



**Placer County
Transportation
Planning Agency**

FY 2024/25 Overall Work Plan and Budget

Amendment #1

September 25, 2024



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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 Caltrans 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 public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

Twenty-~~two~~^{three} 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, and (13) Placer County Evacuation & Transportation Resiliency Plan.
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, Placer County Evacuation & Transportation Resiliency Plan).
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 ensure 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. Before 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. If 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. Before 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

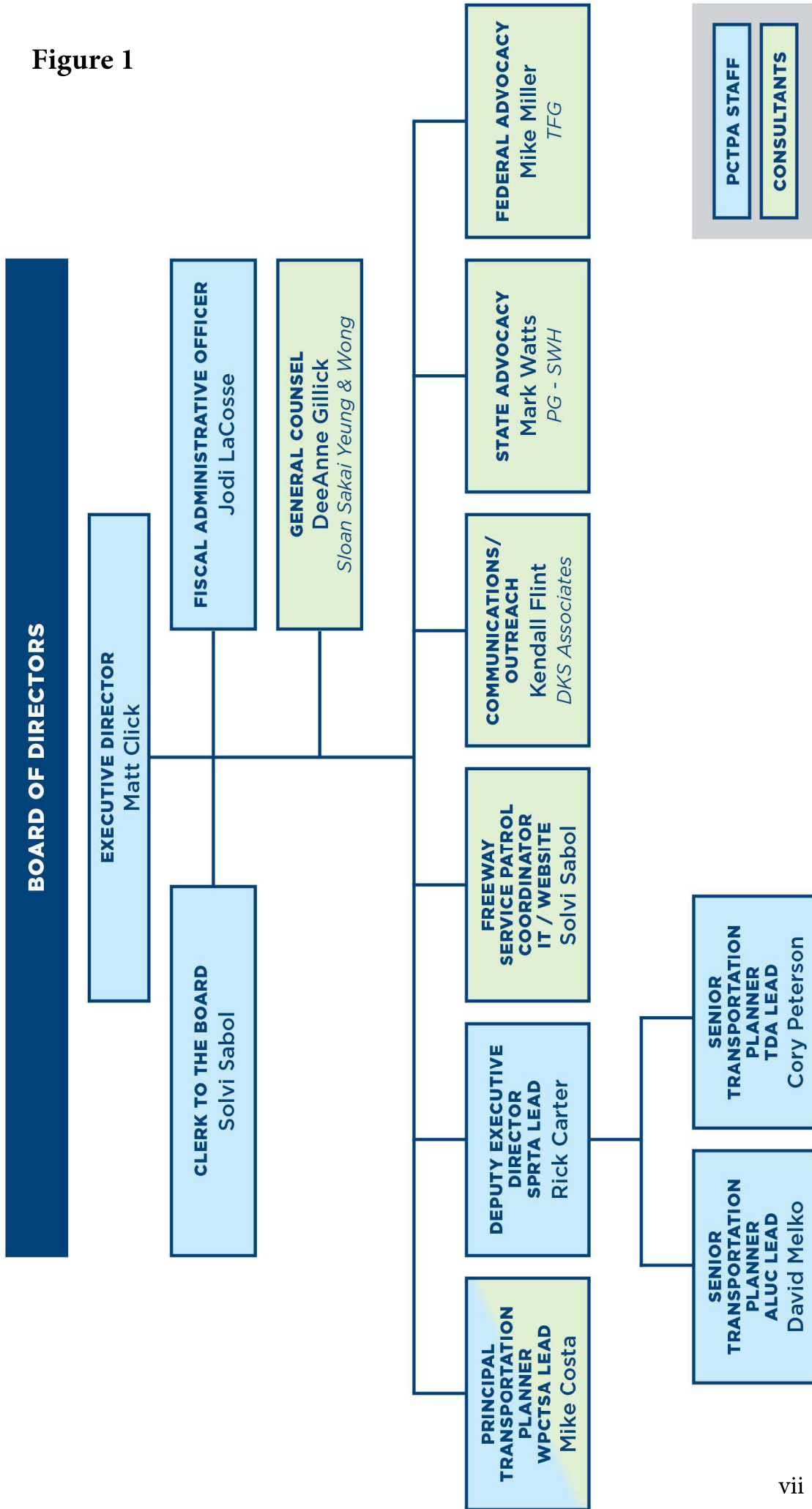
COMMUNITY PARTICIPATION

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



FEDERAL PLANNING FACTORS

Congress issues Federal Planning Factors 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 (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 (WE 27)
- Emission Reduction Program (WE 33)
- [Placer County Evacuation & Transportation Resiliency Plan \(WE34\)](#)
- 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 (WE 27)
- Emission Reduction Program (WE 33)
- [Placer County Evacuation & Transportation Resiliency Plan \(WE34\)](#)
- 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)
- [Placer County Evacuation & Transportation Resiliency Plan \(WE34\)](#)
- 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 (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 (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 County Evacuation & Transportation Resiliency Plan \(WE34\)](#)
- 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)
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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) 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 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 most 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**

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--|-----------|----------------------------|-----------|
| Various – proportionately spread across all other work elements/fund types | \$492,177 | PCTPA | \$492,177 |
| | \$482,517 | | \$482,517 |
| | | | |

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, which 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 | | PCTPA | |
| | \$50,105 | | \$85,105 |
| | \$49,775 | | \$84,775 |
| Rural Planning Assistance Funds | \$35,000 | | |
| TOTAL | \$85,105 | | \$85,105 |
| | \$84,775 | | \$84,775 |
| Percent of Budget | .48% | | |
| | .47% | | |

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 conducting 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**

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------|-----------|-------------------------------------|-----------|
| LTF | | PCTPA | |
| | \$241,042 | | \$138,542 |
| | \$237,044 | | \$134,544 |
| | | Legal | 500 |
| | | Meetings, Travel, and Notifications | 1,000 |
| | | Fiscal Audit Consultant | \$51,000 |
| | | TDA Performance Audit Consultant | \$50,000 |
| TOTAL | \$241,042 | | \$241,042 |
| | \$237,044 | | \$237,044 |
| Percent of budget: | 4.37% | | |
| | 1.30% | | |

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 an 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 is 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.

[PCTPA recently joined the newly formed Capitol Area Regional Tolling Authority \(CARTA\) JPA which is staffed by SACOG. CARTA is responsible for overseeing the development and implementation of tolled express lanes in the region that may eventually come to Placer County. Placer County may want to develop tolled express lanes at some point in its future which would be the responsibility of PCTPA as the County's RTPA. Executive Director Click serves as a voting member on the Technical Advisory Committee of CARTA and is also an Ex-Officio Member of the Board of Directors. This work ensures PCTPA is engaged with CARTA from its very beginning and gives PCTPA future mobility options to consider.](#)

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**

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

- 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**
- 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**
- Participate in CARTA Technical Advisory Committee meetings
- Participate in CARTA Board of Directors meetings as an Ex-Officio Member of the Board of Directors

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**

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|---|------------------------|-------------------------------------|------------------------|
| LTF | \$189,887 \$192,268 | PCTPA | \$184,887 |
| State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) | 20,000 | Meetings, Travel, and Notifications | \$25,000 |
| TOTAL | \$209,887 \$212,268 | | \$209,887 \$212,268 |
| Percent of budget: | 1.19% 1.17% | | |

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 significant 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 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 | | PCTPA | |
| | \$230,276 | | \$145,677 |
| | \$229,737 | | \$145,138 |
| 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 | | | |
| | \$240,276 | | \$240,276 |
| | \$239,737 | | \$239,737 |
| Percent of budget: | 1.37% | | |
| | 1.32% | | |

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 regarding future plans, while others may concern existing conditions. This work element is intended to cover all day-to-day communications activities and public/stakeholder outreach functions of the Agency and governing Board.

This work element covers the more 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 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**
- TNT/TMA progress reports and invoices **Quarterly**

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------|-----------|--|-----------|
| LTF | | PCTPA | |
| | \$199,952 | | \$151,232 |
| | \$240,522 | | \$147,058 |
| CMAQ | | Communications Consultant (Item <u>partially</u> funded by CMAQ) | |
| | 40,500 | | 47,500 |
| | \$55,756 | | \$107,500 |
| | | Graphics Consultant | \$25,000 |
| | | Meeting Supplies, Travel, and Postage | 10,000 |
| | | TNT/TMA Education/Outreach | 6,720 |
| | | | |
| TOTAL | | | |
| | \$240,452 | | \$240,452 |
| | \$296,278 | | \$296,278 |
| Percent of budget: | | | |
| | 1.37% | | 1.63% |

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 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~~ October 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~~ August 2024 – ~~March~~ April 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~~ October 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**

WORK ELEMENT 20 (continued)

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

- Update project performance assessment (PPA) tool and interactive spatial performance metric display. **Ongoing**
- Continually maintain and implement CMAQ Performance Plan. **As Needed**

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-August 2024 – March-April 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-October 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. - **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 | | SACOG (\$330,000 from RPA) | \$330,000 |
| | \$246,912 | | |
| | \$243,748 | | |
| Rural Planning Assistance | 387,000 | PCTPA (\$57,000 from RPA) | |
| | | | 240,912 |
| | | | \$237,748 |
| 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 | | | |
| | \$693,912 | | \$693,912 |
| | \$690,748 | | \$690,748 |
| Percent of budget: | 3.94% | | |
| | 3.80% | | |

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 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 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 CTSAAs **July 2024 – June 2025 / as needed**

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|-------------------------------------|-----------|---------------------|-----------|
| CTSA | | PCTPA | |
| | \$196,061 | | \$196,061 |
| | \$194,507 | | \$194,507 |
| TOTAL | | | |
| | \$196,061 | | \$196,061 |
| | \$194,507 | | \$194,507 |
| Percent of budget: 1.11% | | | |
| 1.07% | | | |

WORK ELEMENT 24 TRANSIT PLANNING

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

BACKGROUND:

PCTPA actively collaborates 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 to 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**
- Collaborate 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 | | PCTPA | |
| | \$159,596 | | \$159,096 |
| | \$158,387 | | \$157,887 |
| | | Meetings, Travel, and Notifications | 500 |
| TOTAL | | | |
| | \$159,596 | | \$159,596 |
| | \$158,387 | | \$158,387 |
| Percent of budget: | .91% | | |
| | .87% | | |

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION

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 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~~ 2025 for FY ~~2024/25~~ 2025/26**

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 **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 approval of annual adjustment of ALUC fee structure based on CPI - **June 2025 for FY 2025/26**

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--|----------------------|-------------------------------------|----------------------|
| LTF | | PCTPA | |
| | \$113,652 | | \$61,487 |
| | <u>\$111,307</u> | | <u>\$60,807</u> |
| ALUC Fees | \$1,000 | Legal | 1,000 |
| City of Auburn ALUCP Update Funding Contribution | \$8,335 | -ALUCP Conformity Consultant | \$10,000 |
| | <u>\$10,000</u> | Meetings, Travel, and Notifications | \$500 |
| | | ALUCP Update (Consultant Cost) | \$50,000 |
| TOTAL | | | |
| | \$122,987 | | \$122,987 |
| | <u>\$122,307</u> | | <u>\$122,307</u> |
| Percent of budget: - .70% | | | |
| <u>.67%</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 to SACOG for a Placer Countywide Zero Emission Vehicle Infrastructure Plan encompassing the items noted above. [PCTPA was awarded the a Carbon Reduction Program grant in July 2024 and has initiated work on the plan, with completion scheduled for fall 2026.](#) ~~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 ELEMENT 33 (continued) EMISSION REDUCTION PROGRAM

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**
- 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~~ [in coordination with](#) 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 **Ongoing/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**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan perform grant administrative and invoicing functions **Ongoing, per grant schedule**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan Request for Authorization/E-76, RFP, Consultant Master Agreement, Letter of Task Agreement and Notice to Proceed **By January 2025**
- Develop the Countywide Zero Emission Vehicle Infrastructure Plan and technical reports **Ongoing Per grant schedule**

PRODUCTS:

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **June 2025**
- Alternatively fueled vehicles funding applications **As needed**

WORK ELEMENT 33 (continued)
EMISSION REDUCTION PROGRAM

- 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**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan grant administration and invoicing As Needed
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan RFP, Consultant Master Agreement, Letter of Task Agreement and Notice to Proceed By January 2025
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan draft documents Per grant schedule

| REVENUES | | EXPENDITURES | |
|---------------------------------------|------------------|-------------------------------------|------------------|
| LTF | | PCTPA | |
| | \$168,603 | | \$165,103 |
| | \$84,093 | | \$136,593 |
| | | Placer County Bikeway Map Printing | \$4,500 |
| <u>Carbon Reduction Program Grant</u> | <u>\$337,000</u> | <u>ZEV Plan Consultant</u> | <u>\$280,000</u> |
| CMAQ | \$2,000 | Meetings, Travel, and Notifications | \$1,000 |
| | | | \$2,000 |
| TOTAL | | | |
| | \$170,603 | | \$170,603 |
| | \$423,093 | | \$423,093 |
| Percent of budget: <u>-.97%</u> | | | |
| <u>2.32%</u> | | | |

WORK ELEMENT 34

PLACER COUNTY EVACUATION & TRANSPORTATION RESILIENCY PLAN *(Multi-year project)*

PURPOSE: To address system vulnerabilities and community safety by creating a countywide plan for Evacuation and Transportation Resiliency (ETRP) that will outline planning, operational, and infrastructure resiliency strategies. The work will evaluate a number of challenges related to climate change and climate adaptation within the transportation network of Placer County, including how the transition toward zero-emissions vehicles will impact roadways affected by disasters such as fire and flood and to analyze the feasibility of population evacuation during disasters.

BACKGROUND: Placer County's transportation network is affected by climate-driven events include wildfires, heavy precipitation and snowfall, flooding, health advisories due to heat, smoke, toxic substances, and high winds resulting in public safety power shutoffs. These events can cause considerable damage to transportation infrastructure and create dangerous conditions for evacuating residents and first responders. Currently, Placer County does not have a formally identified evacuation plan. Recommendations outlined in the ETRP may be incorporated into transportation plans, improvement programs, and emergency response plans to improve the county's resilience in the face of extreme events; the plan may also build on existing coordination and emergency evacuation planning efforts of Placer County's Office of Emergency Services and local jurisdictions. Furthermore, planning efforts will engage stakeholder groups and Placer County communities, including diverse and underserved populations. The ETRP will support the implementation of Safety Element of the General Plans, Placer County's Sustainability Plan, and Local Hazard Mitigation Plans and assist in fulfilling the requirements of AB 747 and AB 1409 by identifying evacuation routes and potential locations for Resilience Hubs.

WORK PROGRAM:

- **Task 01: Perform project administration activities. November 2024 – June 2027**
- **Task 02: Conduct consultant procurement. November 2024 – March 2025**
- **Task 1: Prepare Existing Conditions Report. April 2025 – June 2025**
- **Task 2: Conduct community engagement. June 2025 – September 2026**
- **Task 3: Convene and work with Project Development Team (PDT). April 2025 – May 2026**
- **Task 4: Conduct stakeholder and committee outreach. May 2025 – September 2026**
- **Task 5: Complete project data analysis and modeling. June 2025 – December 2025**
- **Task 6: Identify and prioritize recommended transportation improvements. June 2025 – December 2025**
- **Task 7: Prepare draft and final Placer County Evacuation and Transportation Resiliency Plan. January 2026 – October 2026**

WORK ELEMENT 34 (continued)

PLACER COUNTY EVACUATION & TRANSPORTATION RESILIENCY PLAN (Multi-year project)

PRODUCTS:

- Task 01: Project administration. November 2024 – June 2027
 1. Kick Off Meeting Agenda and Notes
 2. Quarterly Invoices and Progress Reports
 3. DBE Reporting (if applicable)
- Task 02: Consultant procurement. November 2024 – March 2025
 1. Request for Proposal
 2. Contract between PCTPA and selected consultant
 3. PCTPA procurement procedures
 4. Agenda and notes from kick-off meeting
- Task 1: Existing Conditions Report. April 2025 – June 2025
 1. Existing Conditions Report
 2. ETRP Goals and Objectives
- Task 2: Community Engagement. June 2025 – September 2026
 1. Community Engagement Plan and outreach materials
 2. Online surveys
 3. At least eight pop-up events, with pictures, fliers, poster boards/maps, and meeting summaries
 4. Three in-person community workshops with agendas, pictures, fliers, poster boards/maps, and meeting summaries
 5. Three online workshops with a meeting summary for each
 6. Focused interviews and focus groups with CBOs and Tribes, with meeting summaries for each
- Task 3: Project Development Team (PDT) April 2025 – May 2026
 1. PDT and Focus Groups Meeting Materials, including agendas, minutes, photographs, etc.
- Task 4: Stakeholder and Committee outreach. May 2025 – September 2026
 1. Governing Board/Council meeting agendas, minutes
- Task 5: Project Data Analysis and Modeling. June 2025 – December 2025
 1. Results of Data Analysis with maps and charts showing vulnerable areas of transportation network
 2. Evacuation Route Capacity, Safety, and Viability Study and associated analytical tools
- Task 6: Recommended Transportation Improvements. June 2025 – December 2025
 1. Recommended Transportation Improvements with planning level cost estimates, maps, and implementation timeframes
 2. Results and their interpretations that 1) identify evacuation vulnerabilities, 2) recommend physical and operational evacuation improvements (i.e., traffic flow improvements, traffic control points, infrastructure improvements, use of emergency signage, single egress communities, and the use of Resilience Hubs/safety zones)

- 3. Recommended pilot locations (2-3) for Resilience Hubs and list of recommended critical resources and infrastructure needed to assist during emergency evacuation (i.e., microgrid and electric vehicle charging capabilities during PSPS events, clean water bottle distribution, cooling stations during high heat event)
- 4. Implementation Plan
 - Task 7: Draft and Final Placer County Evacuation and Transportation Resiliency Plan January 2026 – October 2026
 - 1. Administrative Draft ETRP
 - 2. Draft ETRP
 - 3. Final ETRP
 - 4. Meeting Agendas and Minutes from Draft and Final ETRP Presentations

CURRENT FISCAL YEAR: FY 2024/25

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--|------------------|--|------------------|
| <u>Placer County (13.7%)</u> | <u>\$41,180</u> | <u>PCTPA</u> | <u>\$83,447</u> |
| <u>Sustainable Communities Grant (86.3% max)</u> | <u>\$259,437</u> | <u>Placer County Staff</u> | <u>\$15,170</u> |
| | | <u>Consultant</u> | <u>\$200,000</u> |
| | | <u>Meetings, Travel, Printing, and Notifications</u> | <u>\$2,000</u> |
| <u>TOTAL</u> | <u>\$300,617</u> | | <u>\$300,617</u> |
| <u>Percent of budget: 1.65%</u> | | | |

WORK ELEMENT 34 (continued)
PLACER COUNTY EVACUATION & TRANSPORTATION RESILIENCY
PLAN (Multi-year project)

FUTURE FISCAL YEARS: FY 2025/26

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--|-------------------|--|------------------|
| <u>Placer County (13.7%)</u> | | <u>PCTPA</u> | |
| | <u>\$58,185,</u> | | <u>\$100,000</u> |
| <u>Sustainable Communities Grant (86.3% max)</u> | <u>\$366,565,</u> | <u>Placer County Staff</u> | <u>\$22,750</u> |
| | | <u>Consultant</u> | <u>\$300,000</u> |
| | | <u>Meetings, Travel, Printing, and Notifications</u> | <u>\$2,000</u> |
| <u>TOTAL</u> | <u>\$424,750</u> | | <u>\$424,750</u> |

FUTURE FISCAL YEARS: FY 2026/27

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--|------------------|--|------------------|
| <u>Placer County</u> | | <u>PCTPA</u> | |
| | <u>\$635</u> | | <u>\$50,000</u> |
| <u>Sustainable Communities Grant (86.3% max)</u> | <u>\$3,998</u> | <u>Placer County Staff</u> | <u>\$7,580</u> |
| <u>LTF</u> | <u>\$147,804</u> | <u>Consultant</u> | <u>\$100,000</u> |
| | | <u>Meetings, Travel, Printing, and Notifications</u> | <u>\$2,000</u> |
| <u>TOTAL</u> | <u>\$159,580</u> | | <u>\$159,580</u> |

TOTAL

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|--------------------------------------|------------------|--|------------------|
| <u>Placer County</u> | | <u>PCTPA</u> | |
| | <u>\$100,000</u> | | <u>\$233,447</u> |
| <u>Sustainable Communities Grant</u> | <u>\$630,000</u> | <u>Placer County Staff</u> | <u>\$45,500</u> |
| <u>LTF</u> | <u>\$147,804</u> | <u>Consultant</u> | <u>\$600,000</u> |
| | | <u>Meetings, Travel, Printing, and Notifications</u> | <u>\$6,000</u> |
| <u>TOTAL</u> | <u>\$884,947</u> | | <u>\$884,947</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 include completion of final design and NEPA reviews, obtaining 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 PCTPA, UP, local utilities, 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 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**
- Collaborate 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 | | PCTPA | |
| | \$35,546 | | \$42,046 |
| | \$35,134 | | \$41,634 |
| CMAQ | 7,500 | Legal | 500 |
| | | Meetings, Travel, and Notifications | 500 |
| | | | |
| TOTAL | | | |
| | \$43,046 | | \$43,046 |
| | \$42,634 | | \$42,634 |
| Percent of budget: | 24% .23% | | |

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 clearance. **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 | -\$10,835 \$10,931 | PCTPA | -\$8,335 \$8,431 |
| | | Legal | 2,000 |
| | | Meetings, Travel, and Notifications | 500 |
| TOTAL | -\$10,835 \$10,931 | | \$10,835 \$10,931 |
| Percent of budget: .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](#) **has been monitoring** 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**
- 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**
- Construction Phasing analysis technical report. **July 2024**

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

| REVENUES | | EXPENDITURES | |
|-----------------------|------------------|--|------------------|
| SPRTA Mitigation Fees | | PCTPA | |
| | \$162,508 | | \$60,008 |
| | <u>\$162,634</u> | | <u>\$60,134</u> |
| | | Consulting | 100,000 |
| | | Legal | 2,000 |
| | | Meetings, Travel, and Notifications | 500 |
| TOTAL | | | |
| | \$162,508 | | \$162,508 |
| | <u>\$162,634</u> | | <u>\$162,634</u> |
| Percent of budget: | .92% | | |
| | <u>.89%</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, January 2025 – June 2025**

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

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 | \$726,569 | PCTPA | \$111,069 |
| | <u>\$728,437</u> | | <u>\$112,937</u> |
| | | Consulting | 600,000 |
| | | Permit Fees | 15,000 |
| | | Meetings, Travel, and Notifications | 500 |
| TOTAL | \$726,569 | | \$726,569 |
| | <u>\$728,437</u> | | <u>\$728,437</u> |
| Percent of budget: | 4.13% <u>4.00%</u> | | |

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 [jurisdictionsareas](#) to address any I-80 Auxiliary Lanes construction issues— **Ongoing**
- [WorkCollaborate](#) 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. **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)

| REVENUES | | EXPENDITURES | |
|--------------------|-------------|-------------------------|-------------|
| SPRTA | | PCTPA | |
| | \$9,562,740 | | \$69,577 |
| | \$9,643,566 | | \$77,248 |
| | | Consultant Construction | |
| | | Engineering Support | \$136,527 |
| | | Meetings, Travel, and | \$159,833 |
| | | Notifications | \$1,000 |
| | | Permit Fee Renewals: | |
| | | RWQCB | \$2,600 |
| | | Legal | \$5,000 |
| | | Construction Capital | \$521,553 |
| | | Construction Support | \$8,818,427 |
| TOTAL | | | \$8,826,483 |
| | \$9,562,740 | | \$579,448 |
| | \$9,643,556 | | \$9,562,740 |
| Percent of budget: | | | \$9,643,556 |
| | | | 54.31% |
| | | | 52.99% |

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 the 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. ~~It and~~ was advertised for construction bids in November 2023, ~~but there were no awardable bids, so the project was readvertised in July 2024.~~ Construction ~~is scheduled to started~~ in ~~springfall/winter~~ 2024 and is scheduled to be completed in ~~late~~ 2026~~5~~.

Work for FY24/25 includes ~~readvertising the contract,~~ monitoring ~~construction and~~ providing design support for construction as needed.

WORK PROGRAM:

- ~~Readvertise the construction contract. July 2024--September 2024~~
- Monitor construction activities and review cost changes-~~Ongoing~~ November 2024-June 2025
- 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**

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

| REVENUES | | EXPENDITURES | |
|--------------------------|-------------|---|-------------|
| ATP | \$275,000 | PCTPA | \$53,280 |
| | | | \$53,541 |
| LTF, Bike and Ped | 194,500 | Design & ROW consultant | \$275,000 |
| | \$145,806 | | |
| CMAQ/HIP | \$2,809,717 | ROW Capital: | \$2,787,437 |
| | \$3,133,672 | Easements and Utility Relocations | |
| | | Permit Fees | \$5,000 |
| | | Meetings, Travel, and Notifications | \$1,000 |
| | | Caltrans – Advertise, Award, Administer Contract | \$150,000 |
| | | Legal | \$7,500 |
| TOTAL | \$3,279,717 | | \$3,279,717 |
| | \$3,279,478 | | |
| Percent of budget: | | | |
| 18.62% 18.02% | | | |

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~~ November 2025**
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties—~~July 2024 –~~June~~ November 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~~ MOU Funding Agreement Amendment #2 between partner agencies and PCTPA for Task ~~3~~ 2 services ~~July 2024~~ July November 2025

PRODUCTS:

- Fair share fee program implementation options including Riego Road/Baseline Road Widening. Consultant work product ~~July 2024~~ **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 | \$149,635 | PCTPA | \$64,385 |
| | \$69,740 | | \$29,885 |
| <u>LTF</u> | \$145 | Consultant <u>Optional</u> <u>On-Call</u> Services | \$40,000 _{[RC1][DM2][DM3]} |
| | | <u>Project Contingency</u> | \$45,250 |
| TOTAL | \$149,635 | | \$149,635 |
| | \$69,885 | | \$69,885 |
| Percent of budget: 85% | | | |
| <u>.38%</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 *(continued)*

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

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 \$84,893.06 | PCTPA | \$36,441 \$28,971.64 |
| LTF | \$18,933 \$10,998.81 | Consultant Services | \$127,626 \$66,156.75 |
| | | Meetings, Travel, and Notifications | \$1,000 \$763.48 |
| TOTAL | \$165,067 \$95,891.87 | | \$165,067 \$95,891.87 |

CURRENT FISCAL YEAR: FY 2024/25 – Grant Balance Forward \$339,399.94

| REVENUES | | EXPENDITURES | |
|--|------------------------|-------------------------------------|------------------------|
| Caltrans Sustainable Communities Grant | \$243,015 | PCTPA | \$62,150 \$61,849 |
| LTF | \$31,483 \$31,184 | Consultant Services | \$210,350 |
| | | Meetings, Travel, and Notifications | \$2,000 |
| TOTAL | \$274,500 \$274,199 | | \$274,500 \$274,199 |
| Percent of budget: | | | |
| | 1.56% 1.51% | | |

WORK ELEMENT 48 (continued)

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (Multi-year project)

FUTURE FISCAL YEARS: FY 2025/26

| REVENUES | | EXPENDITURES | |
|--|--|-------------------------------------|--|
| Caltrans Sustainable Communities Grant | \$35,145 <u>\$96,384.94</u> | PCTPA | \$18,333 |
| LTF | \$4,854 <u>\$12,789.19</u> | Consultant Services | \$20,666 <u>\$89,841.13</u> |
| | | Meetings, Travel, and Notifications | \$1,000 |
| TOTAL | \$39,999 <u>\$109,174.13</u> | | \$39,999 <u>\$109,174.13</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 coordinate 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.

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 collaborates 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 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, but 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 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 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 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 | |
| | | | \$232,243 |
| | | | <u>\$219,954</u> |
| City of Rocklin (via SCCP Cycle 4 Grant Participants) | \$32,000 | PCTPA SCCP Cycle 4 Grant Administration | \$32,000 |
| STIP Programming (PPM) | \$130,000 | | |
| LTF | \$50,028 | Meetings, Travel, and Notifications | 1,000 |
| | <u>\$37,739</u> | | |
| TOTAL | \$265,243 | | \$265,243 |
| | <u>\$252,954</u> | | <u>\$252,954</u> |
| Percent of budget: | | | |
| 1.51% | | | <u>1.39%</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-along" 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)

| <u>REVENUES</u> | | <u>EXPENDITURES</u> | |
|-------------------------------|------------------|---|------------------|
| FSP State Allocation | | PCTPA | |
| | \$514,186 | | \$73,833 |
| | <u>\$513,599</u> | | <u>\$73,171</u> |
| STBG | | FSP contractor | \$558,100 |
| | \$128,547 | Sacramento Transportation Authority Support | 5,800 |
| | <u>\$128,472</u> | | |
| | | Legal | 1,000 |
| | | FSP Brochures | 2,000 |
| | | Meetings, travel, and notifications | 2,000 |
| TOTAL | | | |
| | \$642,733 | | \$642,733 |
| | <u>\$642,071</u> | | <u>\$642,071</u> |
| Percent of budget: | | | |
| 3.65% <u>3.53%</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 have 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**
- Collaborate 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**
- Collaborate 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 | | PCTPA | |
| | \$131,896 | | \$111,896 |
| | \$131,810 | | \$111,810 |
| | | On-Call Model and Fee Assistance Consultant | \$20,000 |
| TOTAL | | TOTAL | |
| | \$131,896 | | \$131,896 |
| | \$131,810 | | \$131,810 |
| Percent of budget: | .75% .72% | | |

Table 1

**Budget Summary
FY 2024/25**

| Expenditures | FY 2024/25 Amend # 1 | FY 2024/25 Final | Difference |
|--|---------------------------------|-----------------------------|-------------------|
| Salary | \$1,093,557 | \$1,078,522 | \$15,036 |
| Benefits | \$551,851 | \$553,782 | (\$1,931) |
| Direct (Table 2) | \$15,777,984 | \$15,191,919 | \$586,065 |
| Indirect (Table 3) | \$774,957 | \$784,617 | (\$9,661) |
| Total | \$18,198,349 | \$17,608,840 | \$589,509 |
| | | | |
| Revenues | FY 2024/25 Amend # 1 | FY 2024/25 Final | 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 | \$10,000 | \$8,335 | \$1,665 |
| ALUC Fees | \$1,000 | \$1,000 | \$0 |
| STIP Planning Funds | \$210,000 | \$210,000 | \$0 |
| CMAQ Grant - CMP | \$65,256 | \$50,000 | \$15,256 |
| Caltrans FSP Grants | \$513,599 | \$514,186 | (\$587) |
| STBG Funds - FSP | \$128,472 | \$128,547 | (\$75) |
| Interest | \$10,000 | \$10,000 | \$0 |
| SPRTA Administration | \$131,810 | \$131,896 | (\$86) |
| SPRTA - I80/SR 65 IC | \$162,634 | \$162,508 | \$125 |
| SPRTA - Placer Parkway | \$10,931 | \$10,835 | \$97 |
| SPRTA - SR 65 Widening | \$728,437 | \$726,569 | \$1,868 |
| SPRTA - I-80 Aux Lanes | \$9,643,556 | \$9,562,740 | \$80,816 |
| CMAQ Grant - SR 49 Sidewalks | \$3,133,672 | \$2,809,717 | \$323,955 |
| LTF Ped/Bike Discretionary - SR 49 Sidewalks | \$145,806 | \$194,500 | (\$48,694) |
| ATP State Funding - SR 49 Sidewalks | \$0 | \$275,000 | (\$275,000) |
| Caltrans SHA - Placer Countywide Active Transportation Pla | \$243,015 | \$146,134 | \$96,881 |
| Caltrans SHA - Placer CountyEvacuation & Transp. Relilienc | \$259,437 | \$0 | \$259,437 |
| Western Placer CTSA JPA Administration | \$194,507 | \$196,061 | (\$1,554) |
| CTSA - Transit Planning | \$158,387 | \$159,596 | (\$1,209) |
| Baseline/Riego Road-Staff/Consultant Reimburse | \$69,740 | \$149,635 | (\$79,895) |
| ZETCP | \$53,215 | \$53,215 | \$0 |
| City of Rocklin | \$32,000 | \$32,000 | \$0 |
| Countywide Zero Emission Vehicle Infrastructure Plan | \$337,000 | \$0 | \$337,000 |
| Placer County OES | \$41,180 | \$0 | \$41,180 |
| LTF Additional Contribution from Jurisdictions-WE61 | \$0 | \$0 | \$0 |
| LTF Carryover | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 |
| Total | \$18,366,421 | \$17,615,240 | \$751,181 |
| | | | |
| Contingency Fund Balance | FY 2024/25 Amend # 1 | FY 2024/25 Final | Difference |
| PCTPA | \$1,460,959 | \$1,460,959 | \$0 |
| Total | \$1,460,959 | \$1,460,959 | \$0 |
| | | | |
| Revenue to Expenditure Comparison | FY 2024/25 Amend # 1 | FY 2024/25 Final | Difference |
| Surplus/(Deficit) | \$168,072 | \$6,400 | \$161,673 |

**\$339,399 Remaining
\$633,000 Grant**

Table 2

| Direct Costs | | | | |
|--|----------------------|----------------------|-------------------|--|
| FY 2024/25 | | | | |
| | FY 2024/25 | FY 2024/25 | | |
| | Amend # 1 | Final | Difference | Source |
| ED Recruiter/Applicant Travel Costs (WE10) | \$ - | \$ - | \$0 | LTF |
| TDA Fiscal Audits (WE 11) | \$51,000 | \$51,000 | \$0 | 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 |
| Communications Consultant (WE 14) | \$60,000 | \$0 | \$60,000 | LTF |
| Graphics Consultant (WE14) | \$25,000 | \$25,000 | \$0 | LTF |
| PCTPA SCCP Cycle 4 Grant Administration (WE50) | \$32,000 | \$32,000 | \$0 | 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 | \$50,000 | \$0 | LTF |
| ALUC Consulting Services (WE 27) | \$10,000 | \$10,000 | \$0 | ALUC fees, LTF |
| Bicycle Map Printing, (WE 33) | \$4,500 | \$5,500 | (\$1,000) | LTF |
| ZEV Plan Consultant (WE33) | \$280,000 | \$0 | \$280,000 | CRP Grant |
| ETRP Consultant (WE34) | \$200,000 | \$0 | \$200,000 | Caltrans Sustainable Communities Grant \$630,000 |
| Placer County Staff (WE34) | \$15,170 | \$0 | \$15,170 | Placer County |
| Placer Parkway Consultant (WE40) | \$0 | \$0 | \$0 | Developer Reimb. |
| SR 65/I80 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 | \$2,600 | \$0 | SPRTA |
| I-80 Auxiliary Lanes Consultant - Construction Management (WE 43) | \$159,833 | \$136,527 | \$23,306 | SPRTA |
| I-80 Auxiliary Lanes - Construction Capital & Support (Caltrans) (WE43) | \$9,397,875 | \$9,348,036 | \$49,839 | 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 | \$210,350 | \$0 | Caltrans Sustainable Communities Grant \$424,293 |
| South Placer South Sutter Consultant (WE 47) | \$40,000 | \$85,250 | (\$45,250) | Local Agency Funds |
| Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 34, 35, 40 through 48, 50,61 80) | \$42,000 | \$38,000 | \$4,000 | RPA, LTF |
| Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 80) | \$20,500 | \$20,500 | \$0 | HPP, SPRTA |
| FSP Brochure (WE 80) | \$2,000 | \$2,000 | \$0 | LTF |
| Freeway Service Patrol Contractor (WE 80) | \$558,100 | \$558,100 | \$0 | 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 | \$20,000 | \$0 | SPRTA |
| TOTAL | \$ 15,777,984 | \$ 15,191,919 | \$ 586,065 | |

Table 3**Indirect Cost Budget
FY 2024/25**

| CALTRANS ICAP INDIRECT | FY 2024/25 | FY 2024/25 | Variance | Variance % |
|--|------------------|------------------|------------------|---------------|
| | Amend # 1 | Final | | |
| ADVERTISING | \$1,000 | \$1,000 | \$0 | 0.00% |
| COMMUNICATION | \$15,000 | \$15,000 | \$0 | 0.00% |
| OFFICE/COMPUTER EQUIPMENT | \$10,000 | \$10,000 | \$0 | 0.00% |
| 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 - Note 1 | \$482,517 | \$492,177 | (\$9,661) | -1.96% |
| Subtotal | \$727,596 | \$737,256 | (\$9,661) | -1.31% |
| INDIRECT COST ADJUSTMENT FROM FY 21/22 | \$30,361 | \$30,361 | \$0 | 0.00% |
| ICAP ALLOWABLE TOTAL | \$757,957 | \$767,617 | (\$9,661) | |
| 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 | \$774,957 | \$784,617 | (\$9,661) | -1.23% |

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

Table 4

Revenue - 2024/25 Amendment 1

| Work Element | Current Year LTF 2023/24 | Rural Plan Assist | STIP | Caltrans Sustainable Communities Multi-Year Grant | Caltrans Sustainable Communities - PC Evacuation & Transportation Resilience Multi-Year Grant | SPRТА | CMAQ | FSP Grants | CTSA | Other | |
|---|--------------------------|-------------------|------------------|---|---|---------------------|--------------------|------------------|------------------|-------------------|------------|
| 5 Agency Admin - Indirect | \$0 | | | | | | | | | \$ 482,517 | (1) |
| 10 Agency Admin - OWP | \$49,775 | \$35,000 | | | | | | | | | |
| 11 TDA Implementation | \$237,044 | | | | | | | | | | |
| 12 Intergovernmental Coordination | \$192,268 | | \$20,000 | | | | | | | | |
| 13 Intergovernmental Advocacy | \$229,737 | | | | | | | | | \$10,000 | (2) |
| 14 Communications/Outreach | \$240,522 | | | | | | \$55,756 | | | | |
| 20 SACOG/MPO Planning Integration | \$243,748 | \$387,000 | \$60,000 | | | | | | | | |
| 23 CTSA Administration | \$0 | | | | | | | \$194,507 | | | |
| 24 Transit Planning | \$0 | | | | | | | \$158,387 | | | |
| 27 Airport Land Use Commission | \$111,307 | | | | | | | | | \$11,000 | (4)/(7) |
| 33 Emission Reduction Program | \$84,093 | | | | | | \$2,000 | | | \$337,000 | (10) |
| 34 Evacuation Transportation Resilienc | (\$0) | | | | \$259,437 | | | | | \$41,180 | (11), (12) |
| 35 Capitol Corridor/Rail | \$35,134 | | | | | | \$7,500 | | | \$0 | |
| 40 Placer Parkway | \$0 | | | | | \$10,931 | | | | | |
| 41 I-80/SR 65 Interchange | \$0 | | | | | \$162,634 | | | | | |
| 42 SR 65 Widening | \$0 | | | | | \$728,437 | | | | | |
| 43 I-80 Auxiliary Lanes | \$0 | | | | | \$9,643,556 | | | | \$0 | |
| 44 SR 49 Sidewalks | \$0 | | | | | | \$3,133,672 | | | \$145,806 | (3) |
| 47 South Placer South Sutter Fair Share | \$145 | | | | | | | | | \$69,740 | (5) |
| 48 Placer Active Transportation Plan | \$31,184 | | | \$243,015 | | | | | | | (9) |
| 50 Project Programming and Reporting | \$37,739 | | \$130,000 | | | | | | | \$85,215 | (6)/(7) |
| 80 Freeway Service Patrol | \$0 | | | | | | \$0 | \$513,599 | | \$128,472 | (8) |
| 100 SPRТА Administration | \$0 | | | | | \$131,810 | | | | | |
| Unallocated Revenue/Reserve | \$168,072 | | | | | | | | | | |
| Total | \$1,660,767 | \$422,000 | \$210,000 | \$243,015 | \$259,437 | \$10,677,367 | \$3,198,928 | \$513,599 | \$352,894 | \$ 828,413 | |

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) LTF Pad/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 (\$339,399.94 remaining);

(10) Carbon Reduction Program Grant; (11) Caltrans Sustainable Communities, total grant award \$633,000, (12) Placer County

Table 5

| Expenditures - 2024/25 OWP | | P.Y. | Staff | Caltrans | | Total Rate (see Table 3) | | SACOG | Consulting/ ROW Acquisition | Outreach/ Events | Legal | Other | Total | % of Budget |
|----------------------------|--------------------------------------|------|-----------|-----------|----------|--------------------------|-----------|-------------|-----------------------------|------------------|-----------------|--------------------|---------------------|----------------|
| | | | | ICAP rate | Indirect | Indirect | Indirect | | | | | | | |
| Amendment #1 | | | | | | | | | | | | | | |
| 5 | Agency Admin - Indirect | 1.64 | \$482,517 | | | | | | | | | | \$482,517 | see Table 3 |
| 10 | Overall Work Program | 0.18 | \$7,632 | \$26,514 | \$630 | | | \$ | | | | | \$84,775 | 0.47% |
| 11 | TDA Implementation | 0.33 | \$91,466 | \$42,079 | \$999 | | | \$101,000 | | | \$500 | \$1,000 | \$237,044 | 1.30% |
| 12 | Intergovernmental Coordination | 0.35 | \$127,308 | \$58,569 | \$1,391 | | | | | | | \$25,000 | \$212,268 | 1.17% |
| 13 | Intergovernmental Advocacy | 0.27 | \$98,667 | \$45,392 | \$1,078 | | | \$75,000 | | | | \$19,599 | \$239,737 | 1.32% |
| 14 | Communications/Outreach | 0.29 | \$99,973 | \$45,993 | \$1,092 | | | \$132,500 | | | | \$16,720 | \$296,278 | 1.63% |
| 20 | SACOG/MPO Planning Integration | 0.60 | \$161,625 | \$74,357 | \$1,766 | | \$330,000 | \$120,000 | | | \$1,000 | \$2,000 | \$690,748 | 3.80% |
| 23 | CTSA Administration | 0.44 | \$132,230 | \$60,833 | \$1,445 | | | | | | | | \$194,507 | 1.07% |
| 24 | Transit Planning | 0.37 | \$107,335 | \$49,380 | \$1,173 | | | | | | \$500 | \$500 | \$158,387 | 0.87% |
| 27 | ALUC/Aviation Planning | 0.14 | \$41,338 | \$19,018 | \$452 | | | \$60,000 | | | \$1,000 | \$500 | \$122,307 | 0.67% |
| 33 | Emission Reduction Program | 0.31 | \$92,858 | \$42,720 | \$1,014 | | | \$280,000 | | | | \$6,500 | \$423,093 | 2.32% |
| 34 | Evacuation Transportation Resilience | 0.20 | \$56,729 | \$26,098 | \$620 | | | \$200,000 | | | | \$17,170 | \$300,617 | 1.65% |
| 35 | Capitol Corridor Rail | 0.09 | \$28,303 | \$13,021 | \$309 | | | | | | \$500 | \$500 | \$42,634 | 0.23% |
| 40 | Placer Parkway | 0.02 | \$5,732 | \$2,637 | \$63 | | | \$0 | | | \$2,000 | \$500 | \$10,931 | 0.06% |
| 41 | I-80/SR 65 Interchange | 0.12 | \$40,880 | \$18,807 | \$447 | | | \$100,000 | | | \$2,000 | \$500 | \$162,634 | 0.89% |
| 42 | SR 65 Widening | 0.22 | \$76,776 | \$35,321 | \$839 | | | \$600,000 | | | \$0 | \$15,500 | \$728,437 | 4.00% |
| 43 | I-80 Auxiliary Lanes | 0.17 | \$52,515 | \$24,160 | \$574 | | | \$159,833 | | | \$5,000 | \$9,401,475 | \$9,643,556 | 52.99% |
| 44 | SR 49 Sidewalks | 0.13 | \$36,398 | \$16,745 | \$398 | | | \$3,212,437 | | | \$7,500 | \$6,000 | \$3,279,478 | 18.02% |
| 47 | South Placer South Sutter Fair Shar | 0.06 | \$20,316 | \$9,347 | \$222 | | | \$40,000 | | | | | \$69,885 | 0.38% |
| 48 | Placer Active Transportation Plan | 0.18 | \$42,046 | \$19,344 | \$459 | | | \$210,350 | | | | \$2,000 | \$274,199 | 1.51% |
| 50 | Project Programming and Reporting | 0.49 | \$149,529 | \$68,792 | \$1,634 | | | \$32,000 | | | | \$1,000 | \$252,954 | 1.39% |
| 80 | Freeway Service Patrol | 0.16 | \$49,743 | \$22,885 | \$543 | | | \$558,100 | | | \$1,000 | \$9,800 | \$642,071 | 3.53% |
| 100 | SPRTA Administration | 0.24 | \$76,010 | \$34,969 | \$830 | | | \$20,000 | | | | | \$131,810 | 0.72% |
| Total | | | | | | | | | | | | | \$18,196,349 | 100.00% |
| | | | | | | | | | | \$0 | \$20,500 | \$9,526,264 | \$18,196,349 | |

* 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) Placer County Staff; (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 % |
|-----|---|----------------|-----------------|-----------------|--|--------------------|-----------------|
| 5 | Agency Administration: Indirect | 3410 | 23.42% | 1.64 | | \$482,517 | 22.68% |
| 10 | Agency Admin - OWP | 370 | 2.54% | 0.18 | | \$57,632 | 2.71% |
| 11 | TDA Implementation | 690 | 4.74% | 0.33 | | \$91,466 | 4.30% |
| 12 | Intergovernmental Coordination | 730 | 5.01% | 0.35 | | \$127,308 | 5.98% |
| 13 | Intergovernmental Advocacy | 558 | 3.83% | 0.27 | | \$98,667 | 4.64% |
| 14 | Comm/Outreach | 595 | 4.09% | 0.29 | | \$99,973 | 4.70% |
| 15 | Building Administration | 0 | 0.00% | 0.00 | | \$0 | 0.00% |
| 20 | SACOG/MPO Plan Integration and Support | 1248 | 8.57% | 0.60 | | \$161,625 | 7.60% |
| 23 | CTSA Administration | 920 | 6.32% | 0.44 | | \$132,230 | 6.21% |
| 24 | South Placer Transit Project | 765 | 5.25% | 0.37 | | \$107,335 | 5.04% |
| 27 | ALUC/Aviation Planning | 285 | 1.96% | 0.14 | | \$41,338 | 1.94% |
| 33 | Emission Reduction Program | 643 | 4.42% | 0.31 | | \$92,858 | 4.36% |
| 34 | Placer County Evacuation & Transportation Resiliency Plan | 411 | 2.82% | 0.20 | | \$56,729 | 2.67% |
| 35 | Capitol Corridor Rail | 195 | 1.34% | 0.09 | | \$28,303 | 1.33% |
| 40 | Placer Parkway EIR | 35 | 0.24% | 0.02 | | \$5,732 | 0.27% |
| 41 | I-80/SR 65 Interchange | 250 | 1.72% | 0.12 | | \$40,880 | 1.92% |
| 42 | SR 65 Widening | 464 | 3.19% | 0.22 | | \$76,776 | 3.61% |
| 43 | I-80 Auxiliary Lanes | 360 | 2.47% | 0.17 | | \$52,515 | 2.47% |
| 44 | SR 49 Sidewalks | 265 | 1.82% | 0.13 | | \$36,398 | 1.71% |
| 48 | Placer Active Transportation Plan | 384 | 2.64% | 0.18 | | \$42,046 | 1.98% |
| 47 | South Placer South Sutter | 132 | 0.91% | 0.06 | | \$20,316 | 0.95% |
| 50 | Project Programming and Reporting | 1010 | 6.94% | 0.49 | | \$149,529 | 7.03% |
| 61 | Regional Funding Program | 0 | 0.00% | 0.00 | | \$0 | 0.00% |
| 80 | Freeway Service Patrol | 340 | 2.34% | 0.16 | | \$49,743 | 2.34% |
| 100 | SPRTA Administration | 500 | 3.43% | 0.24 | | \$76,010 | 3.57% |
| | Total | 14560 | 100.0% | 7.00 | | \$2,127,925 | 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 | 13833 |
| 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 | 14217 |
| 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**

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