG’s grant schedule**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
ZETCP	\$53,215	PCTPA	\$232,215
			<u>\$232,243</u>
City of Rocklin <u>(via SCCP Cycle 4 Grant Participants)</u>	\$75,000 <u>\$32,000</u>	Consultant: Grant Writer <u>PCTPA SCCP Cycle 4 Grant Administration</u>	\$25,000 <u>\$32,000</u>
STIP Programming (PPM)	\$130,000		
<u>LTF</u>	<u>\$50,028</u>	Meetings, Travel, and Notifications	1,000
TOTAL	\$258,215 <u>\$265,243</u>		\$258,215 <u>\$265,243</u>
Percent of budget: <u>3.15%</u> <u>1.51%</u>			

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

PURPOSE: To facilitate implementation of a Freeway Service Patrol (FSP) on I-80 and SR 65 in South Placer County.

BACKGROUND: The Freeway Service Patrol is a partnership between PCTPA, the California Highway Patrol and the California Department of Transportation. The purpose of the program is to keep traffic moving by quickly removing traffic impediments, such as cars with mechanical problems or that have been involved in accidents, as well as assisting the motoring public.

The service began in 2003 through Placer County Air Pollution Control District (APCD)'s AB 2766 funds to implement a Freeway Service Patrol in the congested areas of I-80 in the South Placer County area. In 2005 PCTPA became eligible to receive funding under the State's FSP program. Since then, the program has been expanded.

FSP service operates on Interstate 80 from the Sacramento County line at Riverside Avenue to State Route 49, and on State Route 65 from Interstate 80 to Twelve Bridges Drive. The service provides for two tow trucks and one service truck patrolling these segments of freeway. The tow trucks operate from 6:30 AM – 10:00 AM and from 2:30 PM – 6:30 PM, Monday through Friday. The service truck provides additional back-up during the evening hours. Service is provided by private tow truck companies, selected through a competitive bid process. During the hours of operation, the vehicles and drivers are exclusively dedicated to patrolling their freeway beat.

Juxtaposed with this need is funding availability. FSP is subject to annual State budget allocations and formulas, as well as annual grants, and the available funding varies. Staff work closely with the CHP and the contractor to monitor the program, including service hours, days, and costs, to balance with available funding.

WORK PROGRAM:

- Coordinating with California Highway Patrol, administer and monitor FSP program **Ongoing**
- Publicize FSP program and benefits **Ongoing**
- Participate in regional and statewide FSP oversight committees **As needed**
- Participate in annual "ride-alongs" with California Highway Patrol and contractor **Annually**
- Participate in FSP Technical Advisory Committee meetings **Ongoing**
- Contract and coordinate with the Sacramento Transportation Authority in monitoring FSP operator activities and performance **Ongoing**

PRODUCTS:

- Progress reports **Quarterly**
- FSP brochures **Ongoing**
- FSP signage, driver badges, and material updates **As needed**
- FSP contract change orders **As Needed**

WORK ELEMENT 80 (continued)
FREEWAY SERVICE PATROL (FSP)

REVENUES		EXPENDITURES	
FSP State Allocation	\$485,440 <u>\$514,186</u>	PCTPA	\$73,824 <u>\$73,833</u>
		FSP contractor	530,000 <u>\$558,100</u>
STBG	\$129,184 <u>\$128,547</u>	Sacramento Transportation Authority Support	5,800
		Legal	1,000
		FSP Brochures	2,000
		Meetings, travel, and notifications	2,000
TOTAL	\$614,624 <u>\$642,733</u>		\$614,624 <u>\$642,733</u>
Percent of budget: 7.50% <u>3.65%</u>			

WORK ELEMENT 100 SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA) ADMINISTRATION

PURPOSE: To provide staffing and administrative support for the South Placer Regional Transportation Authority.

BACKGROUND: PCTPA adopted a Regional Transportation Funding Strategy in August 2000 which included the development of a regional transportation impact fee program. PCTPA staff worked with the jurisdictions of South Placer County, as well as the development community, environmentalists, and community groups to develop a program and mechanism to implement this impact fee. The SPRTA, formed in January 2002, is the result of those efforts.

Under the Joint Powers Agreement that formed SPRTA, PCTPA is designated as the entity to provide administrative, accounting, and staffing support for the Authority. PCTPA is to be reimbursed for those staffing costs.

PCTPA and SPRTA members developed a comprehensive travel demand forecasting model (TDF) and Tier I and II Regional Impact Fee update in FY2023/24. With this major milestone successfully completed, staff will enter a maintenance mode of assisting member agencies with the implementation of the TDF model and fee program. Staff has retained an on-call contract with a consultant to assist with technical questions.

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA's traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Work with member jurisdictions and the State's SCIP and BOND programs to accept fee payments from those programs **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Work with member jurisdictions to update the JPA agreement **As needed**
- [Prepare annual inflation adjustment to the SPRTA fee schedules](#) **Annually in April**
- Prepare Annual Reports and Five-Year Reports for the SPRTA fee, per AB1600 **Annually in December**

WORK ELEMENT 100 (continued)
SPRTA ADMINISTRATION

PRODUCTS:

- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA annual Budget **June 2023**
- SPRTA annual Budget updates **As needed**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**
- [Annual inflation adjustment to the SPRTA fee schedules](#) **Each April**
- SPRTA Annual Fee Program reports **Each December**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$186,251 <u>\$131,896</u>	PCTPA	\$156,251 <u>\$111,896</u>
		On-Call Model and Fee Assistance Consultant	\$30,000 <u>\$20,000</u>
TOTAL	\$186,251 <u>\$131,896</u>	TOTAL	\$186,251 <u>\$131,896</u>
Percent of budget: 0.34% <u>.75%</u>			

Table 1

**Budget Summary
FY 2024/25**

Expenditures	FY 2024/25 Final	FY 2024/25 Preliminary	Difference
Salary	\$1,078,522	\$1,084,076	(\$5,555)
Benefits	\$553,782	\$555,182	(\$1,400)
Direct (Table 2)	\$15,191,919	\$5,768,616	\$9,423,303
Indirect (Table 3)	\$784,617	\$787,662	(\$3,045)
Total	\$17,608,840	\$8,195,537	\$9,413,303
Revenues	FY 2024/25 Final	FY 2024/25 Preliminary	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,185,767	\$1,185,767	\$0
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUCP Contribution - City of Auburn	\$8,335	\$0	\$8,335
ALUC Fees	\$1,000	\$1,000	\$0
STIP Planning Funds	\$210,000	\$210,000	\$0
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$514,186	\$485,440	\$28,746
STBG Funds - FSP	\$128,547	\$129,184	(\$637)
Interest	\$10,000	\$10,000	\$0
SPRTA Administration	\$131,896	\$186,251	(\$54,355)
SPRTA - I80/SR 65 IC	\$162,508	\$158,202	\$4,306
SPRTA - Placer Parkway	\$10,835	\$8,386	\$2,449
SPRTA - SR 65 Widening	\$726,569	\$705,872	\$20,697
SPRTA - I-80 Aux Lanes	\$9,562,740	\$206,037	\$9,356,703
CMAQ Grant - SR 49 Sidewalks	\$2,809,717	\$2,809,710	\$7
LTF Ped/Bike Discretionary - SR 49 Sidewalks	\$194,500	\$194,500	\$0
ATP State Funding - SR 49 Sidewalks	\$275,000	\$275,000	\$0
Caltrans SHA - Placer Countywide Active Transportatio	\$146,134	\$146,134	\$0
Western Placer CTSA JPA Administration	\$196,061	\$163,453	\$32,608
CTSA - Transit Planning	\$159,596	\$158,353	\$1,243
Baseline/Riego Road-Staff/Consultant Reimburse	\$149,635	\$187,396	(\$37,762)
ZETCP	\$53,215	\$53,215	\$0
City of Rocklin	\$32,000	\$75,000	(\$43,000)
LTF Additional Contribution from Jurisdictions-WE61	\$0	\$0	\$0
LTF Carryover	\$0	\$0	\$0
	\$0	\$0	\$0
Total	\$17,615,240	\$8,295,900	\$9,319,340
Contingency Fund Balance	FY 2024/25 Final	FY 2024/25 Preliminary	Difference
PCTPA	\$1,460,959	\$1,460,959	\$0
Total	\$1,460,959	\$1,460,959	\$0
Revenue to Expenditure Comparison	FY 2024/25 Final	FY 2024/25 Preliminary	Difference
Surplus/(Deficit)	\$6,400	\$100,363	(\$93,962)

Table 2

Direct Costs				
FY 2024/25				
	FY 2024/25	FY 2024/25		
	Final	Preliminary	Difference	Source
ED Recruiter/Applicant Travel Costs (WE10)	\$ -	\$ -	\$0	LTF
TDA Fiscal Audits (WE 11)	\$51,000	\$72,300	(\$21,300)	LTF
Triennial Transit Performance Audits (WE 11)	\$50,000	\$50,000	\$0	LTF
Federal Advocacy Services (WE 13)	\$45,000	\$45,000	\$0	LTF
State Advocacy Services (WE 13)	\$30,000	\$30,000	\$0	LTF
CalCOG Membership (WE 13)	\$3,399	\$3,399	\$0	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Legislative Tracking Services (WE 13)	\$0	\$0	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$0	\$0	\$0	CMAQ
TNT/TMA Membership (WE 14)	\$6,720	\$6,720	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$47,500	\$47,500	\$0	CMAQ
Graphics Consultant (WE14)	\$25,000	\$25,000	\$0	LTF
PCTPA SCCP Cycle 4 Grant Administration (WE50)	\$32,000	\$25,000	\$7,000	LTF
RTP Update consultant (WE 20)	\$100,000	\$100,000	\$0	LTF
Community Engagement Software (WE20)	\$20,000	\$20,000	\$0	LTF/STIP
SACOG Payment (WE 20)	\$330,000	\$330,000	\$0	LTF, RPA
ALUCP Update Consultant (WE 27)	\$50,000	\$0	\$50,000	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing (WE 33)	\$5,500	\$5,500	\$0	LTF
Placer Parkway Consultant (WE40)	\$0	\$0	\$0	Developer Reimb.
SR 65/180 Interchange Reconfiguration Consultant (WE41)	\$100,000	\$100,000	\$0	SPRTA
SR 65 Widening Reconfiguration Consultant (WE42)	\$600,000	\$600,000	\$0	SPRTA
SR 65 Widening Permit Fees (WE 42)	\$15,000	\$15,000	\$0	SPRTA
I-80 Auxiliary Lanes Permit Fees (WE 43)	\$2,600	\$5,600	(\$3,000)	SPRTA
I-80 Auxiliary Lanes Consultant - Construction Management (WE 43)	\$136,527	\$122,369	\$14,158	SPRTA
I-80 Auxiliary Lanes - Construction Capital & Support (Caltrans) (WE43)	\$9,348,036	\$0	\$9,348,036	SPRTA
SR 49 Sidewalk Permit Fees (WE 44)	\$0	\$0	\$0	CMAQ
SR 49 Sidewalk Consultant - Design (WE 44)	\$275,000	\$275,000	\$0	CMAQ/LTF
SR 49 Sidewalk Consultant - ROW (WE 44)	\$0	\$0	\$0	ATP
SR 49 Sidewalk - ROW Capital - Utility Relocation (WE 44)	\$2,787,437	\$2,787,437	\$0	ATP
SR 49 Sidewalk - Caltrans Advertise/Award (WE 44)	\$150,000	\$150,000	\$0	LTF
SR 49 Sidewalk - Env. Mitigation (WE 44)	\$5,000	\$5,000	\$0	CMAQ
Placer Countywide Active Transportation Plan Consultant (WE 48)	\$210,350	\$199,210	\$11,140	Caltrans Sustainable Communities Grant \$424,293
South Placer South Sutter Consultant (WE 47)	\$85,250	\$83,581	\$1,669	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 48, 50,61 80)	\$38,000	\$38,000	\$0	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 80)	\$20,500	\$23,000	(\$2,500)	HPP, SPRTA
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$558,100	\$530,000	\$28,100	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee On-Call Consultant (WE 100)	\$20,000	\$30,000	(\$10,000)	SPRTA
TOTAL	\$ 15,191,919	\$ 5,768,616	\$ 9,423,303	

Table 3

Indirect Cost Budget FY 2024/25				
	FY 2024/25	FY 2024/25		
CALTRANS ICAP INDIRECT	Final	Preliminary	Variance	Variance %
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$15,000	\$15,000	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$10,000	\$20,000	(\$10,000)	-50.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$14,120	\$14,120	\$0	0.00%
FURNITURE	\$5,000	\$5,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$10,000	\$10,000	\$0	0.00%
MEMBERSHIP/TRAINING	\$20,000	\$20,000	\$0	0.00%
OFFICE SUPPLIES	\$3,000	\$3,000	\$0	0.00%
POSTAGE & DELIVERY	\$2,500	\$2,500	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$7,000	\$7,000	\$0	0.00%
ACTUARIAL	\$8,910	\$8,910	\$0	0.00%
FISCAL AUDIT	\$18,400	\$18,400	\$0	0.00%
OFFICE SPACE	\$102,149	\$102,149	\$0	0.00%
INDIRECT LABOR - <i>Note 1</i>	\$492,177	\$485,223	\$6,955	1.43%
Subtotal	\$737,256	\$740,301	(\$3,045)	-0.41%
INDIRECT COST ADJUSTMENT FROM FY 21/22	\$30,361	\$30,361	\$0	0.00%
ICAP ALLOWABLE TOTAL	\$767,617	\$770,662	(\$3,045)	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
SUBTOTAL	\$17,000	\$17,000	\$0	0.00%
INDIRECT COST BUDGET TOTAL	\$784,617	\$787,662	(\$3,045)	-0.39%

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

Table 4

Revenue - 2024/25 Final											
Work Element	Current Year LTF 2023/24	Rural Plan Assist	STIP	Caltrans Sustainable Communities Multi-Year Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other		
5 Agency Admin - Indirect	\$0								\$ 492,177	(1)	5
10 Agency Admin - OWP	\$50,105	\$35,000									10
11 TDA Implementation	\$241,042										11
12 Intergovernmental Coordination	\$189,887		\$20,000								12
13 Intergovernmental Advocacy	\$230,276							\$10,000		(2)	13
14 Communications/Outreach	\$199,952					\$40,500					14
20 SACOG/MPO Planning Integration	\$246,912	\$387,000	\$60,000								20
23 CTSA Administration	(\$0)							\$196,061			23
24 Transit Planning	\$0							\$159,596			24
27 Airport Land Use Commission	\$113,652								\$9,335	(4)	27
33 Emission Reduction Program	\$168,603					\$2,000					33
35 Capitol Corridor/Rail	\$35,546					\$7,500			\$0		35
40 Placer Parkway	\$0				\$10,835						40
41 I-80/SR 65 Interchange	\$0				\$162,508						41
42 SR 65 Widening	\$0				\$726,569						42
43 I-80 Auxiliary Lanes	\$0				\$9,562,740				\$0		43
44 SR 49 Sidewalks	(\$0)					\$2,809,717			\$469,500	(3)	44
47 South Placer South Sutter Fair Share	\$0								\$149,635	(5)	47
48 Placer Active Transportation Plan	\$128,366			\$146,134						(9)	46
50 Project Programming and Reporting	\$50,028		\$130,000						\$85,215	(6)(7)	50
80 Freeway Service Patrol	\$0					\$0	\$514,186		\$128,547	(8)	80
100 SPRTA Administration	\$0				\$131,896						100
Unallocated Revenue/Reserve	\$6,400										
Total	\$1,660,767	\$422,000	\$210,000	\$146,134	\$10,594,547	\$2,859,717	\$514,186	\$355,657	\$ 852,232		\$17,615,240

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest;;
 (3) LTF Ped/Bike; (4) ALUC fees; (5) Counties of Placer and Sutter, City of Roseville
 (6) -ZETCP; (7) Local Agency Funding; (8) STBG Funds (9) Caltrans Sustainable Communities total grant award \$424,293

Table 5

Expenditures - 2024/25 OWP Final	Caltrans ICAP rate			Total Rate (see Table 3)		SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
	PY	Staff	Indirect	Indirect	Indirect							
5 Agency Admin - Indirect	1.67	\$492,177								(1)	\$492,177	see Table 3
10 Overall Work Program	0.18	\$57,477	\$26,655	\$973			\$ -				\$85,105	0.48%
11 TDA Implementation	0.34	\$93,567	\$43,391	\$1,584			\$101,000		\$500	\$1,000 (6)	\$241,042	1.37%
12 Intergovernmental Coordination	0.35	\$124,866	\$57,907	\$2,114					\$25,000 (6)		\$209,887	1.19%
13 Intergovernmental Advocacy	0.27	\$98,385	\$45,626	\$1,666			\$75,000			\$19,599 (3),(8),(10)	\$240,276	1.36%
14 Communications/Outreach	0.29	\$102,137	\$47,366	\$1,729			\$72,500			\$16,720 (2),(9)	\$240,452	1.37%
20 SACOG/MPO Planning Integration	0.61	\$162,703	\$75,454	\$2,755	\$330,000	\$120,000		\$1,000	\$2,000 (6)		\$693,912	3.94%
23 CTSA Administration	0.44	\$132,413	\$61,406	\$2,242							\$196,061	1.11%
24 Transit Planning	0.37	\$107,448	\$49,829	\$1,819					\$500 (6)(12)		\$159,596	0.91%
27 ALUC/Aviation Planning	0.14	\$41,526	\$19,258	\$703		\$60,000		\$1,000	\$500 (6)		\$122,987	0.70%
33 Emission Reduction Program	0.37	\$111,504	\$51,710	\$1,888					\$5,500 (6)(13)		\$170,603	0.97%
35 Capitol Corridor Rail	0.09	\$28,396	\$13,169	\$481				\$500	\$500 (6)		\$43,046	0.24%
40 Placer Parkway	0.02	\$5,629	\$2,611	\$95		\$0		\$2,000	\$500 (6)		\$10,835	0.06%
41 I-80/SR 65 Interchange	0.12	\$40,527	\$18,795	\$686		\$100,000		\$2,000	\$500 (6)		\$162,508	0.92%
42 SR 65 Widening	0.22	\$75,012	\$34,787	\$1,270		\$600,000		\$0	\$15,500 (6)(14)		\$726,569	4.13%
43 I-80 Auxiliary Lanes	0.15	\$46,990	\$21,791	\$796		\$136,527		\$5,000	\$9,351,636 (6)(14)(15)		\$9,562,740	54.31%
44 SR 49 Sidewalks	0.13	\$35,983	\$16,687	\$609		\$3,212,437		\$7,500	\$6,000 (6)(14)		\$3,279,217	18.62%
47 South Placer South Sutter Fair Share	0.14	\$43,483	\$20,165	\$736		\$85,250			(6)		\$149,635	0.85%
48 Placer Active Transportation Plan	0.18	\$41,974	\$19,465	\$711		\$210,350			\$2,000 (6)		\$274,500	1.56%
50 Project Programming and Reporting	0.52	\$156,849	\$72,739	\$2,656		\$32,000			\$1,000 (6)		\$265,243	1.51%
80 Freeway Service Patrol	0.16	\$49,864	\$23,125	\$844		\$558,100		\$1,000	\$9,800 (4),(6),(11)		\$642,733	3.65%
100 SPRTA Administration	0.24	\$75,571	\$35,046	\$1,279		\$20,000					\$131,896	0.75%
Total	7.00	\$1,632,304	\$756,981	\$27,636	\$330,000	\$ 5,383,164.00	\$0	\$20,500	\$9,458,255		\$17,608,840	100.00%

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

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,720 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses (4) FSP brochure; (5) ~~transportation event sponsorship~~; (6) meetings, travel and notifications; (7) ~~alternative fuel vehicle support~~; (8) chamber of commerce memberships; (9) meetings, travel and postage; (10) CalCOG membership; (11) STA Payment; (12) PCN and CalACT memberships; (13) Bike Map printing; (14) Permit Fees (15) Caltrans Construction Capital & Support costs

Table 6

Summary of Staff Hours and Costs FY 2024/25

	Staff Hours	Staff Hour %	Person Years	Staff Costs	Staff Cost %
Agency Administration: Indirect	3476	23.87%	1.67	\$492,177	23.17%
Agency Admin - OWP	370	2.54%	0.18	\$57,477	2.71%
TDA Implementation	710	4.88%	0.34	\$93,567	4.40%
Intergovernmental Coordination	720	4.95%	0.35	\$124,866	5.88%
Intergovernmental Advocacy	558	3.83%	0.27	\$98,385	4.63%
Comm/Outreach	607	4.17%	0.29	\$102,137	4.81%
Building Administration	0	0.00%	0.00	\$0	0.00%
SACOG/MPO Plan Integration and Support	1260	8.65%	0.61	\$162,703	7.66%
CTSA Administration	920	6.32%	0.44	\$132,413	6.23%
South Placer Transit Project	765	5.25%	0.37	\$107,448	5.06%
ALUC/Aviation Planning	285	1.96%	0.14	\$41,526	1.95%
Emission Reduction Program	776	5.33%	0.37	\$111,504	5.25%
Capitol Corridor Rail	195	1.34%	0.09	\$28,396	1.34%
Placer Parkway EIR	35	0.24%	0.02	\$5,629	0.26%
I-80/SR 65 Interchange	250	1.72%	0.12	\$40,527	1.91%
SR 65 Widening	460	3.16%	0.22	\$75,012	3.53%
I-80 Auxiliary Lanes	320	2.20%	0.15	\$46,990	2.21%
SR 49 Sidewalks	265	1.82%	0.13	\$35,983	1.69%
Placer Active Transportation Plan	384	2.64%	0.18	\$41,974	1.98%
South Placer South Sutter	284	1.95%	0.14	\$43,483	2.05%
Project Programming and Reporting	1080	7.42%	0.52	\$156,849	7.38%
Regional Funding Program	0	0.00%	0.00	\$0	0.00%
Freeway Service Patrol	340	2.34%	0.16	\$49,864	2.35%
SPRTA Administration	500	3.43%	0.24	\$75,571	3.56%
Total	14560	100.0%	7.00	\$2,124,481	100.0%

Table 7

Agency Salary and Pay Range FY 2024/25			
		FY 2024/25 Monthly Salary Range	
Position Title	Classification	Low	High
Executive Director	Executive Director	17323	26200
Deputy Executive Director	Deputy Director	13803	20947
Principal Planner/Director of Planning	Principal Planner	12298	16581
Senior Transportation Planner	Senior Planner	10282	15000
Associate Planner	Associate Planner	8106	12091
Assistant Planner	Assistant Planner	6213	8170
Senior Engineer	Senior Engineer	10784	14287
Associate Engineer	Associate Engineer	8987	12287
Fiscal/Administrative Officer	Fiscal/Administrative Officer	11825	16816
Accounting Specialist	Accounting Specialist	6049	8135
Planning Administrator/Board Secretary II	Executive Assistant II	10406	14833
Planning Administrator/Board Secretary I	Executive Assistant I	8041	10595
		FY 2024/25 Hourly Salary Range	
Position Title	Classification	Low	High
IT Administrator	Associate Planner	46.77	59.68
Planning Intern	Planning Intern	26.89	34.29

Includes 3% COLA

Additional Positions and Updated Salary Ranges Approved by Board 6/29/23



**Placer County
Transportation
Planning Agency**

2260 Douglas Boulevard, Suite 130
Roseville, CA 95661
(530) 823-4030

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVING THE FINAL
FISCAL YEAR 2024/25 OVERALL WORK
PROGRAM AND BUDGET**

RESOLUTION NO. 24-20

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held May 22, 2024, by the following vote on roll call:

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

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

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

WHEREAS, the Fiscal Year (FY) 2024/25 Overall Work Program and Budget (OWP) is the primary management tool for the PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

WHEREAS, the Draft FY 2024/25 OWP was approved on March 27, 2024, submitted to Caltrans for comment and Caltrans' comments were incorporated into the Final Document; and

WHEREAS, the Final FY 2024/25 OWP adjusts staff time, professional services, and funding between work elements based on projections for FY 2024/25.

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves the Final FY 2024/25 OWP.

Signed and approved by me after its passage.

Matt Click
Executive Director

Ken Broadway, Chair
Placer County Transportation Planning Agency



MEMORANDUM

TO: PCLTA Board of Directors

DATE: May 22, 2024

FROM: Matt Click, Executive Director

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

ACTION REQUESTED

1. Receive a presentation from staff on the May 2024 Polling Results, Expenditure Plan and Ordinance 24-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District.
2. Conduct a Public Hearing and Approve Ordinance No. 24-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Attachment 1).
3. Adopt Resolution No. 24-01 requesting the Placer County Board of Supervisors to call an election to obtain voter approval of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District on the November 5, 2024 ballot.
4. Direct the Executive Director to prepare and cause to be published a summary of Ordinance 24-01 with the names of the Board members voting for and against the Ordinance.
5. Direct the Executive Director to file a Notice of Exemption pursuant to CEQA.
6. Authorize the Executive Director to sign an Election Services Agreement with Placer County for expenses related to election costs should the measure pass.

DISCUSSION

Staff, FM3 and Meraki Public Affairs will present polling results to the Board at the meeting. Based on the polling information, Staff will present Ordinance 24-01 for adoption by the Board for a potential ½ cent transportation sales tax measure.

BACKGROUND

Subcounty District Legislation – AB 1413

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

Sales Tax District Revenue Forecast

Approximately \$1.58 billion is forecast for the proposed South Placer County District. The revenue forecast was performed by HDL Companies.

PCLTA Board of Directors

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

May 22, 2024

Page 2

Proposed Expenditure Plan

The expenditure plan is found as Exhibit A of Ordinance 24-01.

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

All legislative bodies of the County have approved the expenditure plan.

Approval of Transportation Sales Tax Ordinance

The Authority must consider approval of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Ordinance 24-01). If approved by the Authority and the voters at the November 2024 election, the Ordinance will impose a ½ cent sales tax for a 30 year period within the cities of Roseville, Rocklin and Lincoln for the transportation improvements consistent with the approved Expenditure Plan. The Ordinance authorizes the issuance of bonds if approved by the Authority for future projects. The Authority will administer the program with PCTPA staff.

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

Independent Citizen Oversight Committee

In addition to professional separate annual financial and performance audits, a citizen committee will oversee the expenditure of transportation sales tax dollars to ensure that they are spent on what they were originally intended. The Ordinance proposes that the three cities in the District each appoint one citizen to an oversight committee. It is proposed that the County appoint one individual as well to bring the committee to four (4) members.

Administrative Costs

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

Polling

The consultant team polled in the District from April 29 – May 3. Polling results will be presented to the Authority at the May 22nd PCLTA meeting.

Election Services Agreement

An Election Services Agreement was drafted between the County of Placer and the Placer County Local Transportation Planning Authority (Attachment 2) to account for the costs incurred by Placer County to place the measure on the ballot in the November 2024 election. If the transportation sales tax measure is approved, the Authority would compensate the County for costs associated with the election.

Next Steps

The Board of Supervisors will consider election items in June, and if approved would place the measure on the November 2024 ballot.

MBC:DMG:ss



ORDINANCE No. 24-01

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

The Placer County Local Transportation Authority does ordain as follows:

PREAMBLE

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

Maintenance and repairs of existing roadways and roadway improvements to relieve congestion cannot be accomplished with available funds. Without additional funds, the transportation system will congest further and pavement will crumble into disrepair. State and federal highway funds are inadequate and competition among counties for funds is increasing. Projects in regions of the state which have a local source of transportation funds have been and will continue to be viewed more favorably in the selection process for limited state and federal transportation dollars. Local governments must either generate revenues to expand our transportation system or watch the system collapse and endanger the economy, welfare, and safety of all Placer County residents.

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

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

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

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

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

- A. "Authority" means the Placer County Local Transportation Authority designated by the Placer County Board of Supervisors on August 22, 2006 pursuant to the Local Transportation Authority and Improvement Act commencing with section 180000 of the Public Utilities Code.
- B. "County" means the County of Placer.
- C. "District" or "South Placer County District" means the area composed of the incorporated territory within the City of Lincoln, City of Rocklin, and City of Roseville as authorized by California Government Code Section 67912.
- D. "Expenditure Plan" or "Plan" means the South Placer County District Transportation Expenditure Plan attached hereto as Exhibit A and adopted herein as part of this Ordinance including any future amendments thereto.
- E. "Transportation Tax" means the retail transactions and use tax created by this Ordinance.

SECTION III. AUTHORITY. This Ordinance is enacted, in part, pursuant to the provisions of California Government Code Section 67912, Division 19 (commencing with

section 180000) of the Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

SECTION IV. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX. Subject to voter approval within the District, the Authority imposes, in the incorporated territory of the City of Lincoln, City of Rocklin, and City of Roseville, a retail transactions and use tax for transportation purposes at the rate of one-half of one percent (0.5%) for a thirty (30) year period commencing April 1, 2025 (referred to as the "Transportation Tax"). The Transportation Tax shall be imposed pursuant to Section 67912 of the Government Code and in accordance with section 180201 of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue Code Sections 7261 and 7262, unless specifically modified by this Ordinance, are incorporated herein by reference as though fully set forth herein. The Transportation Tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax.

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

- A. To adopt a retail transactions and use tax ordinance that imposes a transportation sales tax in the District consisting of the City of Lincoln, City of Rocklin, and City of Roseville, and provides a measure therefor that can be administered and collected by the California Department of Tax and Fee Administration ("CDTFA") in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the CDTFA in administering and collecting the California State Sales and Use Taxes.
- B. The funds generated by the Transportation Tax may only be used for transportation purposes only as set forth in the Expenditure Plan, including the administration of the Expenditure Plan, as amended, the construction, acquisition, and maintenance of streets, roads, highways, including state highways and public transit systems and for related transportation purposes, including project management and oversight of the projects to be funded using the Transportation Tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews and mitigation, engineering and design costs, and related right-of-way acquisition and administration of the funds, including the defense or prosecution of legal actions related thereto. Expenditures also include, but are not limited to, debt service on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

- C. It is the intent of this Ordinance that if Assembly Constitutional Amendment 1 (Aguiar-Curry) ("ACA 1") is approved by the electors and becomes effective, this Ordinance is implemented in compliance with the requirements of ACA 1 and consistent with ACA 1, the Authority has evaluated all alternative funding sources and the funds generated from the Transportation Tax are for the sole purpose of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure for transportation purposes, or the acquisition or lease of real property for public infrastructure for transportation purposes consistent with this Ordinance.

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

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

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

The local agencies which receive funds from the Transportation Tax shall maintain their existing commitment of transportation funds for transportation purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies. For purposes of this Section VII, the local agency shall have satisfied this maintenance of effort requirement if it demonstrates that it has expended funds for local street improvements and maintenance other than Transportation Taxes allocated to it in an amount no less than an amount equal to the average percentage of the general fund budget spent for local street improvements and maintenance for the three (3) fiscal years prior to the date when the local agency submits its report as required by the Expenditure Plan. One-time allocations that have been expended for local street improvements and

maintenance, but which may not be available on an ongoing basis shall not be considered when calculating a local agency's annual maintenance of effort.

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

SECTION IX. TRANSPARENCY, ACCOUNTABILITY, AND ADMINISTRATIVE COSTS.

A. The Authority shall expend only that amount of the funds generated from the Transportation Tax for staff support, audit, administrative expenses, and contract services that is necessary and reasonable to carry out its responsibilities. Consistent with Public Utilities Code section 180109 the funds expended for salaries and benefits of Authority staff to implement this Ordinance shall not exceed one percent (1%) of the annual amount of revenue raised by the Transportation Tax and consistent with the requirements of ACA 1, funds shall not be expended for general employee salaries or other operating expenses of the Authority. Furthermore, in compliance with ACA 1 the administrative cost of the local government executing the projects and programs funded by this Ordinance shall not exceed five percent of the proceeds of the tax.

B. The Authority will conduct annual, independent performance audits and financial audits to ensure the proceeds of the Transportation Tax have been expended only on the specific projects listed in the Expenditure Plan and consistent with this Ordinance. The annual audits will be posted by the Authority in a manner easily accessible to the public and submitted to the California State Auditor for review.

C. An entity owned or controlled by a local official that votes to put this Ordinance on the ballot is prohibited from bidding on any work funded by the Ordinance.

SECTION X. OPERATIVE DATE. Subject to voter approval, this Ordinance shall be operative on the first day of the first calendar quarter commencing more than 110 days after adoption of the Ordinance, but in no event earlier than April 1, 2025. Prior to the operative date of the Ordinance, the Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incidental to the administration and operation of the Ordinance; provided that if the Authority shall not have contracted with the CDTFA prior to the operative date, it shall nevertheless so contract and, in such case, the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

SECTION XI. ELECTION. The Authority requests the Board of Supervisors to call an election within the District for voter approval of this Ordinance, which election shall be held on November 5, 2024. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be

mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of this Ordinance, and the imposition of the Transportation Tax, shall require the affirmative vote of the applicable majority of the electors voting on the proposition at the election described in this section pursuant to the applicable provisions of the California Constitution. The language to be placed on the ballot shall read substantially as follows:

South Placer Traffic Relief. Shall a measure to reduce traffic congestion and build transportation projects in Roseville, Rocklin, and Lincoln—including widening Highway 65; fixing the 80/65 Interchange bottleneck; funding local road repair; guaranteeing more State transportation matching funds; and authorizing bond financing—by establishing a half-cent sales tax that cannot be taken by the State and would raise approximately \$41,000,000 annually over 30 years, with independent audits and a citizens’ oversight committee, be adopted?

YES _____ NO _____

SECTION XII. EXPENDITURE PLAN AMENDMENTS. The Expenditure Plan, attached hereto as Exhibit A, for Transportation Tax funds is hereby adopted and may be amended once annually by initiation of the amendment by the Authority reciting findings of necessity consistent with Government Code 180207. Notice of the Authority approved Expenditure Plan amendments shall be provided to the Board of Supervisors and the city or town council of each city or town in the county and shall become effective 45 days after notice is given.

Commencing on or before 2035 and at least every ten (10) years thereafter, the Authority shall review and, when necessary, propose revisions to the Expenditure Plan. Such revisions shall be submitted for approval according to the procedures set forth in this Section XII. Until revisions to the Expenditure Plan have been approved and become effective, the then-existing Expenditure Plan shall remain in full force and effect.

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

SECTION XIV. SEVERABILITY. If any provision of this Ordinance, or the application thereof, is for any reason held invalid or unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Ordinance and the application of such provision to other persons or circumstances

shall not be affected thereby, and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

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

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

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

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

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

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

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

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, California Department of Tax

- and Fee Administration ("CDTFA"), State Treasury, or the Constitution of the State of California;
2. The result of that substitution would require action to be taken by or against the Authority or any agency, officer, or employee thereof rather than by or against the CDTFA, in performing the functions incident to the administration or operation of this Ordinance.
 3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - i. Provide an exemption from this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
 - ii. Impose this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.
 4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.
- B. The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.
- C. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.
- D. EXEMPTIONS AND EXCLUSIONS.
1. There shall be excluded from the measure of the Transportation Tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
 2. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
 - i. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the District as defined in this ordinance in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
 - ii. Sales of property to be used outside the District as defined in this ordinance which is shipped to a point outside the District as defined in this ordinance, pursuant to the contract of sale, by delivery to such point by the retailer or the retailer's agent, or by

delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District as defined in this ordinance shall be satisfied:

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

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

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

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

- i. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.
- ii. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
- iii. If the purchaser is obligated to purchase the property for a fixed

price pursuant to a contract entered into prior to the operative date of this Ordinance.

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

4 Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

SECTION XVIII. INDEPENDENT CITIZEN OVERSIGHT COMMITTEE. An Independent Citizen Oversight Committee shall be formed as provided in the Expenditure Plan to ensure that the proceeds of the Transportation Tax are expended only for the purposes described in this Ordinance approved by the

voters. Members of the Independent Citizen Oversight Committee shall receive educational training about local taxation and fiscal oversight.

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

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

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

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

SECTION XXIV. ADOPTION OF ORDINANCE. This Ordinance was introduced and the title thereof read at the regular meeting of the Authority's Board on _____, 2024 and further reading was waived by a vote of the Board present.

On a motion by _____, seconded by _____, the foregoing Ordinance was passed and enacted by the Board of the Placer County Local Transportation Authority at a regular meeting thereof, this ___day of ____2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

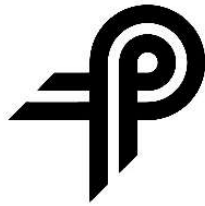
ABSTAIN:

_____, 2024

By: _____
Ken Broadway, Chair
Placer County Local Transportation Authority

ATTESTED:

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



PLACER COUNTY
LOCAL TRANSPORTATION
AUTHORITY

EXPENDITURE PLAN EXHIBIT A TO ORDINANCE NO. 24-01

South Placer County District Transportation Expenditure Plan

This South Placer County District Expenditure Plan (the “Expenditure Plan” or “Plan”), was prepared by the Placer County Local Transportation Authority (the “Authority”) for the purpose of establishing a one-half of one percent (0.5%) retail transactions and use tax for transportation purposes (the “Transportation Tax”) within the incorporated territory of the cities of Lincoln, Rocklin and Roseville (collectively referred to as the “District”), to be collected for thirty (30) years, if approved by the voters on November 5, 2024. This is proposed by the Authority as a means to fill the shortfall in funding needed to: implement necessary highway, local road, interchange, rail, and transit projects; secure new transportation corridors through environmental clearance and right of way purchases; provide adequate maintenance and improvements on the local street and road system; promote economic growth throughout the County; and meet the needs of commuters and the specialized needs of the growing senior and disabled population. The Authority has evaluated all alternative funding sources and the funds generated from the Transportation Tax are for the sole purpose of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure for transportation purposes, or the acquisition or lease of real property for public infrastructure for transportation purposes consistent with Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance (“Ordinance”).

Chapter 1: Goals and Objectives

1.1 Maintain and Improve the Quality of Life in Placer County by Supplementing Existing Funds for Transportation

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

Provide funding for the adequate maintenance and improvement of local streets and roads, and transit infrastructure within, or for the benefit of, the City of Lincoln, City of Rocklin, and City of Roseville.

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

1.2 Provide for Accountability in the Expenditure of Taxpayer Funds

Provide for mandatory dedication of Transportation Tax funds only for the transportation infrastructure improvements and programs identified in this Plan and no other purpose. Provide for mandatory, annual financial and performance audits of program expenditures to ensure that all funds are spent in accordance with this voter adopted Plan and Ordinance.

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

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

Provide for the strict limitation of Authority costs in implementing this Plan, by limiting, in law, funds expended for salaries and benefits of Authority staff to implement the Plan to no more than one percent (1%) of the annual amount of revenues raised by the Transportation Tax and prohibiting all expenditures for general employee salaries or other operating expenses of the Authority.

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

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

1.3 Provide for Equity in the Distribution of Transportation Tax Revenues

Address the unique needs of each of the areas of the District. Provide a reasonable balance between competing highway, rail, transit, bicycle/pedestrian, and local streets and road needs.

1.4 Provide for Local Control of the Transportation Improvement Plan

Provide cost effective, local administration of the Plan through the existing Placer County Transportation Planning Agency which is designated as the Placer County Local Transportation Authority. No new agency will be created to administer these funds.

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

Chapter 2: Taxpayer Accountability Safeguards

2.1 Legal Dedication of Funds

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

2.2 Mandatory Annual Fiscal and Performance Audit

No less than annually, the Authority shall conduct an independent fiscal audit of the expenditure of all funds generated by the Transportation Tax and an independent performance audit to ensure the expenditure of funds is consistent with the Plan and Ordinance. The audits, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 5, 2024. In addition, the audits shall determine compliance with the Maintenance of Effort requirements and requirements described in Section 3.3 of this Plan entitled "Local Transportation Program."

2.3 Independent Citizen Oversight Committee

A four (4) member Independent Citizen Oversight Committee shall be formed to review the annual independent fiscal and performance audits of the expenditures of the Transportation Tax funds and issue to the Authority Board of Directors an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance. The annual report shall also be made available to the public by posting it in a manner that is easily accessible to the public. Membership in the Independent Citizen Oversight Committee shall be composed of one registered voter appointed by the governing body of each District city council and one appointed by the Placer County Board of Supervisors. The appointee of the County shall reside in the District. Persons currently

employed by the Placer County Transportation Planning Agency, County of Placer or any District incorporated city therein, or currently serving as a city councilmember or member of the Board of Supervisors, are not eligible for membership on the Citizen Oversight Committee.

2.4 Mandatory Plan Update and Termination of Transportation Tax

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

Chapter 3: Specific Transportation Programs to Be Funded

The Transportation Tax shall be allocated by the Authority for projects within or benefiting the District cities consistent with the following provisions and are limited to the purpose of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure for transportation purposes, or the acquisition or lease of real property for public infrastructure for transportation purposes.

3.1 Major Highway and Road Programs – 52%

Many more state highway improvement projects are needed to deal with congestion and safety problems in the District than existing state and federal revenues can fund. Approximately \$3,318 million in major highway/road improvements over the thirty (30) years have been identified in this Plan. Projected state and federal funds are estimated to be \$431 million and will fund about 13% of the improvement costs needed and identified in this Plan. Funds generated by the Transportation Tax will supplement those funding sources with an estimated \$825 million (25% of the improvement costs) and, along with an estimated \$2,062 million in developer impact fees (62% of the improvement costs), will cover the remaining costs estimated to accomplish these improvements. The actual amount of funds available for expenditure on state highway improvement projects from the identified sources and the amount expended for such purposes may vary from these estimates.

52% of the Transportation Tax is allocated to Major Highway/Road Projects. The Major Highway/Road projects to be implemented with the Transportation Tax revenues are as follows:

ROUTE	LIMITS	PROJECT
SR 65	Galleria Blvd. to Twelve Bridges.	Widen to 3-5 lanes each direction
I-80/SR 65	Interchange Improvements	Improve interchange safety and capacity
I-80	I-80/Rocklin Road Interchange and Auxiliary Lane	Improve interchange safety and capacity
Baseline Road	Foothills Blvd to SR 70/99	Widen to 4-6 lanes and grade separation at railroad crossing
SR 65	SR 65/Nelson Lane Interchange SR 65/Nicholas Road Interchange	Improve to grade separated interchange
Placer Parkway	SR 65 to SR 70/99	Construct 4 lane expressway

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

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

3.2 Rail and Transit Program – 12%

This Plan will provide an estimated \$187 million of Transportation Taxes to expand rail, add bus rapid transit, and implement programs to meet the transit needs of seniors, disabled persons and commuters.

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

Seniors and disabled persons are becoming an increasing percentage of the population each year and will drive demand for more frequent transit service to more areas. In addition, a number of transportation programs have been implemented which meet specialized needs for transportation to medical services, social service agencies and programs, shopping and other purposes that cannot be met by conventional transit. Local residents are also in need of improvements in local transit service. An estimated

\$75 million in Transportation Tax funds will be used for transit infrastructure.

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

The existing Capitol Corridor rail service has provided a viable alternative to the automobile for daily commuters to downtown Sacramento and reduces traffic on I-80. The current service level needs to be augmented by expanding capacity between Sacramento and Roseville to bring ten (10) round trips per day to Placer County. In addition, establishment of frequent and timely bus rapid transit service that provides a reasonable alternative to the automobile for existing and future daily commuters who travel to and within the South Placer area is needed. An estimated \$50 million of Transportation Tax funds will be made available for capital of these rail and bus rapid transit infrastructure improvements and to match available federal funds.

3.2.c. Commuter/Express Bus Service

Commuter bus services provide a safe, convenient, and comfortable alternative to driving and removes congestion from highways. There is strong demand to expand this highly popular effective service to connect more residential areas and major employment centers. An estimated \$62 million of Transportation Tax funds will be made available for capital of commuter and express bus infrastructure, and to match available federal and state funds.

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

3.3 Local Transportation Program – 25%

The local transportation systems, particularly local streets and roads are critical to the everyday movement of people within the District.

Much of the road system is aging, has potholes, and is in need of expanded maintenance and rehabilitation. Current resources, without the establishment of Transportation Tax revenues for transportation, cannot provide adequate funding to maintain the local street and road system at the level necessary to adequately serve the public.

The priorities for local transportation vary among individual local jurisdictions. While overlay, reconstruction, repair, and maintenance of the local road system are needs common to all and are specifically allowable as an expenditure of these funds, there are additional needs as well. Transportation Tax funds can be used for transportation projects, as designated by this Plan. Some examples of allowable projects include widening existing local roads, traffic signalization, traffic safety improvements, sidewalks, bike

paths, transit centers, local matching funds for transportation grants or earmarks, charging stations for electric vehicles, compressed natural gas or other alternative fuels, lighting, landscaping, park and ride lots, and Safe Routes to School programs.

This Plan will provide an estimated \$394 million of Transportation Taxes specifically for these purposes. The funds will be distributed to the cities within the District for connecting roadways, trails and transit systems within or benefiting the District cities by a formula based on an equal weighting of each jurisdiction's proportionate share of the total County population. Allocations will be updated annually based on California Department of Finance population data.

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

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

1. By July 1 of each year, file with the Authority a Five-Year Capital Improvement program including all capital transportation projects, including those projects funded by the jurisdiction's share of the Transportation Tax.
2. Adopt and administer a development impact fee program that requires new development to pay a fair share of necessary transportation improvements attributable to the new development.
3. By December 31 of each year, file with the Authority an annual Expenditure Report for the prior fiscal year identifying the amount of Transportation Taxes, developer impact fees and other local agency funds expended by the jurisdiction, and certify that the maintenance of effort requirements of the Ordinance and the Expenditure Plan have been satisfied.

3.4 Bicycle and Pedestrian Program – 5%

Bicycle, pedestrian, and neighborhood electric vehicle (NEV) travel provide a viable alternative for short distance trips and enhance the quality of life in our neighborhoods. Safe, easy to use facilities in key areas support the attractiveness of these clean and healthy transportation modes. An estimated \$75 million in net Transportation Tax funds will be used to match local, state, and federal funds to construct and improve bicycle, pedestrian, and neighborhood electric vehicle facilities and otherwise to support walkable and bikeable communities including Safe Routes to School.

The Authority shall establish the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The initial criteria shall be established by the Authority within one year of the

adoption of the Ordinance. The eligibility and selection criteria may include safety, connectivity to schools and to the overall system estimated demand/usage, ability to attract matching funds, and lack of other funding in the overall Transportation Expenditure Plan.

3.5 Competitive Projects Program – 5%

It is recognized that the Plan cannot anticipate every factor that could affect transportation needs over its thirty (30) year life. New technologies, new travel patterns, and new transportation modes are amongst the many possibilities that may arise in the future. To provide the flexibility to meet those unanticipated needs and opportunities, the Transportation Plan is anticipated to provide approximately \$79 million to a Competitive Projects Program. The Authority shall establish the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The initial criteria shall be established by the Authority within one year of the adoption of the Ordinance. The eligibility and selection criteria may include safety, congestion relief, ability to attract matching funds, and lack of other funding in this overall Transportation Expenditure Plan. Any Competitive Projects Program funds unspent at the conclusion of the thirty (30) year Plan would be added to the Local Transportation Program.

Chapter 4: Bond Financing

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

Chapter 5: Allocations Summary

TRANSPORTATION TAX REVENUE ALLOCATIONS	
Major Highway/Road Program	52%
Rail and Transit Program	12%
Local Transportation Program	25%
Bicycle and Pedestrian Program	5%
Competitive Projects Program	5%
Transparency, Accountability, and Administration	1%
TOTAL	100%

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

Chapter 6: Funding Flexibility and Bonding to Expedite Projects

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

Chapter 7: Informing the Public of Local Funding Support

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

Chapter 8: Severance Provisions

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

consists of the territories within the incorporated cities of Lincoln, Rocklin, and Roseville, for November 5, 2024, for the purpose of obtaining voter approval of Authority Ordinance No.24-01.

- 3) The Authority further requests, pursuant to Part 3 (commencing with Section 10400) of Division 10 of the Elections Code, that the Placer County Board of Supervisors order consolidation of this special election with such other elections as many be held in conjunction with the statewide general election that will be conducted on November 5, 2024, in the same territory or in territory that is in part the same.
- 4) The Registrar of Voters is requested to take all steps to call and hold the election in accordance with law and the specifications herein.
- 5) The Registrar of Voters is requested to cause the exact wording of the Measure to appear on the ballot in the following form:

South Placer Traffic Relief. Shall a measure to reduce traffic congestion and build transportation projects in Roseville, Rocklin, and Lincoln—including widening Highway 65; fixing the 80/65 Interchange bottleneck; funding local road repair; guaranteeing more State transportation matching funds; and authorizing bond financing—by establishing a half-cent sales tax that cannot be taken by the State and would raise approximately \$41,000,000 annually over 30 years, with independent audits and a citizens’ oversight committee, be adopted?

- 6) The Registrar of Voters is requested to print the full text of Ordinance No. 24-01, including the Expenditure Plan which is attached thereto, in the voter information pamphlet to be distributed to voters pursuant to subsection (c)(1) of section 180203 of California Public Utilities Code, Section XI of Ordinance No. 24-01, and Chapter 4 of Division 13 (commencing with Section 13300) of the California Elections Code. The full text of Ordinance No. 24-01 is all that text which is attached hereto as Attachment A and by this reference incorporated herein as set forth in full.

Signed and approved by me after its passage.

Chair Broadway
Placer County Local Transportation Authority

Matt Click, AICP
Executive Director
Placer County Local Transportation Authority

Solvi Sabol
Clerk to the Board of Directors
Placer County Local Transportation Authority

Agreement No. _____

**ELECTION SERVICES AGREEMENT
FOR NOVEMBER 2024 GENERAL ELECTION**

This Election Services Agreement (“Agreement”) is made and entered into by and between the County of Placer, a political subdivision of the State of California ("County"), and Placer County Transportation Planning Agency, acting as the Local Transportation Authority (“Authority”), pursuant to the Local Transportation Authority and Improvement Act (commencing with Public Utilities Code section 180000) (hereafter “the Act”). County and Authority are sometimes hereinafter each singularly referred to as a “Party” and collectively referred to as the “Parties.”

WHEREAS, the Authority is a local transportation authority designated by the County board of supervisors pursuant to the Act; and

WHEREAS, consistent with the Act, the Authority may impose a transaction and use tax (the “Tax”) applicable to a portion of the County of Placer if an ordinance requesting the Tax is adopted by a two-thirds vote of the Authority, and imposition of the Tax is subsequently approved by a majority of the electors voting on the measure; and

WHEREAS, pursuant to Sections 180201 and 180203 of the Act, the County is tasked with conducting a special election for purposes of voting on the Tax when requested by the Authority; and

WHEREAS, pursuant to the Act, the Authority adopted a transaction and use tax ordinance, and requests the County place the measure on the ballot in the November 2024 election; and

WHEREAS, the Parties now wish to enter into this Agreement for the County to provide election services and conduct the special election on the Tax measure subject to the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the mutual promises and agreements herein contained, the Parties agree as follows:

- 1. **PROVISION OF ELECTION SERVICES.** The County hereby agrees to call the special election and provide election services to the Authority for the Tax during the November 2024 General Election in the same manner as provided by law for the conduct of special elections by a county.
- 2. **COMPENSATION.** If the Tax Measure is approved, the Authority shall compensate the County for election services provided pursuant to Section 180203(a) of the Act and this Agreement in accordance with the fees set forth in the County Clerk/Elections Division Fee Schedule in Placer County Code section 2.116.040 and posted online at: <https://ecode360.com/43570937?highlight=&searchId=20655937264810715>.

Payment in full for all costs associated with the provision of services pursuant to this Agreement shall be made to the County of Placer no later than 30 days following the Authority's receipt of its' first installment of Tax revenues, anticipated to occur in or near July of 2025, and upon delivery to the Authority of an invoice for the costs of the election.

In the event that the required payment is not made by the due date deadline specified herein, the County shall impose a late charge of 1% of the unpaid balance for each 90-day period or portion thereof following the specified deadline for which any portion of the required payment, including unpaid late charges, remains unpaid.

3. HOLD HARMLESS & INDEMNIFICATION

The Authority hereby agrees to protect, defend, indemnify, and hold the County free and harmless from any and all losses, claims, liens, demands, and causes of action of every kind and character including, but not limited to, the amounts of judgments, penalties, interest, court costs, legal fees, and all other expenses incurred by the County arising in favor of any party, including claims, liens, debts, personal injuries, death, or damages to property (including employees or property of the County) and without limitation by enumeration, all other claims or demands of every character occurring or in any way incident to, in connection with or arising directly or indirectly out of, this Agreement or the County's conducting of the election.

The Authority agrees to investigate, handle, respond to, provide defense for, and defend any such claims, demand, or suit at the sole expense of Authority. Authority also agrees to bear all other costs and expenses related thereto, even if the claim or claims alleged are groundless, false, or fraudulent.

This provision is not intended to create any cause of action in favor of any third party against Authority or County or to enlarge in any way the Authority's liability but is intended solely to provide for indemnification of County from liability for damages or injuries to third persons or property arising from Authority pursuant to this agreement.

4. GENERAL PROVISIONS

- A. Notices.** All notices required or authorized by this Agreement shall be in writing and shall be deemed to have been served if (1) sent by email (upon written confirmation by recipient); (2) personally delivered (upon delivery); or (3) deposited in the United States mail, postage prepaid and properly addressed as set forth below (three days after deposit). Notice given by any other means that is actually received shall also be effective with respect to the receiving Party. Changes in contact person or address information shall be made by notice, in writing, to the other Party.

If to County:
Placer County
Attn: County Executive Office
175 Fulweiler Ave.
Auburn, CA, 95603

Telephone: (530) 889-4030
Email: spurvine@placer.ca.gov

and

Placer County
Attn: County Counsel's Office
175 Fulweiler Ave.
Auburn, CA, 95603
Telephone: (530) 889-4044
Email: countycounsel@placer.ca.gov

If to Authority:

Placer County Local Transportation Authority
2260 Douglas Blvd., Suite 130
Roseville, CA, 95661
Telephone: (530) 823-4030
Email: pctp@pctp.net

- B. Entire Agreement.** This Agreement contains the entire, integrated agreement of the parties on this matter and there are no oral agreements, understandings, or representations relied upon by the parties. This Agreement supersedes all prior negotiations, representations, or agreements, whether written or oral. Any modifications or amendments to this Agreement must be in writing and signed by all parties.
- C. No Waivers.** A waiver of any breach of any provision of this Agreement shall not constitute or operate as a waiver of any other breach of such provision or of any other provisions, nor shall any failure to enforce any provision operate as a waiver of such provision or of any other provisions.
- D. Termination.** This Agreement shall remain in effect for the duration of the November 2024 election, and if the Tax Measure is approved, for so long as the compensation obligation remains outstanding. This Agreement shall terminate no later than the end of the term of the obligations contained in Sections 1 through 3 of this Agreement. In the event of termination of this agreement, the Hold Harmless and Indemnification provision (Section 6) shall remain in full force and event until all applicable statutes of limitation for challenges to this Agreement or to the election have expired.
- E. Severability.** Notwithstanding any provision of applicable law to the contrary, if any provision of this Agreement is held to be illegal, invalid, or unenforceable under present or future laws, such provision shall be fully severable, and this Agreement shall be construed and enforced as if such void, illegal, invalid, or unenforceable provision had never comprised a part of this Agreement, and the remaining provisions of this Agreement shall remain in full force and effect and shall not be affected by the void, illegal, invalid, or unenforceable provision or by its severance from this Agreement.
- F. Headings and Captions.** Headings and captions on sections and subsections are provided for the convenience of the Parties only and shall not be considered

in the construction or interpretation of this Agreement, nor limit, amend or affect the meaning of the provision to which they pertain.

- G. Governing Law; Jurisdiction; Venue.** This Agreement is executed and intended to be performed in the State of California, and the laws of that State shall govern its interpretation and effect. Any legal proceedings on this agreement shall be brought under the jurisdiction of the Superior Court of the County of Placer, State of California. Each party waives any Federal court removal and/or original jurisdiction rights it may have.
- H. Counterparts; Electronic Signature.** This Agreement may be executed in duplicate counterparts. Each counterpart shall be an original and both together shall constitute but one and the same document. This Agreement shall not be deemed executed unless and until at least one counterpart bears the signatures of all parties' designated signatories.

In addition, this Agreement and future documents relating to this Agreement may be digitally signed in accordance with California law. Any party to this Agreement may revoke such agreement to permit electronic signatures at any time in relation to all future documents by providing notice pursuant to this Agreement.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the Parties have duly executed this Agreement, which shall take effect on the date of the last Party signature below.

COUNTY OF PLACER

By: _____ Date: _____
County Executive Officer

PLACER COUNTY TRANSPORTATION PLANNING AGENCY, as the Local Transportation Authority

By: _____ Date: _____
Matt Click
Executive Director

APPROVED AS TO FORM:

By: _____
County Counsel

By: _____
PCTPA Counsel



**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

May 7, 2024 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Gaby Wentz, Caltrans
Mengil Deane, City of Auburn
Tiffany Gray, Placer County
Rich Moorehead, Placer County
Jamie Wright, Placer County
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville

Staff

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

Transportation Sales Tax Ordinance – 2nd Reading & Polling Results

Matt explained that we are likely moving forward with putting a sales tax measure on the ballot. The transportation sales tax district will be in South Placer County and will consist of the incorporated cities of Rocklin, Roseville, and Lincoln. The six municipalities and the County Board of Supervisors have approved the Expenditure Plan. The first reading of the Ordinance occurred in April, and we are bringing it back to the PCLTA Board for our final reading this month. Once this occurs, we will be asking the County to put this on the November 2024 ballot. In addition to the Ordinance, we will be presenting the polling results. Matt thanked the TAC for their support.

FY 2024/25 Final Overall Work Program and Budget

The FY 2024/25 OWP and Budget was provided to the TAC last week. Jodi said that we will be asking the Board for their approval of the final OWP and Budget this month. She went through the changes from the preliminary FY 2025/26 OWP and Budget which went to the Board in March. Notably, the final version of the OWP and Budget includes an additional \$9.5 million for Caltrans support and construction costs for the I-80 Auxiliary Lanes project. Additionally, there have been shifts in staff hours. We have included the narrative changes requested by Caltrans. The budget balances with \$6,400 surplus and an 8% contingency fund balance. The TAC concurred with bringing the FY 2025/26 final OWP and Budget to the Board in May.

South Placer South Sutter Fair Share Status Update

David provided an update of South Placer-South Sutter Fair Share Transportation Funding (SPSS) Analysis. He explained that he has been working with the SPSS PDT and Strategy Team for the past year on the development of a fair share funding analysis. He provided the TAC with a presentation that included the scope of the project, the study area, land use scenarios, the projects of regional significance, and the four scenarios under evaluation. These scenarios include (1) the 2040 primary forecast with Placer Parkway, (2) 2040 forecast without Placer Parkway, (3), super cumulative forecast with Placer Parkway, and (4) super cumulative forecast without Placer Parkway. We will be setting up three separate meetings with (1) Sutter electeds and staff, (2) Roseville electeds and staff, and (3) Placer County electeds and staff to go over the draft report. We plan to present the draft report to the PCTPA Board on June 26th.

Dokken Engineering Construction Support Services

David said that we will be bringing a Letter of Task Agreement with Dokken Engineering for FY 2024/25 in the amount of \$136,527. This LOTA reflects engineering construction support services needed during the fiscal year. Anticipated services include responding to Caltrans Resident Engineer RFIs, change orders, site visits, meetings with contractor and resident engineer, and As-Built Plans preparation. Additionally, Dokken will support PCTPA in the environmental mitigation and federal/state/local permitting processes. LOTA 24-01 will require a budget reallocation under the approved five-year Master Agreement and will deplete funding for final year FY 2026/27 under the current Master Agreement. The FY 2026/27 tasks will require additional SPRTA funding to facilitate working with Caltrans on Contract Acceptance, preparation of Final Closeout Reports, and SB-1 Reports. The TAC concurred.

Airport Land Use Commission Fee Schedule

David explained that in December 2021 the Airport Land Use Commission (ALUC) adopted new fees which went into effect in January 2022 to account for staff costs associated with application reviews. We can adjust these fees annually based on CPI and upon ALUC approval, these fees go into effect July 1st of every year. The ALUC recently reached a milestone whereby the General Plans/Zoning Ordinances for the cities of Auburn and Lincoln, and Placer County achieved consistency with the Airport Land Use Compatibility Plan. As such, most staff reviews are the responsibilities of the jurisdictions' Planning Departments. During fiscal year 2023/24 ALUC had only one mandatory project review. Given the limited responsibility of ALUC staff reviews, we will be recommending no annual ALUC fee CPI adjustment for FY 2024/25. The TAC concurred.

SACOG Revolving Match Program

Rick said that he recently reached out to the jurisdictions to gauge the interest of SACOG's revolving match program. This competitive program awards matching funds for large grants such as the state's SB1 and federal RAISE grants. The goal is to make agencies more competitive with these grants through the ability to show match dollars. If the grant (SB1, RAISE, etc.) is not awarded, the agency is not awarded the SACOG match funding.

Rick explained that in the past we were not eligible for these revolving match funds as we controlled our CMAQ/STBG and STIP funds which the revolving match funds are derived from. Given the recent federal corrective action, we no longer control our CMAQ and STBG funding and therefore Placer jurisdictions would be eligible for revolving match program federal funding since we are now part of the 6-county program. However, we do control our state STIP dollars so we would not be eligible for state (STIP) matching funds. Since we have borrowed against these funds for the Lincoln Bypass these STIP

funds will not be paid back until about 2030. Given this, we might be able to arrange with SACOG to 'loan' STIP or something else as match funding.

After inquiring, the TAC said they do not have any projects that they want to pursue which would fit SACOG revolving match program criteria for STIP. Further, they expressed interest in paying back the STIP dollars owed for the Lincoln Bypass and not extending any debt.

FTA 5311 Program of Projects – FY 2023/24

Mike explained that FTA Section 5311 funding is apportioned to regions to support rural transit capital and/or operating expenses. In the Placer County region, both Placer County and the City of Auburn are eligible to receive these funds, which total \$770,414 for FY 2023/24. These funds are allocated based on ridership, vehicle revenue miles, and vehicle service hours. Based on this, Placer County's share is \$673,448 and Auburn's share is \$96,966. This will be going to the PCTPA Board in May. The TAC concurred.

SB 125 Update.

Mike reported an update regarding SB 125 funding, which was established under the FY 2023/24 state budget trailer bill to support transit agencies that have eligible Transit Intercity Rail and Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) projects. These funds are administered through CalSTA. Due to the anticipated FY 2024/25 state budget shortfall in California, SB 125 funding has been frozen. Mike noted that we have not lost any SB 125 funding at this time, and that staff will keep the TAC notified of future developments for this funding. PCTPA staff also plans to update the Board in June regarding this item.

Other Info / Upcoming Deadlines

- a. SACOG 2025 Blueprint Scenario: Mike said that any comments pertaining to the projects listed in the 2025 Blueprint Discussion Scenario are due to SACOG today (May 7th).
- b. April May 22, 2024: PCTPA Board Meeting - Placer County Board of Supervisors
- c. June 11, 2024: PCTPA TAC Meeting

The TAC meeting concluded at approximately 3:40 p.m.

ss:mbc

TO: PCTPA Board of Directors
FROM: Solvi Sabol, Planning Administrator
SUBJECT: STATUS REPORT

DATE: May 22, 2024

Freeway Service Patrol (FSP)

The FY 2023/24 3rd quarter statistical summary for Placer FSP is attached. For the 3rd quarter there were 632 total assists. This compares to 694 assists in the same quarter last year. Eight survey comments were submitted for the 3rd quarter. All motorists rated the service as “excellent.”

PCTPA FSP FY 2024/25 3rd Quarter, (Jan - Mar 2024) Statistical Summary									
Total Assists: 632 Total Responses: 8									
Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count	
Car/Minivan/Wagon	54.75%	346	Found by You	58.54%	370	Yes, very	100.0%	8	
Sport Utility Vehicle/Crossover	22.94%	145	Dispatched by CHP	31.49%	199				
Pickup Truck	14.87%	94	Partner Assist	6.65%	42	How did FSP know you needed help?	Percent	Count	
Blank	0.00%	0	Revisit	0.63%	4	Driver saw me	87.50%	7	
Other	2.22%	14	Directed by CHP Officer	2.69%	17	Others	12.50%	1	
Motorcycle	0.95%	6		100.0%	632				
Truck - Over 1 Ton	0.97%	6	FSP Action			How would you rate this service?	Percent	Count	
Big Rig	2.06%	13	Quick Fix / Repair	15.98%	101	Excellent	100.0%	8	
RV/Motorhome	0.47%	3	Towed to Drop Zone	18.20%	115				
Truck - Under 1 Ton	0.79%	5	Towed Off Freeway	4.27%	27	How did you hear about FSP?	Percent	Count	
	100.0%	632	Traffic Control	18.67%	118	Hadn't heard until today	87.50%	6	
Vehicle Problem	Percent	Count	Partner Assist	5.38%	34	Was helped previously	12.50%	1	
Accident	33.23%	210	Tagged Vehicle	5.22%	33	Have seen trucks driving around	0.00%	0	
Mechanical	17.56%	111	None - Not Needed	5.06%	32	Brochure	0.0%	1	
Flat Tire	15.82%	100	Called for Private Assistance	2.22%	14	Other	0.00%	0	
Out of Gas	7.75%	49	Other	4.27%	27				
Abandoned	5.85%	37	Debris Removal	1.27%	8	How long did you wait before FSP	Percent	Count	
Partner Assist	1.90%	12	None - Motorist Refused	8.07%	51	Less than 5	25.00%	2	
Driver Related	10.44%	66	Escort Off Freeway	9.81%	62	5 - 10 minutes	37.50%	3	
Other	1.74%	11	Provided Transportation	1.58%	10	10 - 15 minutes	0.00%	0	
Overheated	1.74%	11		100.0%	632	15 - 20 minutes	0.00%	0	
None - Not Needed	0.63%	4	Vehicle Location	Percent	Count	20 - 30 minutes	25.00%	2	
Electrical	1.11%	7	Right Shoulder	74.53%	471	30 - 45 minutes	0.00%	0	
Unsecured Load	0.79%	5	Left Shoulder	7.75%	49	Over One Hour	12.50%	1	
Debris	1.27%	8	In Freeway Lane(s)	8.86%	56				
Car Fire	0.16%	1	Blank	0.00%	0	Other Metrics			
Locked Out	0.00%	0	Ramp/Connector	8.07%	51	Average Duration (Minutes)		9.66	
			Unable to Locate	0.00%	0	Overtime Assists		10	
			Gore Point	0.79%	5	Overtime Blocks		19	
				100.0%	632	Multi-Vehicle Assist		194	
Source: http://www.sacfsp.com/admin			Total Comments	NA	8				

PCTPA Board of Directors
Status Report
May 22, 2024
Page 2

Transit Ridership and WPCTSA Call Center Operations Quarterly Report

The following tables summarize the current ridership for each of Placer County’s transit services, and the performance statistics for the South Placer Transit Information and Call Center. Staff will continue to provide this report quarterly to keep the Board apprised of ridership and operational performance trends for transit-related operations in Placer County.

Transit Operator	FY 2022					FY 2023					FY 2024			
	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2022	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2023	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	Total FY 2024
Auburn Transit														
Total (all services)	3,777	3,705	6,224	7,791	21,497	7,342	6,793	7,141	7,335	28,611	8,039	7,000	6,666	21,705
Placer County Transit														
Fixed Route	36,130	38,781	37,313	44,574	156,798	46,868	49,382	44,992	45,989	187,231	38,233	39,532	40,267	118,032
Dial-A-Ride	4,133	4,667	4,103	4,458	17,361	4,827	4,858	6,118	5,499	21,302	5,565	5,430	5,533	16,528
Vanpool	1,066	895	630	636	3,227	686	466	456	476	2,084	426	390	390	1,206
Commuter	1,575	2,546	2,287	2,945	9,353	2,832	2,510	2,898	2,797	11,037	2,456	2,845	3,273	8,574
Total (all services)	42,904	46,889	44,333	52,613	186,739	55,213	57,216	54,464	54,761	221,654	46,680	48,197	49,463	144,340
TART														
Total (all services)	61,899	62,031	105,196	52,762	281,888	66,969	81,338	136,932	44,990	330,249	52,042	77,658	154,845	284,545
Roseville Transit														
Fixed Route	22,703	26,004	26,294	28,034	103,035	29,773	27,049	25,889	29,259	111,970	30,618	29,915	29,378	89,911
Dial-A-Ride	4,545	4,111	4,015	4,044	16,715	4,095	4,012	4,235	4,908	17,250	4,761	5,851	6,703	17,315
Commuter	4,534	4,955	5,072	6,230	20,791	6,227	6,155	6,731	6,570	25,683	6,696	6,710	7,702	21,108
Total (all services)	31,782	35,070	35,381	38,308	140,541	40,095	37,216	36,855	40,737	154,903	42,075	42,476	43,783	128,334
Western Placer CTSA														
Placer Rides - Volunteer	545	721	737	1,641	3,644	1,171	1,209	1,253	1,418	5,051	1,776	1,980	1,903	5,659
Placer Rides - Last Resort	63	53	214	315	645	247	211	193	349	1,000	410	82	228	720
Total (all services)	608	774	951	1,956	4,289	1,418	1,420	1,446	1,767	6,051	2,186	2,062	2,131	6,379
Region-Wide														
Total (all services)	140,970	148,469	192,085	153,430	634,954	171,057	183,983	236,838	149,590	741,468	151,022	177,393	256,888	585,303

Call Summary Data	FY 2022					FY 2023					FY 2024			
	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2022	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2023	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	Total FY 2024
Calls Answered	7,649	7,559	7,444	8,778	31,430	8,765	8,275	8,712	8,422	34,174	10,364	9,709	9,183	29,256
% Calls Answered within 90 seconds	88%	83%	86%	84%	85%	80%	83%	76%	70%	77%	78%	87%	93%	86%
% Calls Answered within 3 minutes	93%	88%	93%	91%	91%	88%	91%	85%	81%	86%	88%	93%	97%	93%
% Calls Answered within 6 minutes	99%	91%	99%	98%	97%	97%	97%	99%	99%	98%	99%	100%	100%	100%
Calls Abandoned	631	634	794	911	2,970	1,144	980	1,437	1,755	5,316	1,221	888	457	2,566
Average Speed Calls Answered	0.37	0.29	0.44	0.48	0.39	0.73	0.65	1.08	1.31	0.94	0.91	0.46	0.21	0.53
Average Incoming Call Time	1.72	1.31	1.42	1.42	1.46	1.5	1.63	1.52	1.62	1.57	1.48	1.49	1.96	1.64
Calls Transferred Out	1,965	2,066	1,849	2,099	7,979	2,386	2,112	2,261	2,381	9,140	2,426	2,591	2,734	7,751

ss:mbc

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

May 7, 2024

To: Matt Click

From: Mark Watts

Re: **May 2024 State Report**

I am pleased to provide the following report on activities occurring in the state Capitol, including specifically updated information on legislative and budgetary activities.

Fiscal Year (FY) 2024-25 State Budget Update; Update on FY 2024-25 State Budget Negotiations.

Background:

Late last month, the Governor's Office implemented a discretionary spending freeze across all state agencies and departments, which will temporarily pause the release of the formula-based Transit and Intercity Rail Capital Program (TICRP) and Zero-Emission Transit Capital Program (ZEC) funding approved in the Fiscal Year 2023-24 budget [Senate Bill (SB) 125/ Assembly Bill (AB) 102]. This "Section 74 spending freeze" authorization was a component of AB 106, the bill that included a suite of "early action budget reduction" strategies; those "frozen" TICRP and ZEC expenditures could be on the table for the Legislature and Administration to cut through as we near the conclusion of the budget process.

Overview of State Spending Freeze Impact on SB 125/AB 102 Funds

SB 125/AB 102 provided the state's transit agencies with more than \$2 billion over five years. Many had anticipated imminently receiving the "year one" resources share of these resources.

While this short delay in receiving these resources is less-than-ideal, for Bay Area agencies, MTC believes it will be manageable as transit operators are not facing immediate shortfalls and the capital projects are not expected to need to expend funds in the very near-term.

However, from a "Big Picture" perspective, it's concerning that these funds are included in the "freeze" as it indicates that ultimately, the funds may be at risk. The transit agencies within this state are utilizing SB 125 funding commitments to sustain transit and invest in capital projects that are leveraging billions of dollars in matching federal funds.

Timing/Next Steps

While the Administration could "unfreeze" the funds at any time, it is not expected that additional action will likely be taken until at least after the May Revision is released sometime around May 14, 2024.

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Major Tax initiative on November Ballot – Update

This major tax “reform; initiative is subject to the California Supreme Court review, with oral arguments set for today. The measure is qualified to be presented to voters in November, 2024 to the concern of Gov. **Gavin Newsom** and top Democratic lawmakers who seek to demonstrate to the Justices that, it's unconstitutional.

At stake is a basic executive power of the governor, as well as the Legislature and local governments to impose new taxes to pay for public programs.

The measure, sponsored by the California Business Roundtable, would require voters to approve taxes passed by the Legislature and would raise the voter-approval threshold for some local taxes to two-thirds. (It would also retroactively apply to dozens of state and local-level taxes that had been passed since 2022.)

Transit and Intercity Rail Capital Program (TIRCP) - Funding CYCLE 7

The TIRCP was established by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements intended to modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

SB 125

SB 125 (Chapter 54 of the Statutes of 2023) guided the distribution of \$4 billion in General Fund through TIRCP on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The budget also establishes the \$1.1 billion Zero-Emission Transit Capital

As indicated above, the Governor has “extended a freeze” to these funds for a 2-month period passing into the final budgetary adoption period of June 15, 2024.

2024 Programming Cycle

In the past month, CalSTA released its draft guidelines for the new 2024 TIRCP grant cycle that will program projects starting with the 2024-25 fiscal year and ending with the 2028-29 fiscal year. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the 2023-24 fiscal year, and projects selected with the 2024 cycle. With the SB 125 General fund revenues frozen, the TIRCP remains a recipient of a portion

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of the Transportation Improvement Fee revenues established by SB 1 and a continuous appropriation of 10 percent from the quarterly Cap-and-Trade auction proceeds deposited in the GGRE, plus any annual budget allocations provided by enacted budget bills. The Cycle 7 Schedule is as follow:

2024 TIRCP Cycle 7 Draft Schedule

Release Draft 2024 Cycle 7 Guidelines	March 12, 2024
Guidelines Workshops (Virtual)	April 16, 2024
Workshop 1 (focused on Northern California)	
Workshop 2 (focused on Southern California)	
Closing Date for Comments on Draft Guidelines *	April 18, 2024
CalSTA Publishes 2024 Cycle 7 Guidelines	April 23, 2024
Call for Projects	April 23, 2024
Optional, time-limited, focused virtual meetings for applicants to discuss project concepts and quantifications (will be scheduled by request.)	
	May 13, 2024 - May 23, 2024

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APPENDIX

KEY Transportation BILLS OF NOTE

AB 2535 (Bonta): This bill would eliminate general purpose lanes as an eligible use for TCEP under any circumstance and eliminate highway capacity as an eligible use in disadvantaged communities. Should a highway project under TCEP expand the highway footprint in limited instances, the bill would require full mitigation of all environmental impacts.

AB 2086 (Schiavo): AB 2086 would require Caltrans to report to the Legislature on how it advanced its Core Four (safety, equity, climate action, and economic prosperity) priorities with the funding that was made available to it in the preceding 5 fiscal years. AB 2086 would also create a new role for the CTC to develop performance targets for the Core Four goals.

AB 2290 (Friedman): AB 2290 would, among other things, require a bicycle facility that is identified for a street in an adopted bicycle plan or active transportation plan to be included in a project funded by the program that includes that street. This is of concern for rural counties and areas.

SB 960 (Wiener): SB 960 would require all transportation projects funded or overseen by Caltrans to provide “comfortable, convenient, and connected” complete streets facilities unless an exemption is documented and approved. SB 960 would also require the CTC to adopt targets and performance measures related to making progress on complete streets. Finally, SB 960 would require Caltrans to adopt a Transit Priority Project policy for state and local highways.



May 8, 2024

Placer County Transportation Planning Agency Federal Update

Capitol Hill and Administration

Capitol Hill. Congress rolled out the FY25 earmarking process. All Members of PCTPA's congressional delegation concluded their earmark request process for FY25 and are currently evaluating requests. The House Appropriations Committee extended the deadline for Members to submit transportation requests to May 10. The House and Senate Appropriations Committees' guidance for the FY25 cycle did not include significant changes to earmarking related to transportation.

Government agencies that submitted earmark requests may start hearing results of their requests as early as next week when Member of Congress and Senators begin posting their list of the requests submitted to the Committees. Please note that House Members are limited to 15 requests across all appropriations bills, while Senators face no formal limitation on the number of requests they may submit to the Appropriations Committees.

Administration. The Administration announced the anticipated timeline for several important transportation competitive grant programs:

DOT updated the [Discretionary Grants Dashboard](#) providing opening and closing dates or timeframes as well as links to NOFOs. DOT expects to release NOFOs in the May-June timeframe for the following programs:

- Transit Oriented Development Planning
- Federal/State Partnership for Intercity Passenger Rail (NEC)
- National Culvert Removal, Replacement, and Restoration
- Strengthening Mobility & Revolutionizing Transportation (SMART)
- Railroad Crossing Elimination
- Charging & Fueling Infrastructure Grants (Community charging)
- Charging & Fueling Infrastructure Grants (Corridor charging)
- National Electric Vehicle Infrastructure (NEVI) 10% set aside
- Rural and Tribal Assistance Pilot Program
- Reduction of Truck Emissions at Port Facilities

PCTPA Federal Agenda

In April, TFG hosted a federal transportation briefing and roundtable discussion PCTPA board members and staff during Cap-to-Cap. The briefing focused on current and upcoming legislative initiatives, including forecasting the next transportation authorization form and process. The informative roundtable discussion covered a wide range of issues and projects within PCTPA's jurisdiction, and covered matters including competitive grants, federal

financing for major transportation projects, and regional coordination and cooperation. TFG also arranged a meeting on Capitol Hill with a key House professional staff member who is likely to be in a leadership role as the next transportation authorization process takes form. In addition to discussing upcoming congressional action, PCTPA had the opportunity to brief the staff member on our 80/65 project.

TFG continued tracking FY24 and FY25 appropriations closely, monitoring general funding levels, earmarks of interest to PCTPA, and the timing of the FY25 appropriations process. We remain in touch with PCTPA's congressional delegation regarding FY25 appropriations and earmarks and will keep you posted.



May 8, 2024

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 April 2024 Activities

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

Account Management/ Strategic Communications Advice

- Attended biweekly meetings
- Monthly General Comms Alignment Meetings
- Met with PCTPA Finance Director
- Had multiple calls with research team on Spring survey
- Prepared monthly report of activities

Collateral

- Coordinated with Creative Team on digital advertising
- Reviewed new creative pieces

Community Engagement & Outreach

- Met with local and regional elected leaders;
- Engaged various community groups;
- Prepared for and attended Loomis Town Council Meeting
- Prepared for and attended Rocklin City Council Meeting
- Prepared for and attended Auburn City Council Meeting

Planned Activities for May:

- Bi-weekly team meetings
- Coordinating and planning additional partnership presentations, community meetings and events
- Prepare for additional Mayor/Supervisor Community Coffees/Dinners
- Tracking Research
- Board Update

Fiscal Year 23/24 Budget: \$90,000

Monthly Retainer Fee: \$7,500 for 12 months

Budget Expended: \$75,000

Remaining Budget: \$15,000

DKS WORK SUMMARY MEMO

DATE: May 8, 2024

TO: Matt Click, Executive Director | PCTPA
Solvi Sabol, Administrative Manager | PCTPA

FROM: Kendall Flint, Project Manager | DKS
Melissa Abadie, Deputy Project Manager | DKS

SUBJECT: Work Summary

P#23049-001

DKS WORK COMPLETED FOR APRIL 2024

TASK ORDER 1: ON CALL SUPPORT SERVICES

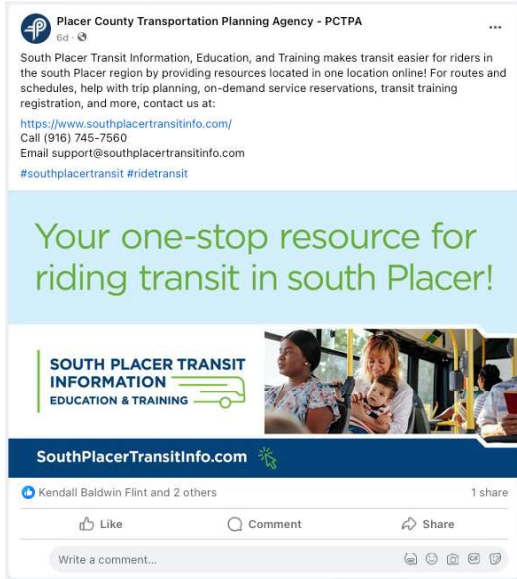
- Developed and deployed social media posts on behalf of PCTPA.
- Attended weekly coordination meeting with staff.

SOCIAL MEDIA POST SUBJECTS

- Post on April 8 about the month of April being *Distracted Driving Awareness Month*



- First informational post about South Placer Transit on April 9



- Announcement post on April 15 about the draft interim 2044 Regional Transportation Plan being available to the public for review/comment

Placer County Transportation Planning Agency - PCTPA
23h

PCTPA is currently accepting comments on our draft 2044 Regional Transportation Plan, which can be viewed on the PCTPA website at www.pctpa.net/rtp-2044. The 2044 RTP outlines transportation investments in Placer County over the next 20 years and is an interim document while our 2050 RTP is under development. A 45-day public review period for the Draft 2044 RTP will start on April 15, 2024, and end on May 30, 2024. Any written comments for the Draft 2044 RTP must be received within the public review period at PCTPA's office located at 2260 Douglas Blvd., Suite 130, Roseville CA, 95661. A public hearing will be held at 9:00 AM on Wednesday, April 24, 2024, during the PCTPA Board of Directors meeting at the Placer County Board of Supervisors Chamber located at 175 Fulweiler Avenue, Auburn, CA 95603. For more information, please contact Mike Costa at mcosta@pctpa.net.

We need your input on the draft interim 2044 Regional Transportation Plan!

Visit: www.pctpa.net/rtp-2044

5 likes, 1 comment

Cathy Haagen-Smit I'll take a look!
9h Like Reply

Write a comment...

pctpa

We need your input on the draft interim 2044 Regional Transportation Plan!

Visit: www.pctpa.net/rtp-2044

1 like

pctpa PCTPA is currently accepting comments on our draft 2044 Regional Transportation Plan, which can be viewed on the PCTPA website at www.pctpa.net/rtp-2044. The 2044 RTP outlines transportation investments in Placer County over the next 20 years and is an interim document while our 2050 RTP is under development. A 45-day public review period for the Draft 2044 RTP will start on April 15, 2024, and end on May 30, 2024. Any written comments for the Draft 2044 RTP must be received within the public review period at PCTPA's office located at 2260 Douglas Blvd., Suite 130, Roseville CA, 95661. A public hearing will be held at 9:00 AM on Wednesday, April 24, 2024, during the PCTPA Board of Directors meeting at the Placer County Board of Supervisors Chamber located at 175 Fulweiler Avenue, Auburn, CA 95603. For more information, please contact Mike Costa at mcosta@pctpa.net.

23 hours ago

PCTPA @PCTPA · 23h

PCTPA is currently accepting comments on our draft 2044 Regional Transportation Plan, which can be viewed on the PCTPA website at pctpa.net/rtp-2044. Comments must be received at PCTPA's offices by May 30th. For more information, please visit our website at the link above.

We need your input on the draft interim 2044 Regional Transportation Plan!

Visit: www.pctpa.net/rtp-2044

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Placer County Transportation Planning Agency - PCTPA
23h

PCTPA está aceptando comentarios sobre nuestro borrador del Plan de Transporte Regional 2044 (RTP, por sus siglas en inglés), que se puede ver en el sitio web de PCTPA en www.pctpa.net/rtp-2044. El RTP 2044 describe las inversiones en transporte en el condado de Placer durante los próximos 20 años y es un documento provisional mientras se desarrolla nuestro RTP 2050. El 15 de abril de 2024 comenzará un periodo de revisión pública de 45 días para el Borrador 2044 RTP y finalizará el 30 de mayo de 2024. Cualquier comentario por escrito para el Borrador 2044 RTP debe recibirse dentro del periodo de revisión pública en la oficina de PCTPA ubicada en 2260 Douglas Blvd., Suite 130, Roseville CA, 95661. Se llevará a cabo una audiencia pública a las 9:00 a.m. el miércoles 24 de abril de 2024, durante la reunión de la Junta Directiva de PCTPA en la Cámara de la Junta de Supervisores del Condado de Placer ubicada en 175 Fulweiler Avenue, Auburn, CA 95603. Para obtener más información, póngase en contacto con Mike Costa en mcosta@pctpa.net.

¡Necesitamos su opinión sobre el borrador interino del Plan de Transporte Regional 2044!

Visite: www.pctpa.net/rtp-2044

1 share

Write a comment...

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PCTPA @PCTPA · 23h

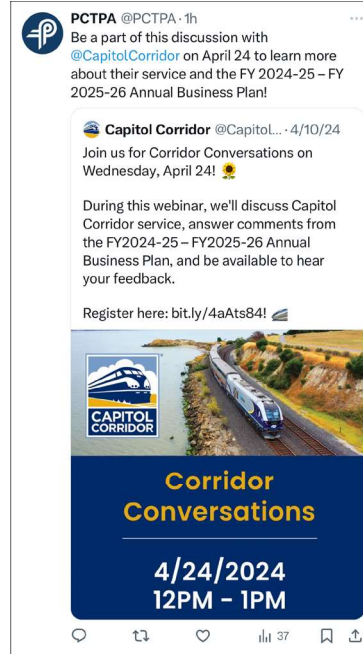
PCTPA está aceptando comentarios sobre nuestro borrador del Plan de Transporte Regional 2044, que se puede ver en el sitio web de PCTPA en pctpa.net/rtp-2044. Los comentarios deben recibirse en las oficinas de PCTPA antes del 30 de mayo.

¡Necesitamos su opinión sobre el borrador interino del Plan de Transporte Regional 2044!

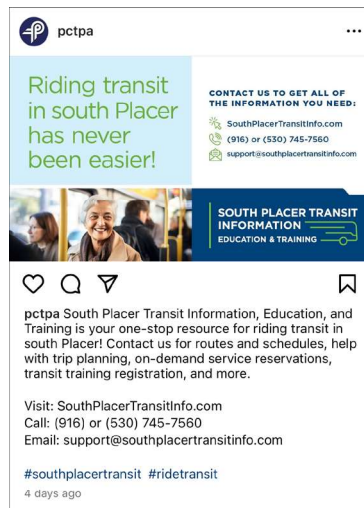
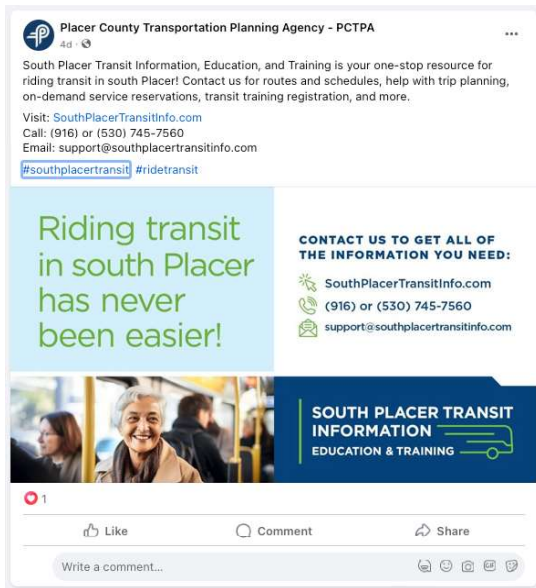
Visite: www.pctpa.net/rtp-2044

37 likes

- Share of a Capitol Corridor post on 4-17-24 about their Capitol Conversation webinar on April 24



- Second informational post about South Placer Transit on April 19



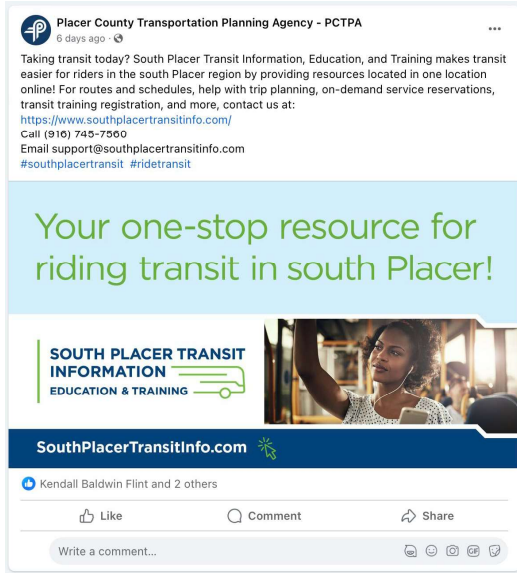
• Earth Day post on April 22



• Bike month kick-off post on April 29



- Third informational post about South Placer Transit on April 30

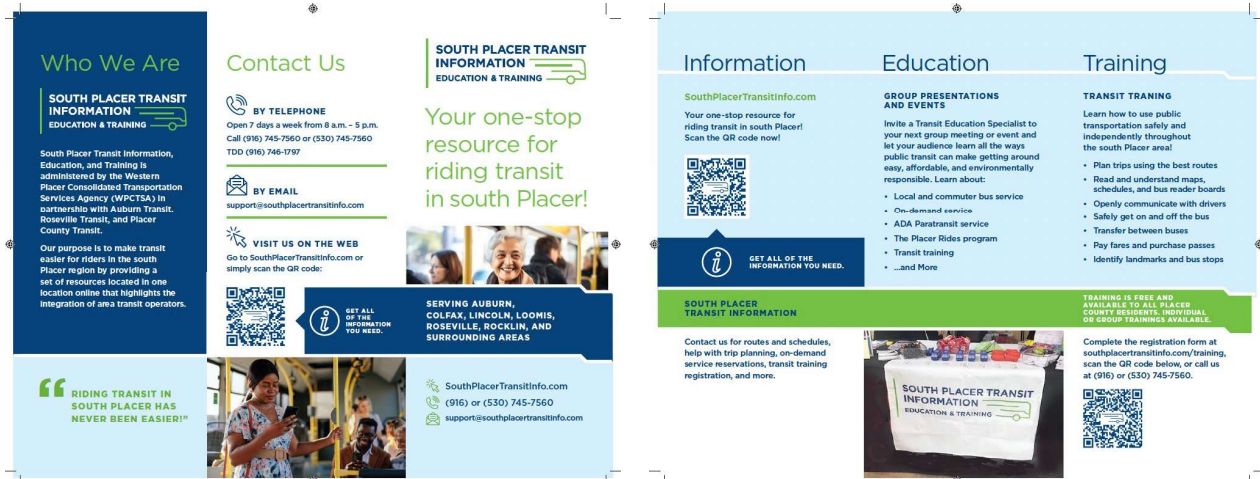


CURRENT SOCIAL MEDIA PAGE STATISTICS

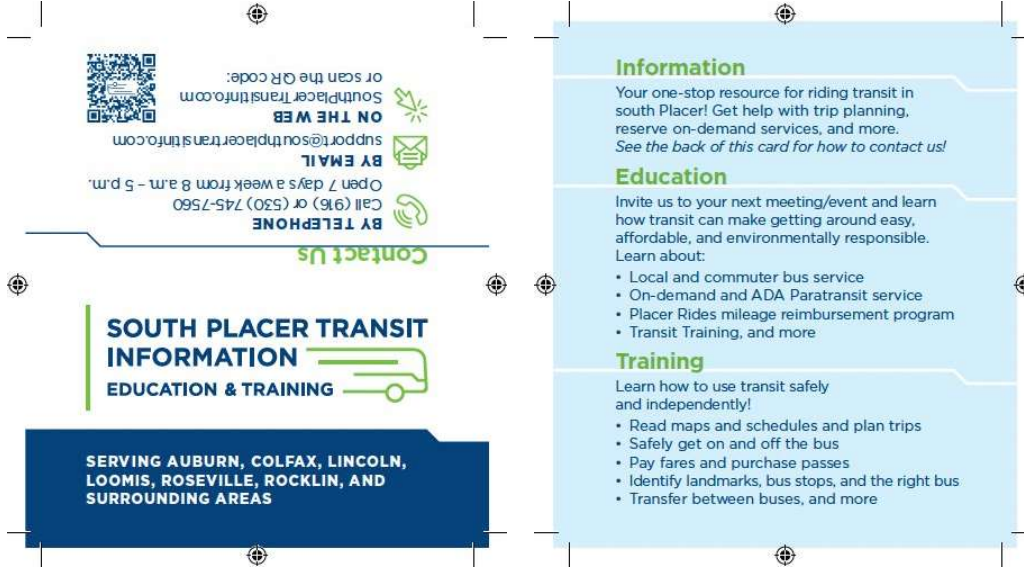
- **Facebook:** 1,933 Followers, Previously 1,936
- **Twitter:** 1,256 Followers, Previously 1,259
- **Instagram:** 1,034 Followers, Previously 1,030

TASK ORDER 3: CTSA SUPPORT

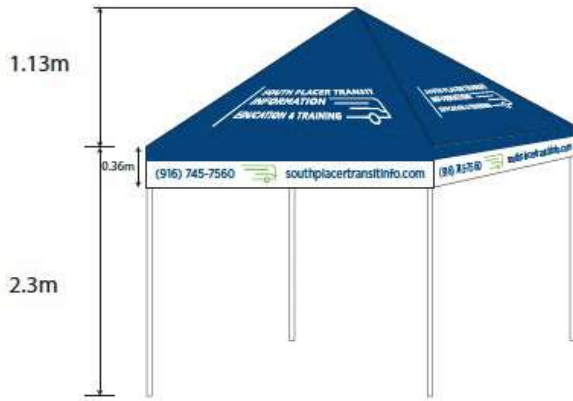
- Provided revisions and final files for the South Placer Transit tri-fold brochure



- Provided final files for the South Placer Transit business card



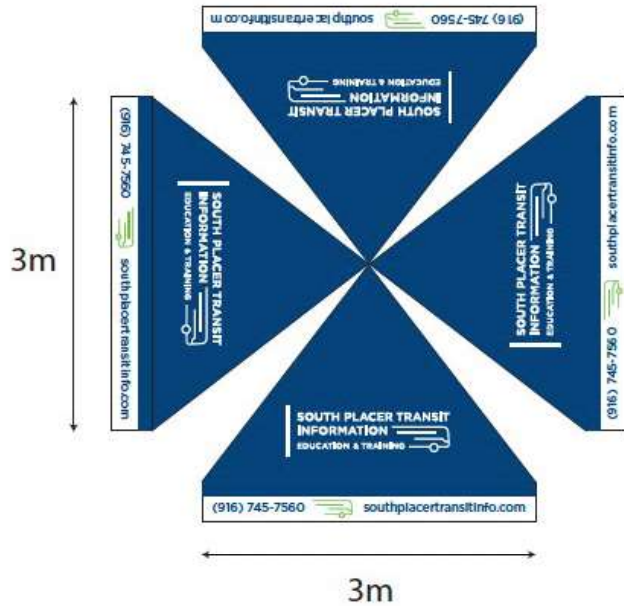
- Provided revisions and final files for the South Placer Transit pop-up tent design



3m x 3m



CANOPY TOP



Artist: DKS Associates	
<p>Please note on proofs and sizes may not always be 100% accurate. When approving a proof please make sure all spelling is correct. Perfect color matches are not guaranteed without a standard Pantone C reference. Once approved and printed we cannot make changes.</p>	<p>Color/s:</p> <ul style="list-style-type: none"> ■ #00427a ■ #75c043