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# A G E N D A

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

**Wednesday, October 26, 2022  
9:00 a.m.**

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

## **PUBLIC PARTICIPATION PROCEDURES**

The PCTPA Board meeting will be open to in-person attendance. In addition, remote teleconference participation is available to Board members and the public pursuant to the provisions of Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Public Comment will be opened for each agenda item, and citizens may comment virtually through a Zoom meeting webinar utilizing the “raise hand” function. If you are participating by phone, please dial \*9 to “raise hand” and queue for Public Comment. Please raise your hand at the time the Chair announces the item. Public comments will also be accepted at ssabol@pctpa.net or 530-823-4030 or by mail to: PCTPA, 299 Nevada Street, Auburn, CA 95603.

Si necesita servicios de traducción para otro lenguaje, aparte de Ingles, Por favor llamar al 530.823.4030 para asistencia.

Kung nangangailangan po ng tulong o interpretasyon sa ibang wika liban sa inglés, tumawag lang po sa 530.823.4030.

**Webinar access:** <https://placer-ca-gov.zoom.us/j/98129121973>

**You can also dial in using your phone:** US: +1 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free), Webinar ID: 981 2912 1973

**A. Flag Salute**

**B. Roll Call**

**C. AB 361 Remote Teleconferencing**

*Mike Luken*

- Pursuant to AB 361, the Board will consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further findings related to Board meetings pursuant to the provisions of AB 361.

**Action  
Pg. 1**

**D. Approval of Action Minutes: September 28, 2022**

**Action  
Pg. 5**

**E. Agenda Review**

**Board of Directors Meeting Agenda  
PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
AIRPORT LAND USE COMMISSION  
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
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**F. Public Comment**

**G. Consent Calendar: Placer County Transportation Planning Agency Action**

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

1. Freeway Service Patrol Contractor Services Agreement: Sierra Hart - \$220,000
2. Health Contribution Resolution Pg. 10
3. FY 2022/23 Placer County Claims for Local Transportation Funds (LTF):  
\$8,016,200 Pg. 12
4. FY 2022/23 Placer County Claim for State Transit Assistance (STA) –  
\$1,410,484 Pg. 17
5. FY 2022/23 County of Placer Claim for State of Good Repair Funds (SGR)  
Funds: \$345,633 Pg. 23
6. Social Services Transportation Advisory Council (SSTAC) Membership Pg. 29

**H. Consent Calendar: Western Placer Consolidated Transportation Services Agency Action**  
Pg. 30

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

1. WPCTSA FY 2022/23 Budget Amendment #1 Pg. 31

**I. 9:00 AM: PUBLIC HEARING: 2022 Unmet Transit Needs Assessment and Public Engagement Efforts Action**  
Pg. 32

*Mike Costa*

- Conduct a public hearing to obtain public testimony on unmet transit needs that may exist in Placer County.

**J. Presentation: SACOG'S Blueprint and Relationship to PCTPA'S 2050 Regional Transportation Plan (RTP) Efforts Action**  
Pg. 36

*Cory Peterson and Mike Costa*

**K. Placer-Sacramento Action Plan Action**  
Pg. 40

*David Melko*

- Adopt Resolution No. 22-35, accepting the Placer-Sacramento Action Plan and determine that the Placer-Sacramento Action Plan is statutorily exempt to further environmental review pursuant of the California Environmental Quality Act (CEQA).
- Authorize the Executive Director to submit in partnership with Caltrans and the Sacramento Area Council of Governments (SACOG) a Solutions for Congested Corridors Program (SCCP) 2022 grant application to the California

**Board of Directors Meeting Agenda  
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Transportation Commission (CTC) and execute grant related documents should the grant be awarded.

- L. Amendment #1 FY 2022/23 Overall Work Program and Budget (OWP)** **Action**  
*Jodi LaCosse* **Pg. 45**
- Adopt Resolution 22-40 authorizing the Executive Director to submit Amendment #1 of the FY 2022/23 Overall Work Program (OWP) and Budget to Caltrans.

- M. Consideration of Agreement with Meraki Public Affairs for Funding Strategy Outreach Services** **Action**  
*Mike Luken* **Pg. 49**
- Authorize the Executive Director to sign a Master Agreement, a Letter of Task Agreement #22-01 in the amount of \$60,000 for FY 2022/23 and a Letter of Task Agreement#23-01 for \$90,000 for FY 2023/24 with Meraki Public Affairs to provide funding strategy outreach.

- N. Executive Director’s Report** **Info**

- O. Board Direction to Staff**

- P. Informational Items** **Info**
1. PCTPA TAC Minutes – October 11, 2022 **Pg. 51**
  2. Status Reports
    - a. AIM Consulting – September 2022 **Pg. 56**
    - b. Key Advocates – September 2022 **Pg. 58**
  3. PCTPA Financial Report ending June 30, 2022 *Under Separate Cover*  
 WPCTSA Financial Report ending June 30, 2022  
 PCTPA Receipts & Expenditures: June, July, & August 2022

***Next Meeting – December 7, 2022***

Following is a list of the 2022 Placer County Transportation Planning Agency (PCTPA) meetings.

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

<b>PCTPA Board Meetings – 2022</b>	
<del>Wednesday, January 26</del>	<del>Wednesday, July 27</del>
<del>Wednesday February 23</del>	<del>Wednesday, August 24</del>
<del>Wednesday, March 23</del>	<del>Wednesday, September 28</del>
<del>Wednesday, April 27</del>	<del>Tuesday, October 18</del>
<del>Wednesday, May 25</del>	<b>Wednesday, October 26</b>
<del>Wednesday, June 22</del>	<del>Wednesday, December 7</del>

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

**TO:** PCTPA Board of Directors

**FROM:** Solvi Sabol, Planning Administrator

**SUBJECT:** AB 361 REMOTE TELECONFERENCING

**DATE:** October 26, 2022

**ACTION REQUESTED**

Adopt Resolution No. 22-34, adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

**BACKGROUND**

PCTPA approved Resolution No. 21-40 on October 27, 2021, making findings, and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

Effective October 1, 2021, Assembly Bill (AB) 361 modified the provisions of the Brown Act related to holding teleconference meetings during a proclaimed state of emergency when state or local officials have imposed, or recommended measures related to physical distancing which warrant holding meetings remotely. The Governor’s COVID-19 state of emergency is a proclaimed state of emergency and the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations related to COVID-19 recommend social distancing and regulates “close contact” which occurs when individuals are within six feet of another in certain circumstances. Therefore, this meeting is being held as a teleconference meeting pursuant to subdivision (e)(1) of the Government Code authorizing relaxed teleconference meeting rules.

**DISCUSSION**

At the April Board meeting, the Board directed staff to phase out the use of this resolution if appropriate. Placer County had moved into the substantial level of transmission for COVID, but now is moving towards a lesser level of transmission and it remains to be seen if the Governor will rescind the State of Emergency. At the September 28, 2022 Board meeting, the Board adopted Resolution 22-30 declaring its intent to continue utilizing the relaxed teleconference meeting rules. AB 361 requires an ongoing finding every 30 days that the Board reconsider the circumstances of the state of emergency and that the state emergency continues to impact the ability to “meet safely in person,” or that state or local officials continue to recommend measures to promote social distancing. Gov. Code § 54953(e)(3).

The Governor’s state of emergency remains, and the Cal OSHA Regulations related to social distancing remain in place and were extended until December 31, 2022.

**PCTPA Board of Directors**  
**AB 361 Remote Teleconferencing**  
**October 26, 2022**  
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PCTPA staff is continuing to monitor the status of the Governor's state of emergency proclamation, state regulations and orders related to social distancing, and health and safety conditions related to COVID-19 and confirms that said conditions continue to exist that warrant remote teleconference meetings.

Although there is an indication that adverse cases and impacts are decreasing, there remains risks associated with COVID-19 and the State regulations continue to impose or recommend measures to promote social distancing. In addition, offering hybrid meetings allows board members, staff and the public to participate in these public meetings remotely when they unexpectedly don't feel well on the day of the meetings. Remote meetings allow participants to comply with state and local requirements to isolate when a person is experiencing COVID-19 symptoms.

AB 2449 enacted a new Brown Act provision effective January 1, 2023, allowing additional procedures for Board members to attend Board meetings remotely. AB 2449 does not change the existing AB 361 remote meeting procedures and the current hybrid remote meeting practices and findings by the Board may continue while the Governor's state of emergency proclamation remains. Staff will advise the Board regarding the new additional teleconference meeting procedures as AB 2449 becomes applicable.

It is recommended that this meeting be conducted as a remote teleconference meeting pursuant to the provisions of subdivision (e)(1) of the Government Code authorizing relaxed teleconference meeting rules. It is further recommended that the Board find that state officials continue to impose or recommend measures to promote social distancing, and at the next regularly scheduled Board meeting the Board will continue to consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further ongoing findings related to Board meetings pursuant to the provisions of AB 361.

SS:DG:ML

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION  
MAKING FINDINGS AND DECLARING  
ITS INTENT TO CONTINUE REMOTE  
TELECONFERENCE MEETINGS PURSUANT  
TO GOVERNMENT CODE SECTION 54953(e)**

**RESOLUTION NO. 22-34**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 26, by the following vote on roll call:

AYES:

NOES:

ABSENT:

**WHEREAS**, the Placer County Transportation Planning Agency (PCTPA) is committed to preserving and nurturing public access and participation in meetings of the Board; and

**WHEREAS**, all legislative body meetings of PCTPA are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and observe the Board conduct its business; and

**WHEREAS**, Governor Newsom signed AB 361, amending the Brown Act, including Government Code section 54953(e), which makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

**WHEREAS**, a required condition of AB 361 is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

**WHEREAS**, such conditions now exist in the State, specifically, the Governor of the State of California proclaimed a state of emergency on March 4, 2020, related to the threat of COVID-19, which remains in effect; and

**WHEREAS**, California Department of Public Health and the federal Centers for Disease Control and Prevention caution that the Omicron variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/omicron-variant.html>); and

**WHEREAS**, the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations at Title 8 Section 3205 recommends physical distancing in the workplace as precautions against the spread of COVID-19 and imposes certain restrictions and requirements due to a “close contact” which occurs when individuals are within six feet of another in certain circumstances; and

**WHEREAS**, the Board of Directors previously adopted Resolution No. 21-40 on October 27, 2021, finding that the requisite conditions exist for the legislative bodies of Placer County Transportation

Planning Agency to conduct remote teleconference meetings without compliance with paragraph (3) of Subdivision (b) of Government Code section 54953; and

**WHEREAS**, the proliferation of the Omicron variant of the virus continues to pose risk to health and safety and the Board hereby recognizes the proclamation of state of emergency by the Governor of the State of California and the regulations of Cal/OSHA recommending physical distancing; and

**WHEREAS**, to allow for physical distancing and remote meeting attendance, the Board intends to invoke the provisions of AB 361 as provided in Government Code section 54953, subd. (e) and such meetings of the Board of PCTPA and any legislative bodies of PCTPA shall comply with the requirements to provide the public with access to the meetings as prescribed in section 54953, subd. (e)(2).

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Directors of Placer County Transportation Planning Agency as follows:

1. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.
2. The meetings of the Board, including this meeting, may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e)(2), due to the current Governor’s state of emergency proclamation and Cal/OSHA recommendations for social distancing satisfying subdivision (e)(1)(A), of section 54953 of the Government Code.
3. The Board of Directors hereby considers the conditions of the state of emergency and the state recommendations and regulations related to social distancing and reauthorizes remote teleconference meetings.
4. Staff is hereby directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Board and all PCTPA legislative bodies in accordance with subdivision (e) of Government Code section 54953 for remote teleconference meetings.
5. Staff is further directed to continue to monitor the health and safety conditions related to COVID-19, the status of the Governor’s state of emergency proclamation, the state regulations related to social distancing, and the local orders related to health and safety, and present to the Board at its next regularly scheduled meeting the related information and recommendations for continued remote meetings pursuant to the provisions of paragraph Government Code section 54953, subdivision (e)(3), and to consider extending the time during which the Board may continue to meet by teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

Signed and approved by me after its passage

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Chair  
Placer County Transportation Planning Agency

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Executive Director





# ACTION MINUTES

## REGULAR MEETING OF THE

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

**September 28, 2022 - 9:00 a.m.  
Placer County Board of Supervisors Chambers  
175 Fulweiler Avenue, Auburn, California**

### ROLL CALL

Brian Baker, Chair  
Ken Broadway  
Alice Dowdin Calvillo  
Trinity Burruss  
Suzanne Jones  
Bruce Houdesheldt  
Paul Joiner  
Suzanne Jones, Vice Chair  
Dan Wilkins

### STAFF

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

Chair Baker explained the meeting procedures to the Board and public as it pertains to participating by means of a teleconference under Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Staff reports and a video of this meeting are available at: <https://pctpa.net/agendas-2022/>.

### AB 361 REMOTE TELECONFERENCING

*Staff report presented by Mike Luken, Executive Director.*

Upon motion by Dowdin Calvillo and second by Jones, the Board adopted Resolution No. 22-33 adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing by the following roll call vote:

**AYES:** Baker, Broadway, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins  
**NOES/ABSTAIN:** None  
**ABSENT:** Burruss

Mike noted this Board action was particularly important as the upcoming Tuesday, October 18, 2022 Board meeting was being held entirely by remote teleconferencing means.

### APPROVAL OF ACTION MINUTES – August 24, 2022

Upon motion by Joiner and second by Jones, the action minutes of August 24, 2022, were approved by the following roll call vote:

**AYES:** Baker, Broadway, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins  
**NOES/ABSTAIN:** None  
**ABSENT:** Burruss

**AGENDA REVIEW**

Mike Luken noted that Item G.1. on the Consent Calendar on the agenda page inadvertently reflects a missing “6”. The FY 2022/23 PCTPA Claim for Local Transportation Funds (LTF) is \$1,296,306. The claim and resolution are correct. The Board accepted the agenda with the acknowledged change.

**PUBLIC COMMENT:**

Public comment regarding the Capitol Corridor schedule changes were received from:

- a) Mike Barnbaum, Transit Ambassador at Sacramento Regional Transit District
- b) Jaime Wright, Placer County Public Works Manager – Transit Services

**CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)**

- 1. FY 2022/23 PCTPA Claim for Local Transportation Funds (LTF) - \$1,296,306
- 2. FY 2020/2021 City of Colfax TDA Financial Audit
- 3. 2022 Revised PCTPA Board Meeting Schedule

Upon motion by Houdesheldt and second by Dowdin Calvillo, the preceding Consent Calendar items were approved by the following roll call vote:

**AYES:** Baker, Broadway, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

**ABSENT:** Burruss

**ADJOURN TO CLOSED SESSION**

The Board adjourned to closed session pursuant to:

- 1. Government Code 54957: Public Employee Employment Appointment Executive Director
- 2. Government Code 54957.6: Conference with Labor Negotiator: Agency Designated  
Representative: Agency Chair, Unrepresented Employee: Executive Director Candidates

The Board returned from Closed session. Chair Baker announced no reportable action was taken.

**EXECUTIVE DIRECTOR’S REPORT**

Mike Luken stated that in the interest of time, he will forgo providing his report.

**BOARD DIRECTION TO STAFF**

The Board directed staff to compose a letter to the Chair of the Capitol Corridor Joint Powers Authority (CCJPA) expressing their desire for connecting bus service from / to Auburn, Rocklin, and Roseville to / from the Sacramento Amtrak Station.

**ADJOURN:** The meeting adjourned at approximately 2:07 p.m. A video of this meeting is available online at <https://pctpa.net/agendas-2022/>.

\_\_\_\_\_  
Mike Luken, Executive Director

\_\_\_\_\_  
Brian Baker, Chair

\_\_\_\_\_  
Solvi Sabol, Clerk of the Board

ML:ss

**TO: PCTPA Board of Directors**

**DATE: October 26, 2022**

**FROM: Mike Luken, Executive Director**

**SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for the October 26, 2022, agenda for your review and action.

1. Freeway Service Patrol Contractor Services Agreement: Sierra Hart - \$220,000  
Placer County's Freeway Service Patrol (FSP) program is a collaboration between PCTPA, Caltrans and the California Highway Patrol (CHP). A Memorandum of Understanding between the three parties was executed in 2005 that outlines the specific roles and responsibilities of each agency.

The FSP program currently consists of two tow trucks and one roving service truck, which patrol the most congested area of I-80 and SR 65 during peak commute hours. Supervised daily by the CHP, FSP operators clear accidents, help stranded motorists, remove debris from roadways, and provide traffic control for emergency medical response teams during traffic accidents. The program's goal is to reduce non-recurring traffic congestion by keeping the flow of traffic moving and reducing the risk of secondary incidents.

Funding for the program is provided through an annual allocation of State Highway Account and SB 1 funds. State funds required a 25 percent local match. Matching funds for FY 2022/23 are provided through an exchange of the City of Roseville's Local Transportation Fund (LTF) with Congestion Mitigation and Air Quality (CMAQ) grant funds.

PCTPA's existing FSP contractor is Extreme Towing. Their contract expires December 31, 2024. Extreme Towing recently notified us that they can no longer provide service on SR 65 (Beat 265) as of November 1, 2022, due to staffing issues. They can, however, continue to provide tow service on I-80, Beat 281, and maintain the "Adam" service truck, Beat 281A, during the scheduled evening hours. Change Order #5 will be issued modifying their agreement to 1) eliminate Beat 265 and 2) eliminate Sunday service for the remainder of their agreement term due to lack of calls for service over that past year.

Staff and legal counsel have reviewed our options to address this issue and to avoid a costly new procurement of the entire FSP service. The resolution recommended on SR 65 (Beat 265) is to enter into a contract with one of the two other proposers under the RFP issued in August 2020. Other firms in the 2020 RFP include Sierra Hart (West Sacramento) and All American Towing (Auburn). In reevaluating the two other proposers, and conferring with the CHP, it is documented that All American Towing has had adverse actions related to towing activities in the past two-years which would preclude them from consideration for FSP service in Placer County.

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Staff recommends that the Board authorize the Executive Director to negotiate and sign a Contractor Services Agreement from November 1, 2022 through December 31, 2024, plus two one-year option years for an amount not to exceed \$220,000 annually with Sierra Hart. Sierra Hart will provide FSP service on Beat 265 in the morning between 6:30 – 10:00 a.m. and in the evening between 2:30 – 6:30 p.m. On September 11, 2022, PCTPA’s Technical Advisory Committee (TAC) concurred with the staff recommendation.

2. Health Contribution Resolution

CalPERS is requiring PCTPA to adopt a new resolution for employer healthcare contributions in accordance with Public Employees Health and Medical Care Act (PEHMCA) that sets contribution rates each fiscal year. The attached resolution sets the contribution rates for the 2023 Calendar year. There is no increase in benefit costs resulting from this action. Staff recommends approval.

3. FY 2022/23 Placer County Claims for Local Transportation Funds (LTF): \$8,016,200

Placer County has submitted claims for \$8,016,200 in LTF funds for FY 2022/23 - \$5,358,000 for transit operations, \$251,950 for transit capital, \$2,400,000 for streets and roads maintenance, and \$6,250 for transportation planning process. The County’s claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the County submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2022, and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.

4. FY 2022/23 Placer County Claim for State Transit Assistance (STA) – \$1,410,484

Placer County has submitted a claim for \$1,410,484 in STA funds for FY 2022/23 - \$850,000 for transit operations, \$350,000 for transit capital, and \$210,484 for transit capital outlay reserves. The County’s claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

5. FY 2022/23 County of Placer Claim for State of Good Repair Funds (SGR) Funds: \$345,633

The County of Placer submitted a claim for \$345,633 in Senate Bill 1 SGR funds for FY 2022/23 for transit capital and maintenance purposes. The County’s claim is in compliance with the approved SGR apportionment and with all applicable requirements. Staff recommends approval.

6. Social Services Transportation Advisory Council (SSTAC) Membership

As the part of PCTPA’s responsibility to administer Transportation Development Act (TDA) funds, the agency is required to establish a Social Services Transportation Advisory Council (SSTAC). Under the TDA, the SSTAC’s responsibilities can be summarized as follows:

- Annually participate in the identification of unmet transit needs;
- Annually review and recommend action by the transportation planning agency regarding any recommendations and findings relative to unmet transit needs; and
- Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

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SSTAC membership is guided by the TDA and shown on the attached member roster. Members are appointed by the PCTPA Board and subject to a three-year term of appointment that may be renewed for an additional three-year term by Board action. Staff recommends appointment of the 23 individuals detailed in the attached roster

CP:MC:RC:ML

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: FIXING THE EMPLOYER CONTRIBUTION UNDER THE PUBLIC EMPLOYEES’ MEDICAL AND HOSPITAL CARE ACT AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS**

**RESOLUTION NO. 22-36**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 26, 2022, by the following vote on roll call:

AYES:

NOES:

ABSENT:

**WHEREAS**, Placer County Transportation Planning Agency is a contracting agency under Government Code Section 22920 and subject to the Public Employees’ Medical and Hospital Care Act (the “Act”); and

**WHEREAS**, Government Code Section 22892(a) provides that a contracting agency subject to Act shall fix the amount of the employer contribution by resolution; and

**WHEREAS**, Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; now, therefore be it

**RESOLVED**, that the employer contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of:

Party Rate	Monthly Employer Health Contribution
Subscriber (PR 1)	\$1,304.77
Subscriber & 1 Dependent (PR 2)	\$2,069.54
Subscriber & 2+ Dependent (PR 3)	\$2,690.40
Subscriber (PR 4)	\$355.14
Subscriber & 1 Dependent (PR 5)	\$710.28
Subscriber & 2+ Dependent (PR 6)	\$1,065.42
Subscriber (M) & 1 Dependent (B) (PR 7)	\$1,381.09
Subscriber (M) & 2+ Dependent (B) (PR 8)	\$1,990.35
Subscriber (M) & 1 Dependent (M) & 1+ Dependent (B) (PR 9)	\$1,340.59
Subscriber (B) & 1 Dependent (M) (PR 10)	\$1,381.09
Subscriber (B) & 2+ Dependent (M) (PR 11)	\$1,746.76
Subscriber (B) & 1 Dependent (M) & 1+ Dependent (B) (PR 12)	\$1,990.35

plus administrative fees and Contingency Reserve Fund assessments; and be it further

**RESOLVED**, Placer County Transportation Planning Agency has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further

**RESOLVED**, that the participation of the employees and annuitants of Placer County Transportation Planning Agency shall be subject to determination of its status as an “agency or instrumentality of the state or political subdivision of a State” that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that Placer County Transportation Planning Agency would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer; and be it further

**RESOLVED**, that the executive body appoint and direct, and it does hereby appoint and direct the Fiscal Administrative Officer to file with the Board a verified copy of this resolution, and to perform on behalf of Placer County Transportation Planning Agency all functions required of it under the Act; and be it further

**RESOLVED**, that coverage under the Act be effective on January 1, 2023.

Signed and approved by me after its passage:

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Chair Baker  
Placer County Transportation Planning Agency

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Executive Director

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

FROM:

CLAIMANT: County Of Placer  
ADDRESS: 3091 County Center Dr. Ste. 220  
Auburn, CA 95603

CONTACT PERSON: Käthe Trimble  
Phone: 530-745-7594 Email: ktrimble@placer.ca.gov

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

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ 5,358,000</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$2,400,000</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$6,250</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$251,950</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT: County of Placer

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

TITLE: \_\_\_\_\_ TITLE: Chair, County of Placer

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



**ANNUAL TDA CLAIM FORM**  
**PROJECT AND FINANCIAL PLAN**

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

**Claimant PLACER COUNTY**  
**Fiscal Year 2022/23**

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2022/2023	Salaries & Benefits:	\$3,166,818	LTF – PCTPA	\$3,958,000
	Services & Supplies	\$5,774,774	STA – PCTPA	\$850,000
	Vehicle Tracking Upgrades	\$50,000	FTA 5307	\$1,045,116
	Contribution to PCTPA SRTP	\$200,000	FTA 5307 CARES	\$305,000
	Contingency	\$150,000	FTA 5307 Covid Relief	\$389,823
	Assign to Reserves	\$0	FTA 5311	\$24,000
			Fares	\$298,153
			Other Agency	\$1,475,500
			Interest	\$5,000
			Other Gen. Reimbursement	\$160,000
		Carryover 21/22 LTF	\$400,000	
		Operating Transfers In:	\$431,000	
	<b>Total:</b>	<b>\$9,341,592</b>	<b>Total:</b>	<b>\$9,341,592</b>
Placer County Transit Capital 2022/2023	Preventative Maintenance	\$161,929	SGR – PCTPA	\$345,633
	PCT Bus	\$575,000	STA – PCTPA	\$350,000
			Capital Reserve	\$41,296
	<b>Total:</b>	<b>\$736,929</b>	<b>Total:</b>	<b>\$736,929</b>
Tahoe Truckee Area Regional Transit Operations 2022/2023	Salaries & Benefits:	\$3,679,365	LTF – TRPA	\$957,115
	Services & Supplies	\$6,783,124	LTF – PCTPA	\$1,400,000
	Contingency	\$100,000	STA – TRPA	\$0
			FTA 5307	\$1,300,000
			FTA 5311	\$422,000
			FTA 5307 CARES	\$447,074
			FTA 5307 Covid Relief	\$0
			Fares (Includes TOT)	\$517,200
			T.O.T Funds	\$4,116,200
			Other Agency	\$1,402,900
	<b>Total:</b>	<b>\$10,562,489</b>	<b>Total:</b>	<b>\$10,562,489</b>
Tahoe Truckee Area Regional Transit Capital 2022/2023	40' TART Bus	\$575,000	LTF – PCTPA	\$251,950
	CNG Station Upgrade	\$250,000	SGR – PCTPA	\$0
	Bus Charging Station	\$851,244	SGR – TRPA	\$80,627
			STA – PCTPA	\$210,484
			STA – TRPA	\$638,810
			FTA 5310	\$0
			FTA 5339	\$160,000
			FTA 5307 CARES	\$334,373
	<b>Total:</b>	<b>\$1,676,244</b>	<b>Total:</b>	<b>\$1,676,244</b>
TOTAL Transit:	<b>\$22,317,254</b>		<b>\$22,317,254</b>	
Road Maintenance 2022/2023	Road Maintenance	\$22,255,951	LTF - PCTPA	\$2,406,250
	Transportation Planning	\$6,250	Road Fund	\$19,855,951
	<b>Total:</b>	<b>\$22,262,201</b>	<b>Total:</b>	<b>\$22,262,201</b>
Transit / Road Maint. / Planning:	<b>Total:</b>	<b>\$44,579,455</b>	<b>Total:</b>	<b>\$44,579,455</b>
TOTAL LTF		<b>PCTPA</b>	<b>\$8,016,200</b>	
		<b>TRPA</b>	<b>\$957,115</b>	
TOTAL STA		<b>PCTPA</b>	<b>\$1,410,484</b>	
		<b>TRPA</b>	<b>\$638,810</b>	
TOTAL SGR		<b>PCTPA</b>	<b>\$345,633</b>	
		<b>TRPA</b>	<b>\$80,627</b>	

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## IN THE MATTER OF: ALLOCATION OF LOCAL TRANSPORTATION FUNDS TO THE COUNTY OF PLACER

RESOLUTION NO. 22-37

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 26, 2022 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

\_\_\_\_\_  
Placer County Transportation Planning Agency  
Chair

\_\_\_\_\_  
Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claims and has made the following allocations from the 2021/22 fiscal year funds.

- |    |   |             |
|----|---|-------------|
| 1. | To the County of Placer for projects conforming to Article 4 (99260a) of the Act for Transit Operations                     | \$5,358,000 |
| 2. | To the County of Placer for projects, to be held in capital reserve per C.C.R. 6648   | \$ 251,950  |
| 3. | To the County of Placer for projects conforming to Article 8(a) (99400) of the Act for Streets and Roads:                   | \$2,400,000 |
| 4. | To the County of Placer for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process: | \$ 6,250    |

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

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

**In the matter of:** A Resolution to execute and submit claims for FY 2022-23 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$11,448,869.

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

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 11, 2022 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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

Attest:

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

---

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2022-23, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$957,115 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the Placer County Transportation Planning Agency (PCTPA) in the amount of \$8,016,200 including \$3,958,000 for Placer County Transit (PCT) operating assistance, \$1,400,000 for TART operating assistance, \$251,950 for electric bus charging engineering and construction, \$2,400,000 for Placer County Road Maintenance, and \$6,250 for payment to the Placer County Transportation Planning Agency as a contribution to the Regional Transportation Planning Process for Fiscal Year 2022-23.
- 3) State Transit Assistance Claim to TRPA in the amount of \$638,810 for TART capital assistance for the compressed natural gas station upgrade and future electric bus charging station construction.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,410,484, including \$850,000 for PCT operating assistance, \$210,484 for TART capital assistance for future electric bus charging station construction and \$350,000 for the purchase of a bus for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$80,627.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$345,633, including \$183,704 for one TART bus purchase and \$161,929 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2022-23 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM:

CLAIMANT: County Of Placer  
ADDRESS: 3091 County Center Dr. Ste. 220  
Auburn, CA 95603

CONTACT PERSON: Käthe Trimble  
Phone:(530) 745-7594 Email:ktrimble@placer.ca.gov

The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$1,410,484 for Fiscal Year 2022/23 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$850,000</u>
Transit Capital (6730a):	<u>\$350,000</u>
Transit Capital Outlay Reserve (6648):	<u>\$210,484</u>
Contracted Transit Services (6731b):	<u>\$Click or tap here to enter \$</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT: County of Placer

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

TITLE: \_\_\_\_\_ TITLE: Chair, County of Placer

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

**ANNUAL TDA CLAIM FORM**  
**PROJECT AND FINANCIAL PLAN**

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

**Claimant PLACER COUNTY**  
**Fiscal Year 2022/23**

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2022/2023	Salaries & Benefits:	\$3,166,818	LTF – PCTPA	\$3,958,000
	Services & Supplies	\$5,774,774	STA – PCTPA	\$850,000
	Vehicle Tracking Upgrades	\$50,000	FTA 5307	\$1,045,116
	Contribution to PCTPA SRTP	\$200,000	FTA 5307 CARES	\$305,000
	Contingency	\$150,000	FTA 5307 Covid Relief	\$389,823
	Assign to Reserves	\$0	FTA 5311	\$24,000
			Fares	\$298,153
			Other Agency	\$1,475,500
			Interest	\$5,000
			Other Gen. Reimbursement	\$160,000
			Carryover 21/22 LTF	\$400,000
		Operating Transfers In:	\$431,000	
	<b>Total:</b>	<b>\$9,341,592</b>	<b>Total:</b>	<b>\$9,341,592</b>
Placer County Transit Capital 2022/2023	Preventative Maintenance	\$161,929	SGR – PCTPA	\$345,633
	PCT Bus	\$575,000	STA – PCTPA	\$350,000
			Capital Reserve	\$41,296
	<b>Total:</b>	<b>\$736,929</b>	<b>Total:</b>	<b>\$736,929</b>
Tahoe Truckee Area Regional Transit Operations 2022/2023	Salaries & Benefits:	\$3,679,365	LTF – TRPA	\$957,115
	Services & Supplies	\$6,783,124	LTF – PCTPA	\$1,400,000
	Contingency	\$100,000	STA – TRPA	\$0
			FTA 5307	\$1,300,000
			FTA 5311	\$422,000
			FTA 5307 CARES	\$447,074
			FTA 5307 Covid Relief	\$0
			Fares (Includes TOT)	\$517,200
			T.O.T Funds	\$4,116,200
			Other Agency	\$1,402,900
		<b>Total:</b>	<b>\$10,562,489</b>	<b>Total:</b>
Tahoe Truckee Area Regional Transit Capital 2022/2023	40' TART Bus	\$575,000	LTF – PCTPA	\$251,950
	CNG Station Upgrade	\$250,000	SGR – PCTPA	\$0
	Bus Charging Station	\$851,244	SGR – TRPA	\$80,627
			STA – PCTPA	\$210,484
			STA – TRPA	\$638,810
			FTA 5310	\$0
			FTA 5339	\$160,000
			FTA 5307 CARES	\$334,373
	<b>Total:</b>	<b>\$1,676,244</b>	<b>Total:</b>	<b>\$1,676,244</b>
TOTAL Transit:	<b>\$22,317,254</b>		<b>\$22,317,254</b>	
Road Maintenance 2022/2023	Road Maintenance	\$22,255,951	LTF - PCTPA	\$2,406,250
	Transportation Planning	\$6,250	Road Fund	\$19,855,951
	<b>Total:</b>	<b>\$22,262,201</b>	<b>Total:</b>	<b>\$22,262,201</b>
Transit / Road Maint. / Planning:	<b>Total:</b>	<b>\$44,579,455</b>	<b>Total:</b>	<b>\$44,579,455</b>
TOTAL LTF		<b>PCTPA</b>	<b>\$8,016,200</b>	
		<b>TRPA</b>	<b>\$957,115</b>	
TOTAL STA		<b>PCTPA</b>	<b>\$1,410,484</b>	
		<b>TRPA</b>	<b>\$638,810</b>	
TOTAL SGR		<b>PCTPA</b>	<b>\$345,633</b>	
		<b>TRPA</b>	<b>\$80,627</b>	

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 22-38

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 26, 2022 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2,

99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.

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

Allocation to the County of Placer for FY 2022/23 State Transit Assistance Funds (PUC 99313 & 99314) totaling \$1,410,484; \$850,000 for transit operations (section 6730a), \$350,000 for transit capital (section 6730a), and \$210,484 transit capital reserve (section 6648).

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

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



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

**In the matter of:** A Resolution to execute and submit claims for FY 2022-23 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$11,448,869.

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

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 11, 2022 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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

Attest:

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

---

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2022-23, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$957,115 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the Placer County Transportation Planning Agency (PCTPA) in the amount of \$8,016,200 including \$3,958,000 for Placer County Transit (PCT) operating assistance, \$1,400,000 for TART operating assistance, \$251,950 for electric bus charging engineering and construction, \$2,400,000 for Placer County Road Maintenance, and \$6,250 for payment to the Placer County Transportation Planning Agency as a contribution to the Regional Transportation Planning Process for Fiscal Year 2022-23.
- 3) State Transit Assistance Claim to TRPA in the amount of \$638,810 for TART capital assistance for the compressed natural gas station upgrade and future electric bus charging station construction.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,410,484, including \$850,000 for PCT operating assistance, \$210,484 for TART capital assistance for future electric bus charging station construction and \$350,000 for the purchase of a bus for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$80,627.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$345,633, including \$183,704 for one TART bus purchase and \$161,929 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2022-23 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan

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

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

FROM: CLAIMANT: County Of Placer  
ADDRESS: 3091 County Center Dr. Ste. 220  
Auburn, CA 95603

CONTACT PERSON: Käthe Trimble  
Phone: (530) 745-7594 Email: ktrimble@placer.ca.gov

The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$345,633 for Fiscal Year 2022/23, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Capital (6730a): \$345,633

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT: County of Placer

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

TITLE: \_\_\_\_\_ TITLE: Chair, County of Placer

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

**ANNUAL TDA CLAIM FORM**  
**PROJECT AND FINANCIAL PLAN**

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

**Claimant PLACER COUNTY**  
**Fiscal Year 2022/23**

Brief Project Description	Project Cost	Source of Funding			
Placer County Transit Operations 2022/2023	Salaries & Benefits:	\$3,166,818	LTF – PCTPA	\$3,958,000	
	Services & Supplies	\$5,774,774	STA – PCTPA	\$850,000	
	Vehicle Tracking Upgrades	\$50,000	FTA 5307	\$1,045,116	
	Contribution to PCTPA SRTP	\$200,000	FTA 5307 CARES	\$305,000	
	Contingency	\$150,000	FTA 5307 Covid Relief	\$389,823	
	Assign to Reserves	\$0	FTA 5311	\$24,000	
			Fares	\$298,153	
			Other Agency	\$1,475,500	
			Interest	\$5,000	
			Other Gen. Reimbursement	\$160,000	
			Carryover 21/22 LTF	\$400,000	
		Operating Transfers In:	\$431,000		
	<b>Total:</b>	<b>\$9,341,592</b>	<b>Total:</b>	<b>\$9,341,592</b>	
Placer County Transit Capital 2022/2023	Preventative Maintenance	\$161,929	SGR – PCTPA	\$345,633	
	PCT Bus	\$575,000	STA – PCTPA	\$350,000	
			Capital Reserve	\$41,296	
	<b>Total:</b>	<b>\$736,929</b>	<b>Total:</b>	<b>\$736,929</b>	
Tahoe Truckee Area Regional Transit Operations 2022/2023	Salaries & Benefits:	\$3,679,365	LTF – TRPA	\$957,115	
	Services & Supplies	\$6,783,124	LTF – PCTPA	\$1,400,000	
	Contingency	\$100,000	STA – TRPA	\$0	
			FTA 5307	\$1,300,000	
			FTA 5311	\$422,000	
			FTA 5307 CARES	\$447,074	
			FTA 5307 Covid Relief	\$0	
			Fares (Includes TOT)	\$517,200	
			T.O.T Funds	\$4,116,200	
			Other Agency	\$1,402,900	
		<b>Total:</b>	<b>\$10,562,489</b>	<b>Total:</b>	<b>\$10,562,489</b>
Tahoe Truckee Area Regional Transit Capital 2022/2023	40' TART Bus	\$575,000	LTF – PCTPA	\$251,950	
	CNG Station Upgrade	\$250,000	SGR – PCTPA	\$0	
	Bus Charging Station	\$851,244	SGR – TRPA	\$80,627	
			STA – PCTPA	\$210,484	
			STA – TRPA	\$638,810	
			FTA 5310	\$0	
			FTA 5339	\$160,000	
			FTA 5307 CARES	\$334,373	
		<b>Total:</b>	<b>\$1,676,244</b>	<b>Total:</b>	<b>\$1,676,244</b>
	<b>TOTAL Transit:</b>	<b>\$22,317,254</b>		<b>\$22,317,254</b>	
Road Maintenance 2022/2023	Road Maintenance	\$22,255,951	LTF - PCTPA	\$2,406,250	
	Transportation Planning	\$6,250	Road Fund	\$19,855,951	
	<b>Total:</b>	<b>\$22,262,201</b>	<b>Total:</b>	<b>\$22,262,201</b>	
Transit / Road Maint. / Planning:	<b>Total:</b>	<b>\$44,579,455</b>	<b>Total:</b>	<b>\$44,579,455</b>	
TOTAL LTF		<b>PCTPA</b>	<b>\$8,016,200</b>		
		<b>TRPA</b>	<b>\$957,115</b>		
TOTAL STA		<b>PCTPA</b>	<b>\$1,410,484</b>		
		<b>TRPA</b>	<b>\$638,810</b>		
TOTAL SGR		<b>PCTPA</b>	<b>\$345,633</b>		
		<b>TRPA</b>	<b>\$80,627</b>		

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE OF GOOD REPAIR PROGRAM  
FUNDS TO THE COUNTY OF PLACER**

**RESOLUTION NO. 22-39**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 26, 2022 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

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

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

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

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

Allocation to the County of Placer for FY 2022/23 State of Good Repair Program Funds (PUC 99313 & 99314) totaling \$345,633 for transit capital purposes (section 6730a).

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

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

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

**In the matter of:** A Resolution to execute and submit claims for FY 2022-23 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$11,448,869.

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

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 11, 2022 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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

Attest:

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

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WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2022-23, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$957,115 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the Placer County Transportation Planning Agency (PCTPA) in the amount of \$8,016,200 including \$3,958,000 for Placer County Transit (PCT) operating assistance, \$1,400,000 for TART operating assistance, \$251,950 for electric bus charging engineering and construction, \$2,400,000 for Placer County Road Maintenance, and \$6,250 for payment to the Placer County Transportation Planning Agency as a contribution to the Regional Transportation Planning Process for Fiscal Year 2022-23.
- 3) State Transit Assistance Claim to TRPA in the amount of \$638,810 for TART capital assistance for the compressed natural gas station upgrade and future electric bus charging station construction.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,410,484, including \$850,000 for PCT operating assistance, \$210,484 for TART capital assistance for future electric bus charging station construction and \$350,000 for the purchase of a bus for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$80,627.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$345,633, including \$183,704 for one TART bus purchase and \$161,929 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2022-23 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan



# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## Social Services Transportation Advisory Council October 2022

Required Members per Public Utilities Code 99238 (a) 1-6								
Name	Affiliation	Required Membership Types*						Term Expiration
		Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	
Rebecca Hensley	Agency on Aging			X	X	X		Oct 2025
Christa Coats	PRIDE Industries				X			Oct 2024
Sharese Gavin	So. Placer Transit Information Center/ WPCTSA						X	Oct 2024
Jennifer Higgins	Roseville Resident		X					Oct 2024
Mike Costa	WPCTSA						X	Oct 2024
Colby Hytoff	Placer County HHS			X	X	X		Oct 2024
Susan (Tink) Miller	PIRS	X		X	X	X		Oct 2024
Natasha Stevens (alternate Ranjit Chima)	Placer County HHS			X	X			Oct 2024
Deborah Tyler	Seniors First/WPCTSA	X		X		X	X	Oct 2024
Stephanie Vierstra	Seniors First/WPCTSA			X		X	X	Oct 2024
Peter Eakland	Rocklin Resident	X						Oct 2025
Additional Members Appointed by PCTPA per Public Utilities Code 99238 (b) 7**								
Merrill Buck	Town of Loomis							Oct 2024
Manpreet Ark	Caltrans District 3							Oct 2024
Angela Frost or Christian Punsal	City of Lincoln							Oct 2024
Rich Frost	MV Transportation							Oct 2024
William Gantt	MV Transportation							Oct 2024
Will Garner	Placer County							Oct 2024
Wes Heathcock	City of Colfax							Oct 2024
Tricia Litts	City of Roseville							Oct 2024
Ed Scofield	City of Roseville							Oct 2024
Laura Webster	City of Rocklin							Oct 2024
Mengil Deane	City of Auburn							Oct 2024
Jaime Wright	Placer County							Oct 2024

\*Required Membership Types per PUC 99238 (a)

1. One representative of potential transit users who is 60 years of age or older.
2. One representative of potential transit users who is disabled.
3. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
4. Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.
5. One representative of a local social service provider for persons of limited means.
6. Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

\*\*Additional Members Appointed by PCTPA per Public Utilities Code 99238 (b) 7

7. Broad representatives from social service and/or transit providers representing the elderly, disabled, and persons of limited means (further strive to be representing diverse geographic, socio-economic, and demographic perspectives).



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

**DATE:** October 26, 2022

Below are the Consent Calendar items for the October 26, 2022 agenda for your review and action.

1. WPCTSA FY 2022/23 Budget Amendment #1

Staff recommends approval of Amendment #1 to the Western Placer Consolidated Transportation Services Agency’s (WPCTSA’s) Fiscal Year 2022/23 Budget, contingent upon approval of Amendment #1 to the Placer County Transportation Planning Agency’s (PCTPA’s) FY 2022/23 Overall Work Program (OWP) Budget. Amendment #1 to the FY 2022/23 Budget (attached), accounts for an approximately \$378,000 increase in revenue due to higher-than-anticipated carryover from FY 2021/22 and an increase in the Local Transportation Fund (LTF) and State Transit Assistance (STA) funding allocation available for the WPCTSA to claim based on the Board’s adopted August revisions to Placer County’s FY 2022/23 LTF and STA funding apportionments. These revenues are proposed to cover additional WPCTSA staff administrative costs programmed in PCTPA’s FY 2022/23 OWP Budget Amendment #1 and support a portion of the South Placer Transit Express pilot service’s anticipated operating costs.

The South Placer Transit Express pilot service, which is being administered by the City of Roseville, is a three-year, higher frequency, limited stop service that will directly serve the cities of Lincoln and Roseville, with connections to other regional transit systems at the Roseville Galleria and Watt/Interstate 80 light rail station. Local funding is needed to help match the existing federal and state funding already committed to the project, as well as cover some operating revenues that were previously identified as potentially coming from the two local hospitals which were financially challenged due to the COVID-19 pandemic’s impact to their core healthcare functions. Since the pilot project has a regional benefit that will be serving multiple communities and populations in South Placer County, staff proposes this funding commitment from the WPCTSA’s FY 2022/23 Budget to be utilized when Roseville begins operation of the pilot service.

This item was presented to PCTPA’s Transit Operators Working Group (TOWG) and Technical Advisory Committee (TAC). Some concerns were expressed that the most appropriate mechanism to fund this service would be through the normal Transportation Development Act (TDA) claims process that each agency participates in. However, the TOWG and TAC ultimately concurred that the WPCTSA’s FY 2022/23 Budget could accommodate the funding commitment this year as staff continues to identify alternative funding sources to help offset the project’s operational costs in future years.

MC:RC:ML:ss

## Attachment 1: Western Placer CTSA FY 2023 Budget Amendment #1 - Proposed

October 2022

	FY 2023 Amendment #1 <i>Proposed</i>	FY 2023 Adopted	Difference Proposed vs. Adopted
<b>Operating Expenditures</b>			
PCTPA Staff Administration - Per PCTPA OWP WE #23,24 (1)	\$ 226,597	\$ 209,158	\$ 17,439
Legal Services	\$ 7,500	\$ 7,500	\$ -
Placer Collaborative Network (PCN) Membership	\$ 250	\$ 250	\$ -
Accounting Services	\$ 500	\$ 500	\$ -
Fiscal Auditors (TDA)	\$ 6,000	\$ 6,000	\$ -
Outreach	\$ 150,000	\$ 150,000	\$ -
Direct Expenses (2)	\$ 7,500	\$ 7,500	\$ -
Subtotal PCTPA Administration	\$ 398,347	\$ 380,908	\$ 17,439
<b>Programs</b>			
MV Transit - Health Express (3)	\$ -	\$ -	\$ -
Seniors First - Health Express Program Management (4)	\$ -	\$ -	\$ -
Seniors First - My Rides (4)	\$ -	\$ -	\$ -
Placer Rides - Independent Living Partnership (5)	\$ 10,000	\$ 10,000	\$ -
Placer Rides - Seniors First (6)	\$ 481,750	\$ 481,750	\$ -
Transit Planning (7)	\$ 50,000	\$ 50,000	\$ -
Short Range Transit Plans (8)	\$ 400,000	\$ 400,000	\$ -
Bus Pass Subsidy Program (9)	\$ 5,000	\$ 5,000	\$ -
South Placer Transit Information Center (Call Center) (10)	\$ 309,742	\$ 309,742	\$ -
Transit Ambassador Program (11)	\$ 50,434	\$ 50,434	\$ -
Mobility Training Program (12)	\$ 89,824	\$ 89,824	\$ -
Placer 211 (13)	\$ 50,000	\$ 50,000	\$ -
South Placer Transit Project Funding Commitment (14)	\$ 350,000	\$ -	\$ 350,000
Sierra College Transit Pass and TNC Subsidy Pilot Support (15)	\$ 200,000	\$ 200,000	\$ -
Subtotal Existing & New Programs	\$ 1,996,750	\$ 1,646,750	\$ 350,000
<b>Subtotal Operating Expenditures</b>	<b>\$ 2,395,097</b>	<b>\$ 2,027,658</b>	<b>\$ -</b>
Operating Reserve (16)	\$ 359,265	\$ 304,149	\$ 55,116
<b>Total Operating Expenditures</b>	<b>\$ 2,754,362</b>	<b>\$ 2,331,807</b>	<b>\$ 422,555</b>

Operating Revenue	Amendment #1	Original	Difference
FY 2022/23 LTF Article 4.5 (17)	\$ 1,527,062	\$ 1,316,848	\$ 210,214
FY 2022/23 State Transit Assistance PUC 99313 (18)	\$ 174,919	\$ 133,277	\$ 41,642
Interest Income (19)	\$ 120	\$ 120	\$ -
Carryover (20)	\$ 1,409,849	\$ 1,283,922	\$ 125,927
Seniors First match toward Placer Rides (21)	\$ -	\$ -	\$ -
<b>Total Operating Revenue</b>	<b>\$ 3,111,950</b>	<b>\$ 2,734,167</b>	<b>\$ 377,783</b>

Operating Revenue to Expenditure Comparison	Proposed	Original	Difference
<b>Fund Balance (Carryover)</b>	<b>\$357,588</b>	<b>\$402,360</b>	<b>\$ (44,772)</b>

### Notes

1. Per WPCTSA costs identified in FY 2022/23 PCTPA OWP Work Elements #23 and #24
2. Direct expenses include auto, advertising, meeting, conference & training, postage, printing, and travel.
3. Health Express service terminated on June 30, 2021
4. Health Express and My Rides service terminated on June 30, 2021
5. Per Services Agreement with Independent Living Partnership approved February 2021.
6. Per five-year, adopted budget in WPCTSA Agreement with Seniors First, effective July 1, 2021
7. Set-aside for planning consultant services as needed for various programs, including general transit planning and marketing efforts
8. Set-aside to fund next Short Range Transit Plan update starting in FY 2023
9. Bus pass reimbursement for participating social service organizations based on approved agreements.
10. Per MOU with Roseville, effective July 1, 2021, and corresponding to Roseville FY 2022/23 budget and drawdown of revenue reserves
11. Per MOU with Roseville, effective July 1, 2021, and Roseville FY 2022/23 budget
12. Per MOU with Roseville, effective July 1, 2021, and Roseville FY 2022/23 budget
13. Per Placer 211 Agreement with Placer County Health and Human Services approved April 2020 (for FYs 2020/21-2022/23), 3rd payment
14. FY 2022/23 funding proposed based on available carryover and revised LTF/STA apportionments
15. Annual funding commitment for Sierra College Transit Pass and TNC Subsidy pilot program (split with college and transit operators) - Year 1
16. The operating reserve is set to 15% of FY 2022/23 operating expenses
17. Assumes 4.5% Community Transit Allocation based on revised FY 2022/23 LTF estimate from August 2022
18. Revised STA estimate for FY 2022/23 from August 2022
19. Interest income estimate for FY 2022/23
20. Final FY 2021/22 carryover amount based on year-end actuals
21. Agency on Aging Area 4 match for Placer Rides removed from annual budget as revenues are taken off-the-top from Placer Rides invoices

**TO:** PCTPA Board of Directors **DATE:** October 26, 2022

**FROM:** Mike Costa, Senior Transportation Planner

**SUBJECT:** **PUBLIC HEARING: 2022 UNMET TRANSIT NEEDS ASSESSMENT  
AND PUBLIC ENGAGEMENT EFFORTS**

**ACTION REQUESTED**

Conduct a public hearing to solicit and obtain public testimony on potential unmet transit needs that may exist in Placer County.

**BACKGROUND**

Pursuant to the Transportation Development Act (TDA), the Unmet Transit Needs (UTN) Assessment is one of PCTPA’s key annual administrative responsibilities as the Regional Transportation Planning Agency (RTPA) for Placer County (excluding the Tahoe Basin). The TDA provides two funding sources for public transit: Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. While STA funding is solely restricted to supporting public transit service needs (e.g., operational expenses, capital fleet/equipment purchases, and other administrative support), LTF can be used by Placer County’s incorporated cities/town and unincorporated jurisdictions for other purposes, such as bicycle/pedestrian routes and street and road maintenance/repair, if it is determined that there are no unmet transit needs that are reasonable to meet within the respective jurisdictions.

Each year, PCTPA conducts an extensive outreach process to solicit public comments regarding potential unmet transit needs throughout the urban and rural areas of Placer County. While the Tahoe Regional Planning Agency (TRPA) administers the UTN Assessment process for the immediate Tahoe Basin, PCTPA works closely with TRPA to identify any potential transit need(s) that may be located immediately outside of the Basin within the portions of Placer County that are under PCTPA’s administrative authority (i.e., unincorporated areas between the Tahoe Basin and City of Truckee, including the Donner Lake, Olympic Valley, Alpine Meadows and Northstar resort areas). Comments received during this process are then evaluated by PCTPA staff, the region’s transit operators and other transportation stakeholders (which collectively form PCTPA’s Transit Operators Working Group, or TOWG) and PCTPA’s Social Services Transportation Advisory Council (SSTAC) based on specific “unmet transit need” and “reasonable to meet” definitions and criteria adopted by PCTPA’s Board (see Attachment #1 for the current definitions and criteria, which were adopted by the Board in February 2022). Following the evaluation of public comments, PCTPA staff presents its findings to the Board in a report for adoption.

**DISCUSSION**

For this year’s UTN Assessment process, PCTPA released an online public survey (available in English, Spanish and Tagalog) on October 1<sup>st</sup>, which will be available through November 18<sup>th</sup>. Additionally, per TDA requirements, at least one public hearing is being held to solicit comments

**PCTPA Board of Directors**

**Public Hearing: 2022 Unmet Transit Needs Assessment and Public Engagement Efforts  
October 26, 2022**

**Page 2**

regarding potential unmet transit needs in Placer County, which will occur at the October 26<sup>th</sup> PCTPA Board meeting. The public hearing has been noticed in the Auburn local newspaper and advertised with the survey's availability through information materials that PCTPA has released to local and regional media networks, each TOWG stakeholder, and through its e-mail contact lists and social media platforms to further disseminate the information. PCTPA staff is also visiting each within Placer County member jurisdiction to share information about the UTN Assessment process and advertise the survey's availability via various channels including social media, concurrent, with outreach efforts for the Regional Transportation Plan, which is discussed in more detail under Item I of the October 26<sup>th</sup> PCTPA Board agenda packet.

Public comments regarding potential unmet transit needs can be submitted during the October 26<sup>th</sup> public hearing, at any of the subsequent member jurisdictions that PCTPA staff visits during this outreach effort, via phone at (530) 823-4029, via e-mail at [mcosta@pctpa.net](mailto:mcosta@pctpa.net), and through the on-line survey available at <http://www.pctpa.net/utn>. The public comment period for this year's UTN Assessment process will conclude on November 18, 2022. Following the close of the public comment period, PCTPA staff will summarize and evaluate the comments with the TOWG and SSTAC members, and then prepare a draft report identifying findings regarding any unmet transit needs that are reasonable to meet during December 2022–January 2023. The draft report/findings will then be considered by the SSTAC and presented to the PCTPA Board for consideration in February 2023.

MC:rc:ML:ss

## **PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

### **TDA DEFINITIONS**

**Pursuant to PUC Section 99401.5(c)**

**Adopted 11/8/92**

**Amended 3/23/94**

**Amended 9/22/99**

**Amended 9/27/06**

**Amended 5/14/14**

**Amended 2/23/22**

The Placer County Transportation Planning Agency (PCTPA) engages the public annually to evaluate whether improvements to the existing transit services in Placer County are necessary. The process focuses on the absence of services and can be used as a tool to implement recommendations contained in the short-range transit plans. These plans contain various improvements that may be feasible to implement over the five-to-seven-year life of the plan.

PCTA uses a two-pronged test to evaluate and determine if a public comment should result in changes to existing transit services. The first step is to determine whether a comment meets the definition of an unmet transit need and the second step requires five criteria to be met. Not all comments will satisfy the definition of an unmet need

#### **Unmet Transit Need**

An Unmet Transit Needs is defined as a request for transit service that is not currently offered, inclusive of requests that are required to comply with the Americans with Disabilities Act.

Transit service is generally assumed to exist if it is within 0.75 miles walking distance of a trip's starting and end point.

#### **Reasonable To Meet**

Unmet transit needs may be found to be "reasonable to meet" and recommended for funding if all of the following criteria prevail:

- 1) Would meet state required farebox ratio standards.<sup>1</sup>
- 2) Could be fully funded without exceeding existing Local Transportation Fund revenues<sup>2</sup> and is a reasonable use of taxpayer funds.
- 3) Has strong and broad community support, whether documented in a short-range transit

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<sup>1</sup> Farebox ratio standard is defined as the ratio of fares to operating costs. Current farebox recovery ratios for rural and senior/disabled transit services are typically 10% of operating costs from passenger fares, while transit services in suburban/urban areas are between 10% and 15%, as adopted by the PCTPA Board of Directors. California Code of Regulations Sections 6633.2 and 6633.5 and Public Utilities Code 99268.2, 99268.3, 99268.4 and 99268.5 as amended.

<sup>2</sup> Fare revenues and local support are defined in California Administrative Code Sections 6611.2 and 6611.3

plan or other community planning document, annual unmet transit needs report, or other transit study, which supports multiple users, as determined on a case-by-case basis.

- 4) Consistent with the long-term goals of the Regional Transportation Plan.
- 5) The need is consistent with the intent of the goals and implementation plan of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

Common examples of unmet transit needs could include:

- travel to locations not currently served by existing fixed-route or demand response services
- more frequent service, service at times not currently offered
- improved coordination of transfers between routes or operators

### **Operational Comments**

Comments pertaining to day-to-day operations or decision-making powers of a transit operator are considered “operational” and are not typically considered an Unmet Transit Need. However, they provide valuable insight to the transit operators and are shared with them to explore the feasibility of implementing. These are typically forwarded to the transit operators for review and consideration. Examples of “operational” comments could include:

- More bus stops along an existing route
- Improved bus stop amenities
- Equipment related comments such as more comfortable buses, smaller buses, lighting, bicycle racks, etc.
- Minor route or bus stop modifications
- Modifications to route stop schedule
- Primary and secondary school transportation
- Service reliability
- Customer service or marketing related
- Any comments lacking sufficient specificity to determine whether a service currently exists or the destination of interest and time of day



# Placer County Transportation Planning Agency

## *MEMORANDUM*

**TO:** PCTPA Board of Directors **DATE:** October 26, 2022

**FROM:** Cory Peterson, Senior Transportation Planner  
Mike Costa, Senior Transportation Planner

**SUBJECT:** **PRESENTATION: SACOG'S BLUEPRINT AND RELATIONSHIP TO  
PCTPA'S 2050 REGIONAL TRANSPORTATION PLAN (RTP) EFFORTS**

### RECOMMENDED ACTION

Receive and provide comments on a presentation by PCTPA and SACOG Staff on the SACOG Blueprint and PCTPA 2050 Regional Transportation Plan efforts.

### BACKGROUND

As the state-designated Regional Transportation Planning Agency (RTPA) for Placer County, the Placer County Transportation Planning Agency (PCTPA) is required to prepare and adopt a Regional Transportation Plan (RTP) every five years. The RTP is a long range (20-year minimum), transportation funding plan that identifies the priorities for addressing existing and future traffic congestion on, mobility needs for, and maintenance of the transportation infrastructure, programs, and services located in the incorporated cities of Roseville, Rocklin, Lincoln, Auburn, and Colfax, the town of Loomis, and unincorporated areas of Placer County (excluding the Lake Tahoe basin). Not only does the RTP comply with state statutes for continuous, cooperative, and comprehensive planning, it also provides the mechanism by which state and federal funds are allocated to local transportation projects. PCTPA's current RTP was adopted in December 2019 and contains the Placer region's financially-constrained transportation investments (projects list) planned for delivery through 2040.

The Placer County RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). SACOG is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties, and also serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county region, which includes Placer and El Dorado counties. As an RTPA and MPO, SACOG updates the MTP/SCS (known in this update cycle as the Blueprint) every four years to satisfy its federal planning responsibilities for the six-county region and to address state greenhouse gas emissions reduction requirements for the SCS pursuant to Senate Bill 375 (SB 375). PCTPA also has a Memorandum of Understanding (MOU) with SACOG to provide demographic growth projections, financial forecasting assistance, and air quality modeling services that support PCTPA's planning efforts, including those for the RTP. For these reasons, the financially constrained transportation project lists produced in both Placer County's RTP and SACOG's MTP/SCS (relevant to the Placer County region) are the same. However, unlike the Placer County RTP, SACOG's MTP/SCS also considers how planned land-use development, combined with the transportation investments identified in the project lists, comprehensively addresses greenhouse gas emission reduction targets for the six-county region per SB 375. When



**PCTPA Board of Directors**

**Presentation: SACOG's Blueprint and Relationship to PCTPA's 2050 RTP**

**October 26, 2022**

**Page 2**

completed, SACOG's Blueprint will contain the six-county region's financially constrained transportation investments aligned with a preferred land use growth development scenario to support future planning efforts, program funding development, and project delivery through 2050.

**DISCUSSION**

**2050 Regional Transportation Plan**

The next Placer County RTP (known as the 2050 RTP or Plan) extends the Placer region's planning horizon for transportation investments to 2050. The 2050 RTP planning effort will re-examine and update the prior RTP's goals and policies as needed, identify specific performance metrics to track the progress of the Plan, and incorporate community input on long standing transportation priorities in Placer County. The Plan will also address any new state and/or federal planning requirements and/or funding sources adopted since 2019. The 2050 RTP consists of three primary elements:

- Policy Element: Identifies the mobility goals, objectives, and policies of the region
- Action Element: Details the projects, programs, and actions to implement the RTP
- Financial Element: Summarizes the cost of implementing the RTP projects, considering fiscal constraints

Completion of the 2050 RTP is currently anticipated to occur by December 2024. Throughout the process, PCTPA staff will be coordinating with the six cities/town, Placer County, and numerous other agencies/organizations to update project lists, conduct public outreach/engagement for, and ultimately craft Placer County's transportation vision for the next 26 years through the 2050 RTP. Additionally, public outreach/engagement efforts will be aligned, to the greatest extent possible and as necessary, with SACOG's Blueprint planning process and outreach activities.

As part of the 2050 RTP's initial public engagement/outreach effort, PCTPA staff is presenting an overview of the RTP development process, milestones, coordination opportunities, and soliciting public input at Placer's local agencies, which corresponds to similar efforts being conducted by SACOG for their 2024 Blueprint development. These efforts are being coordinated, to the greatest extent possible, with SACOG due to the integrated nature and function of both the RTP and MTP/SCS processes. Additionally, PCTPA plans to release a public survey in early November to solicit input on the 2050 RTP's goals, project priorities, and overall direction to assist staff with planning efforts moving forward. Attachment #1 contains a list of anticipated outreach/engagement activities pertaining to the RTP, which is coordinated with other planning activities/engagement that PCTPA is concurrently administering with some of the Unmet Transit Needs Assessment and Funding Strategy efforts over the next couple of months. For more information about the 2050 RTP and to access the survey (when it becomes available), please visit: <https://pctpa.net/rtp2050/>.

MC:CP:rc:ML:ss

**2022 Outreach/Engagement Summary Schedule for Unmet Transit Needs (UTN) Assessment and  
2050 Regional Transportation Plan (RTP)**

<b>Date</b>	<b>Event</b>	<b>Type of Event (Survey, Presentation, Workshop, or Pop-up)</b>	<b>For UTN and/or RTP Effort</b>
<b>October 1<sup>st</sup></b>	PCTPA's Unmet Transit Needs Assessment Survey Launches <a href="https://pctpa.net/utn">https://pctpa.net/utn</a>	Survey	UTN
<b>October 6<sup>th</sup></b>	Transit Needs Public Meeting in Tahoe (joint with Truckee/North Tahoe TMA, Tahoe Regional Planning Agency, and Nevada County Transportation Commission)	Presentation and Workshop	UTN
<b>October 24<sup>th</sup></b>	Auburn City Council @ 6:00 p.m.	Presentation	UTN and RTP
<b>October 25<sup>th</sup></b>	Rocklin City Council @ 6:00 p.m.	Presentation	UTN and RTP
<b>October 27<sup>th</sup></b>	Johnson Springview Park Pulse – Rocklin @ 5:00 p.m. (Tentative)	Pop-up	UTN and RTP
<b>November 1<sup>st</sup></b>	2050 RTP Engagement Survey Launches (may launch on October 24 <sup>th</sup> pending review/translation) <a href="http://www.pcpta.net/rtp2050">www.pcpta.net/rtp2050</a>	Survey	RTP
<b>November 3<sup>rd</sup></b>	Truckee/North Tahoe TMA Board @ 8:00 a.m.	Presentation	RTP
<b>November 8<sup>th</sup></b>	Placer County Board of Supervisors @ 9:00 a.m.	Presentation	UTN and RTP
<b>November 8<sup>th</sup></b>	Lincoln City Council @ 6:00 p.m.	Presentation	UTN and RTP
<b>November 8<sup>th</sup></b>	Loomis Town Council @ 7:00 p.m.	Presentation	UTN and RTP
<b>November 9<sup>th</sup></b>	Colfax City Council @ 6:00 p.m.	Presentation	UTN and RTP
<b>November 15<sup>th</sup></b>	Roseville Transportation Commission at 6:00 p.m.	Presentation	UTN and RTP
<b>November 18<sup>th</sup></b>	UTN Assessment Survey Closes	Survey	UTN
<b>*November 18<sup>th</sup> – 20<sup>th</sup></b>	Mandarin Festival in Auburn (TBD)	Pop-up (pending)	RTP
<b>November 28<sup>th</sup></b>	Lincoln Hills Presentation – Sun City @ 1:00 p.m.	Presentation	RTP
<b>November 28<sup>th</sup></b>	Rocklin Cool River Pizza @6:00 p.m.	Presentation	RTP
<b>November 30<sup>th</sup></b>	Roseville – Sun City @ 9:00 a.m.	Presentation	RTP
<b>*Week of November 28<sup>th</sup> or December 5<sup>th</sup></b>	Sierra College – Rocklin campus (one event to occur, TBD)	Pop-up or Workshop (pending)	RTP
<b>December 1<sup>st</sup></b>	Roseville Tree Lighting	Pop-up	RTP
<b>*December 3<sup>rd</sup></b>	Loomis Tree Lighting (TBD)	Pop-up (pending)	RTP
<b>December 5<sup>th</sup></b>	Roseville – Old Town Pizza @ 6:00 p.m.	Presentation	RTP
<b>December 6<sup>th</sup></b>	Rocklin – Event Center @ 6:30 p.m.	Presentation	RTP

**2022 Outreach/Engagement Summary Schedule for Unmet Transit Needs (UTN) Assessment and  
2050 Regional Transportation Plan (RTP)**

<b>Date</b>	<b>Event</b>	<b>Type of Event (Survey, Presentation, Workshop, or Pop-up)</b>	<b>For UTN and/or RTP Effort</b>
<b>December 6<sup>th</sup></b>	Virtual Web-Event #1 (hosted by PCTPA)	Workshop	RTP
<b>December 7<sup>th</sup></b>	Virtual/In-Person Hybrid Event #2 (hosted by and at PCTPA)	Workshop	RTP
<b>December 8<sup>th</sup></b>	Virtual Web-Event #3 (hosted by PCTPA)	Workshop	RTP
<b>*December 10<sup>th</sup></b>	Colfax Winterfest (TBD)	Pop-up (pending)	RTP
<b>December 16<sup>th</sup></b>	2050 RTP Engagement Survey Closes	Survey	RTP

**\*Outreach event subject to occur/change pending staff resource availability and confirmation of PCTPA attendance with event host**

**TO:** PCTPA Board of Directors

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

**SUBJECT:** PLACER-SACRAMENTO ACTION PLAN

**DATE:** October 26, 2022

**ACTION REQUESTED**

1. Adopt Resolution No. 22-35, accepting the Placer-Sacramento Action Plan and determine that the Placer-Sacramento Action Plan is statutorily exempt to further environmental review pursuant of the California Environmental Quality Act (CEQA) of 1970 as defined in State Guidelines, Section 15262, Planning and Feasibility Studies.
2. Authorize the Executive Director to submit in partnership with Caltrans and the Sacramento Area Council of Governments (SACOG) a Solutions for Congested Corridors Program (SCCP) 2022 grant application for the Capitol Corridor Regional Transit Project to the California Transportation Commission (CTC) and execute grant related documents should the grant be awarded.

**BACKGROUND**

***Placer-Sacramento Gateway Plan***

The Placer-Sacramento Gateway Plan (Gateway Plan) was initiated in 2019 as a cooperative, multiagency, multimodal corridor planning effort involving PCTPA, Caltrans District 3, and SACOG. The planning effort also included representatives from the Capitol Corridor Joint Powers Authority (CCJPA), and cities, counties, and transit agencies located within the study corridor. The planning effort also included a comprehensive engagement process using a range of outreach activities to interact with over 5,000 community members and stakeholders.

The Gateway Corridor is focused along Interstate 80 and State Route 65 as well as the Capitol Corridor and Sacramento Regional Transit Blue Line as its backbone. The Plan addresses corridor challenges to reduce traffic congestion, increase travel choices, and improve environmental and quality of life issues. Nearly 150 multimodal transportation projects are included in the Gateway Plan, which will improve corridor operations, increase travel choices, enhance safety, and close gaps in the existing multimodal network.

In April 2020, the Board of Directors accepted the Gateway Plan. The Plan can be reviewed at: <https://www.more80choices.com/>.

***CTC SCCP 2020 Funding***

In July 2020, PCTPA, Caltrans District 3, and SACOG partnered to submit the Placer-Sacramento Gateway Corridor Phase 1 SCCP grant application. Eight projects were included in the grant application. In December 2020, the CTC awarded over \$67 million for the Phase 1 grant application. The State's investment is projected to eliminate 18,714 miles of vehicle trips, increase peak hour person trips by transit and active modes by 23 percent, and reduce fatal collisions within the corridor by over 5 percent.

***Placer-Sacramento Action Plan***

Building on the success of the Gateway Plan, PCTPA staff secured in spring 2020 a Caltrans Sustainable Communities planning grant to continue work as the Placer Sacramento Action Plan (Action Plan). In April 2020, PCTPA awarded a contract with Mark Thomas to develop the Plan.

**PCTPA Board of Directors**  
**PLACER-SACRAMENTO ACTION PLAN**  
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The Action Plan continues the same collaborative agency partnership realized with the Gateway Plan. In May 2021, an outline of the Action Plan, including eleven priority projects and their path forward toward implementation, was presented to the Board for review and public comment. Only one comment was provided by Placer Tomorrow, opposing several priority projects presented.

**DISCUSSION**

***Draft Final Placer-Sacramento Action Plan***

With eight projects funded under the 2020 SCCP, there remain 142 improvements identified in the Gateway Plan that require funding. The Action Plan’s purpose is to prioritize the remaining 142 improvements by their implementation readiness and potential for near-term federal and state competitive grant funding opportunities. As such, the Action Plan does not identify new projects.

Three tiers of projects were developed through an in-depth agency stakeholder prioritization effort. Projects were prioritized into tiers based on the status of environmental clearance; size of funding request; reduction of vehicle-miles traveled; benefit to underserved communities; and safety. Additional criteria included local agency priority and community support; operational and modal benefit; access to jobs and key destinations; implementation readiness; support of State housing goals; and consistency with SCCP funding goals. Eleven projects are prioritized as Tier 1 as they meet criteria and are ready to pursue grant funding opportunities. For Tier 2 and 3 projects, collaboration will continue with corridor agencies to improve their readiness for subsequent funding cycles.

Priority Tier 1 projects are summarized below.

<b>Placer-Sacramento Action Plan Tier 1 Projects</b>	<b>Total Project Cost</b>
State Route 51 (Capital City) Corridor Improvements: J St to Arden Way (Northbound Only)	\$439,700,000
Interstate 80 Express Lanes Phase 1: Sacramento River to SR-65	\$150,000,000
Watt Avenue Corridor Improvements	\$30,000,000
Auburn Folsom Road Regional Corridor Improvements	\$3,650,000
Dry Creek Greenway Trail Phase 2	\$5,000,000
Lincoln Boulevard Corridor Improvements	\$11,000,000
Bell Road/I-80 Roundabouts Project	\$7,424,000
Rocklin Road/I-80 Interchange Reconfiguration	\$26,150,000
Sacramento to Roseville Third Main Track – Phase 1	\$202,290,000
Sacramento Valley Station (SVS) Loop Improvements	\$34,707,000
North Watt Avenue BRT	\$31,020,000
<b>TOTAL</b>	<b>\$940,941,800</b>

The Action Plan advances the goals and objectives in SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy, the Placer County Regional Transportation Plan, and exemplifies the priorities identified in Caltrans, “Moving Forward for Transportation.”

The Action Plan, including an Executive Summary and Tier 1 project fact sheets, is available at: [www.more80choices.com](http://www.more80choices.com). Staff along with the consultant Mark Thomas will summarize the Action Plan, including three projects recommended for inclusion in a SCCP 2022 grant application.

***CTC SCCP 2022 Funding***

Projects seeking SCCP funding must be included in the Gateway Plan and are expected to achieve a variety of transportation performance metrics, including safety, congestion reduction, accessibility, economic development, job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use. These performance metrics form the basis for how projects are evaluated by the CTC seeking SCCP funding. SCCP funding can only be used for the construction phase of a project. Other state policies such as the Climate Action Plan for Transportation Infrastructure (CAPTI) discourage the use of the SCCP for capacity increasing projects.

As noted, the Action Plan places a significant emphasis on prioritizing projects that are likely to be most effective at addressing corridor needs, are construction ready, and closely align with State objectives. Three priority projects are recommended for inclusion in a SCCP 2022 grant application, due to the CTC by December 2, 2022:

- Sacramento to Roseville Third Main Track - Phase 1
- Sacramento Valley Station (SVS) - Phase 1
- Sacramento to Roseville Third Track/Elvas Bridges Replacement

The three projects are bundled in a grant application, known as the Capitol Corridor Regional Transit Improvements Project. The Capitol Corridor Regional Transit Improvements Project will provide improved transit capacity and operational enhancements for the Capitol Corridor Joint Powers Authority and Sacramento Regional Transit District. The Capitol Corridor Regional Transit Improvements Project will construct a third mainline rail track, about 8-miles, between the American River and Roseville; replace two existing Union Pacific Railroad underpasses at Capital City Freeway and construct a new rail bridge; and relocate the existing light rail platform at the Sacramento Valley Station. The Capitol Corridor Regional Transit Improvements Project will provide significant benefits to residents throughout the Sacramento region. These benefits include increased transit and passenger rail capacity; improved corridor transportation choices for underserved communities; reduced housing-transportation costs; improved public health and improved regional air quality; and enhanced accessibility to economic opportunities, services, shopping, and entertainment. The Project also supports a highway freight mode shift by providing additional rail capacity on the Union Pacific mainline. Construction of the three improvements is estimated to total about \$296.1 million. Federal, state, and local funding commitments currently total \$221.1 million. The partner agencies propose to submit a SCCP grant application for \$75 million. If these grant funds are awarded, construction of the three improvements would begin in 2026.

***Subsequent SCCP Grant Application Cycles***

Implementation of the Gateway Plan will involve a continuing collaborative process to advance Tier 2 and 3 projects to a sufficient level of readiness so that they can effectively compete for grant funding.

***Staff Recommendation***

Staff recommends that the Board accept the Placer-Sacramento Action Plan and authorize the Executive Director in partnership with Caltrans and SACOG to submit a SCCP 2022 grant application to the CTC. The TAC concurred with the staff recommendation.

## PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF:  
PLACER-SACRAMENTO ACTION PLAN**

**RESOLUTION NO. 22-35**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 26, 2022, by the following vote on roll call:

AYES:

NOES:

ABSENT:

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

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

**WHEREAS**, the California Transportation Commission adopted on December 5, 2018, Comprehensive Multimodal Corridor Plan Guidelines in response to Senate Bill 1; and

**WHEREAS**, pursuant to Streets and Highways Code Section 2396, the California Transportation Commission adopted on August 17, 2022, guidelines for the 2022 Solutions for Congested Corridors Program; and

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

**WHEREAS**, the Placer-Sacramento Gateway Plan was completed in April 2020 as a comprehensive multimodal corridor plan in compliance with the California Transportation Commission's Comprehensive Multimodal Corridor Plan Guidelines and to qualify Placer-Sacramento Gateway Plan projects for funding cycles from the Solutions for Congested Corridors Program; and

**WHEREAS**, PCTPA worked collaboratively with Caltrans District 3 and the Sacramento Area Council of Governments, and a project development team comprised of the Capitol Corridor Joint

Powers Authority, and cities, counties, and transit agencies located along the Gateway Corridor to develop the Placer-Sacramento Action Plan; and

**WHEREAS**, the Placer-Sacramento Action Plan was developed to prioritize transportation projects in the Placer-Sacramento Gateway Plan by their implementation readiness and potential for near-term federal and state competitive grant funding opportunities, including the California Transportation Commission’s Solutions for Congested Corridors Program.

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

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

**BE IT FURTHER RESOLVED** that the Executive Director is authorized to submit in partnership with Caltrans and the Sacramento Area Council of Governments a Solutions for Congested Corridors Program 2022 grant application to the California Transportation Commission and execute grant related documents should the grant be awarded.

Signed and approved by me after its passage

\_\_\_\_\_  
Chair  
Placer County Transportation Planning Agency

\_\_\_\_\_  
Executive Director



**TO:** PCTPA Board of Directors **DATE:** October 26, 2022

**FROM:** Jodi LaCosse, Fiscal Administrative Officer  
Mike Luken, Executive Director

**SUBJECT:** AMENDMENT #1 FY 2022/23 OVERALL WORK PROGRAM (OWP) AND BUDGET

**ACTION REQUESTED**

Adopt Resolution 22-40 authorizing the Executive Director to submit the attached Amendment #1 of the FY 2022/23 Overall Work Program (OWP) and Budget Amendment #1 to Caltrans.

**BACKGROUND**

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year and a final OWP by June of each year. The draft was approved by the Board in February, Caltrans comments were received and incorporated into the final draft approved by the Board in May. In accordance with normal operations, PCTPA prepares amendments to its OWP in the Fall and Spring of the fiscal year.

Amendment #1 provides an updated description of the activities to be undertaken by the agency in the fiscal year, along with updated detailed budget information. The attached Amendment #1 and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. Amendment #1 reflects financial and programmatic changes taken place since the final OWP was approved by the Board. It is expected that the OWP and Budget will be amended in the Spring to reflect any new information, work activities and/or budget changes.

**DISCUSSION**

***Work Program***

Amendment #1 of FY 2022/23 OWP and Budget contains several changes from the final OWP adopted by the board in May 2022. Most work elements have changes in staffing hours and staff costs for normal business practices. This amendment also includes staffing cost modifications due to personnel changes in the Executive Director and a Senior Transportation Planner positions. Work elements 23 (CTSA Administration) and 35 (Rail Program) have increases in staffing hours to align with the greater than anticipated workload for those projects. The most notable changes in the OWP and Budget are noted below:

- Agency Administration (WE 10) - Increased expenses and revenue for recruitment costs for the Executive Director vacancy.
- SACOG/MPO Planning Integration (WE 20) - Increased expenses and revenue to provide additional consultant work for Regional Transportation Plan (RTP) planning and public outreach.
- Placer Parkway Phase 1 (WE 40) - The realignment study may not begin this fiscal year. The Developer Contribution and Consultant expenses are removed from the budget and are anticipated for next fiscal year. Staff costs were also reduced.

**PCTPA Board of Directors**  
**AMENDMENT #1 FY 2021/22 OWP and BUDGET**  
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- I-80 Auxiliary Lanes (WE 43) - The project's construction contract will be awarded this fiscal year. The consultant costs for construction engineering support were decreased to align with anticipated expenditures this fiscal year. The overall construction engineering support costs remain within the multi-year budget.
- SR 49 Sidewalk Gap Closure (WE 44) – Final design and acquisition of right-of-way (ROW) are scheduled for completion this fiscal year. The expenditures were revised to segregate the anticipated project delivery costs occurring this fiscal year more accurately and to segregate ROW Consultant costs from ROW Capital costs. The expenditures increased for this fiscal year but remains within the planned multi-year project budget.
- Mobility Action Plan (WE 46) – This project will be completed this fiscal year. The budget was revised for the remaining consultant work and grant funding carry-over amount from the prior fiscal year.
- Riego Road/Baseline Road Widening (WE 47) - Staff will recommending that the Board award a consultant contract to study fair share development contributions for the south Sutter/south Placer area later this year. Project expenses were increased for the anticipated RFP consultant costs and increased staff work. Revenues for Agency Contributions were also increased.
- Regional Transportation Funding Program (WE 61) - Expenditures were increased for additional staff efforts, outreach consultant costs, and the purchase of outreach software. Revenues increased for actual carryover amounts from last fiscal year.
- SPRTA Administration (WE100) - The comprehensive update to the SPRTRA Tier 1 fee is ongoing. Due to the amount of revisions requested by staff and member jurisdictions, and anticipated revisions anticipated with stakeholders, the expenses and revenue were increased to complete the study and fee update this fiscal year.

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

***Staffing***

Staffing levels remain the same as with 7.0 full time equivalent staff. The budget also reflects the net of costs for the hiring of a replacement Senior Planner and the costs of having both staff for a training period for Executive Director. Additionally, the costs of the Executive Director recruitment were added into this amendment.

***Budget***

Staff is pleased to again provide the Board with a balanced budget of \$8,397,650, which is a 22% increase from the final FY 2022-23 OWP approved in May. The Agency's \$1.066M contingency fund was increased by \$394K to \$1.4M and meets the 15% minimum suggested reserve. As in previous years, the contingency fund is used for cash flow.

The FY 2022/23 budget includes approximately 60% (\$5,037,700) of reimbursed work and grants, such as SPRTA administration, travel demand model update, fee update, CTSA administration, I-80

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Auxiliary Lanes, Highway 49 Sidewalks, Riego/Baseline Road Widening, building management, and Freeway Service Patrol.

The PCTPA TAC reviewed the draft Amendment #1 document on October 11, 2022, and recommends the Board approve the document as presented in this staff report.

JL:RC:ss:ML



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY



# OVERALL WORK PROGRAM AND BUDGET

## AMENDMENT #1 FISCAL YEAR 2022/23

*October 26, 2022*



<b>WORK ELEMENT</b>	<b>TITLE</b>	<b>PAGE NO.</b>
<b>05</b>	<b>Agency Administration: Indirect Labor</b>	<b>1</b>
<b>10</b>	<b>Agency Administration: Overall Work Program</b>	<b>3</b>
<b>11</b>	<b>Transportation Development Act Admin</b>	<b>4</b>
<b>12</b>	<b>Intergovernmental Coordination</b>	<b>6</b>
<b>13</b>	<b>Intergovernmental Advocacy</b>	<b>8</b>
<b>14</b>	<b>Communications and Outreach</b>	<b>10</b>
<b>15</b>	<b>Building Administration</b>	<b>13</b>
<b>20</b>	<b>SACOG/MPO Planning Integration</b>	<b>14</b>
<b>23</b>	<b>Consolidated Transportation Services Agency (CTSA) Administration</b>	<b>19</b>
<b>24</b>	<b>Transit Planning</b>	<b>21</b>
<b>27</b>	<b>Airport Land Use Commission/Aviation Planning</b>	<b>23</b>
<b>33</b>	<b>Bikeway Planning</b>	<b>25</b>
<b>35</b>	<b>Rail Program</b>	<b>27</b>
<b>40</b>	<b>Placer Parkway</b>	<b>29</b>
<b>41</b>	<b>I-80/SR 65 Interchange Improvements</b>	<b>31</b>
<b>42</b>	<b>Highway 65 Widening</b>	<b>33</b>
<b>43</b>	<b>I-80 Auxiliary Lanes</b>	<b>35</b>
<b>44</b>	<b>SR 49 Sidewalk Gap Closure</b>	<b>37</b>
<b>46</b>	<b>Mobility Action Plan</b>	<b>39</b>
<b>47</b>	<b>Riego Road/Baseline Road Widening Project</b>	<b>41</b>
<b>50</b>	<b>Project Programming and Reporting</b>	<b>44</b>
<b>61</b>	<b>Regional Transportation Funding Program</b>	<b>48</b>
<b>80</b>	<b>Freeway Service Patrol (FSP)</b>	<b>50</b>
<b>100</b>	<b>South Placer Regional Transportation Authority (SPRTA) Administration</b>	<b>52</b>

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# OVERALL WORK PROGRAM FOR 2022/23

## OVERVIEW

The FY 2022/23 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 general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

Twenty-four 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) Bikeway Planning; (5) Airport Planning; (6) Rail Program; (7) Regional Transportation Funding Strategy; (8) I-80 Auxiliary Lanes; (9) SR 49 Sidewalk Gap Closure; (10) Mobility Action Plan; (11) Transit Planning; and (12) Riego Road/Baseline Road Widening.
2. The work program reflects a pro-active approach to identifying future transportation project needs (e.g., TDA Administration, Capitol Corridor Rail, implementation of the Regional Transportation Plan, Regional Transportation Funding Strategy, Mobility Action Plan, Bikeway Planning).
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, and bikeways.
6. The work program reflects the strong commitment to partnerships with other regional agencies in approaching interregional transportation needs.
7. The work program reflects the more pronounced need to participate in regional, state, and federal discussions regarding planning and funding transportation projects.
8. The work program will assure that PCTPA meets all state and federal planning requirements.
9. The work program funding allocation system meets TDA requirements.

The 2022/23 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

## **INTRODUCTION**

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

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

PCTPA has executed a memorandum of understanding and Master Fund Transfer Agreement with the State Department of Transportation on January 26, 1996, and updated in 2012 and 2014 identifying the

responsibilities of PCTPA as the RTPA and providing the administrative structure to implement these responsibilities.

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

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

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

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

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

**Federal Transportation Planning and Programming:** PCTPA has executed memoranda of understanding (MOUs) with Caltrans and the Sacramento Council of Governments (SACOG) on April 11, 2001, with updates in 2005 and 2016, 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.

Pursuant to these agreements, PCTPA receives a "fair share" allocation of both federal urbanized Surface Transportation Block Grant Program (STBGP) funds and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. PCTPA nominates projects for these funds, and SACOG has agreed to select these nominated projects unless they fail to meet a federal requirements. SACOG cannot add projects to the PCTPA nominations.

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 by local ordinance in the area governed by the airport land use plan. This fee is passed on to PCTPA to help defray the cost of project review.

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

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

**Western Placer Consolidated Transportation Services Agency (WPCTSA) Administration:**

PCTPA was designated as the administrator of the WPCTSA under the terms of the Agency's Joint Powers Agreement dated October 13, 2008. As such, PCTPA provides staffing and management of the Agency, and is reimbursed for these services under a staffing agreement.

## PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2022/23 OWP. The organization of PCTPA is summarized in Figure 1.

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

## GEOGRAPHIC LOCATION

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

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2021 populations: Auburn (14,433), Colfax (2,172), Lincoln (49,624), Loomis (6,808), Rocklin (70,469) and Roseville (146,875). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 103,151. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2021 DOF E-1 Report as updated in May 2021.

## 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**

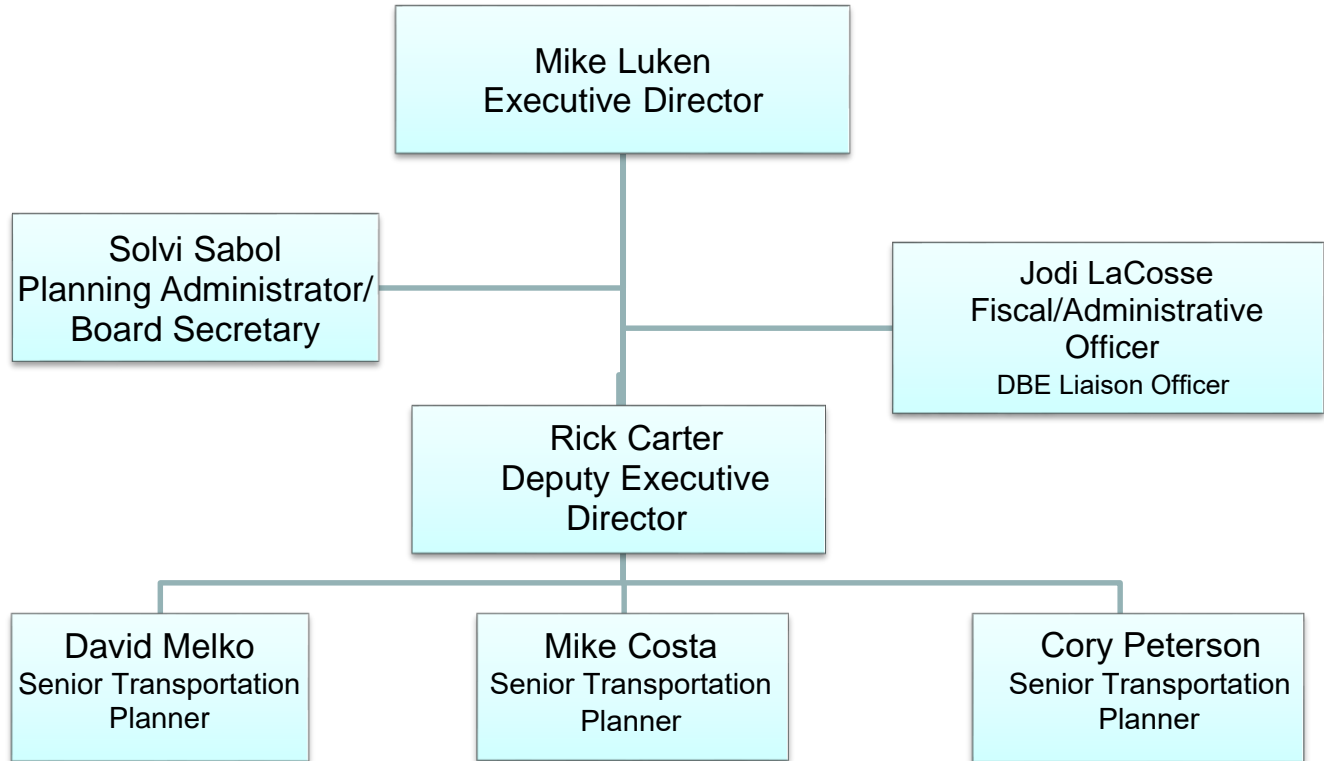
In an ongoing effort to encourage participation of all communities in the transportation planning process, and in compliance with Title VI, the PCTPA solicits input through various policy, technical, and public forums. Outreach to the United Auburn Indian Community is specifically included.

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.

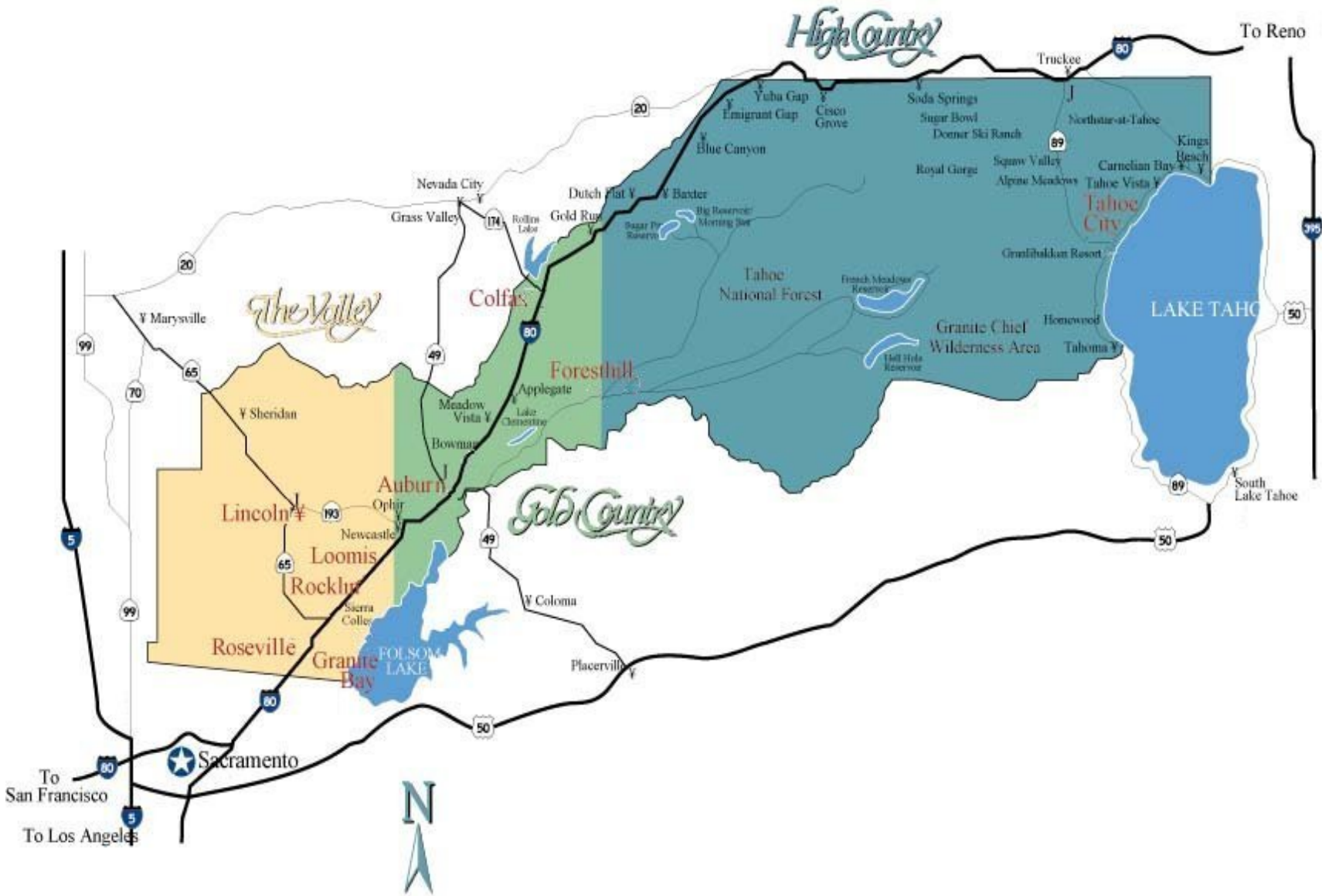
The community information and participation effort has been enhanced by expansion of the agency web page and social media on the Internet, to provide citizens with greater access to agency documents and activities, establishment of a speaker's bureau, and greater emphasis on working with local media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

FY 2022/23

# PCTPA Organizational Chart



**Figure 2**  
**Placer County Location**





## FEDERAL PLANNING FACTORS

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

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

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- 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)
- Bikeway Planning (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)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- 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 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)
- Bikeway Planning (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)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (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)
- Riego Road/Baseline Road Widening (WE 47)
- Mobility Action Plan (WE 46)

*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)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

### **Emphasize the preservation of the existing transportation system**

- TDA Implementation (WE 11)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Freeway Service Patrol (WE 80)

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

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

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service patrol (WE 80)

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

### **Enhance travel and tourism**

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- 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"> <li>• Corridor Studies</li> <li>• Operational Studies</li> <li>• Preliminary Investigations</li> </ul>
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects.	Project Initiation Documents (PIDs), as indicated in the current Two-Year PID Work Plan.
Regional Planning	Participate in and assist with various regional planning projects and studies.	Participation in the following projects and studies: <ul style="list-style-type: none"> <li>▪ Overall Work Programs (OWP) Development, Review, and Monitoring</li> <li>▪ Regional Transportation Plan (RTP) Development, Review, and Monitoring</li> <li>▪ Participation in Annual Coordination Meetings with Caltrans and Partners</li> <li>▪ Coordination with Caltrans via Technical and Policy Advisory Committees, and ad hoc meetings to discuss projects, plans, issues, etc.</li> <li>▪ Participation in Caltrans Headquarters Office of Regional Planning led meetings to discuss new and revised guidelines and updates to the Planning Program.</li> </ul>
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System.	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State’s smart mobility goals.

## **WORK ELEMENT 05**

### **AGENCY ADMINISTRATION: INDIRECT LABOR**

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

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

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

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

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

#### **WORK PROGRAM:**

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2022/23 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**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
Various – proportionately spread across all other work elements/fund types	\$324,779 <u>\$345,434</u>	PCTPA	\$324,779 <u>\$345,434</u>

**WORK ELEMENT 10**  
**AGENCY ADMINISTRATION: OVERALL WORK PROGRAM**

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

**PREVIOUS WORK:**

- FY 2020/21 closeout with Caltrans staff **August 2021**
- FY 2021/22 Overall Work Program and Budget amendments **October 2021 and April 2022**
- Preliminary Draft FY 2022/23 Overall Work Program and Budget **March 2022**
- Final FY 2022/23 Overall Work Program and Budget **May 2022**

**WORK PROGRAM:**

- Prepare FY 2022/23 Overall Work Program and Budget close out documents **July 2022 – August 2022**
- Prepare amendments to FY 2022/23 Overall Work Program (OWP) and Budget **August 2022 - October 2022, January - April 2023, or as needed**
- Prepare FY 2023/24 Overall Work Program and Budget **January 2023 – May 2023**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

**PRODUCTS:**

- Conduct FY 2021/22 closeout with Caltrans staff **August 2022**
- Quarterly progress reports on FY 2022/23 Overall Work Program **Quarterly**
- FY 2022/23 Overall Work Program and Budget amendments **October 2022, April 2023, or as needed**
- Preliminary Draft FY 2023/24 Overall Work Program and Budget **February 2023**
- Final FY 2023/24 Overall Work Program and Budget **May 2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$39,885 <u>\$75,171</u>	PCTPA	-\$66,744 <u>\$66,697</u>
Rural Planning Assistance Funds	<u>\$25,000</u>	<u>RECRUITER/ Applicant Travel Costs</u>	<u>\$33,474</u>
TOTAL	\$66,855 <u>\$100,171</u>		\$66,855 <u>\$100,171</u>
Percent of budget: <del>0.92</del> <u>1.25</u> %			



## **WORK ELEMENT 11**

### **TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION**

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

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

#### **WORK PROGRAM:**

- Solicit public comments on unmet transit needs throughout Placer County **September 2022 – October 2022**
- Review and summarize all comments received regarding unmet transit needs **December 2022**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2022 – January 2023**
- Prepare a report recommending a finding on unmet transit needs **January 2023 - February 2023**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2022/23 **September 2022**
- Prepare a mid-year status update on FY 22/23 LTF and STA actual revenues to estimates **March 2023**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2023/24 **February 2023**
- 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 2022 – March 2023**
- Update and administer five year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Annually**
- Facilitate and monitor activities of the Transit Operators Working Group (TOWG) **Bi-Monthly**

**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 potential college student transit pass **Ongoing**
- Begin scoping and consultant procurement for short range transit planning effort (contract funded through the WPCTSA) **October 2022 -June 2023**

**PRODUCTS:**

- Final Findings of Apportionment for FY 2022/23 **September 2022**
- Preliminary Annual Findings of Apportionment for FY2023/24 **February 2023**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2023**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2023**
- Consultant contract for short range transit plan development **April 2023**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- TOWG meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$193,531 <u>\$188,491</u>	PCTPA	\$148,551 <u>\$143,511</u>
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	\$43,480
TOTAL	\$193,531 <u>\$188,491</u>		\$193,531 <u>\$188,491</u>
Percent of budget: <del>2.75</del> <u>2.36%</u>			

## **WORK ELEMENT 12 INTERGOVERNMENTAL COORDINATION**

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

### **BACKGROUND:**

PCTPA works very closely and continuously with numerous outside agencies as a way of coordinating our planning efforts. In particular, we work with the Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for our area, to implement Federal and State transportation programs. While many of our interactions are specified under our Memorandum of Understanding, regional interests and overlapping jurisdictions provide additional need for close coordination. On a larger regional basis, PCTPA works closely with the Tahoe Regional Planning Agency (TRPA) and Nevada County Transportation Commission (NCTC) on connections both to and within the Truckee/North Tahoe area. On a statewide basis, we work closely to coordinate and share information with the California Transportation Commission (CTC), 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) in regards to transportation/air quality issues.

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

### **WORK PROGRAM:**

- Participate in ad hoc and standing Caltrans policy and technical advisory committees, such as the Regional-Caltrans Coordinating Group **Bi-monthly/as scheduled**
- Participate in ad hoc and standing SACOG policy 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**

**WORK ELEMENT 12 (continued)**  
**INTERGOVERNMENTAL COORDINATION**

- 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 city council and Board of Supervisors meetings **As needed**
- Coordinate and consult with the United Auburn Indian Community of the Auburn Rancheria, including attending tribal meetings **As needed**
- Coordinate with and inform jurisdictions on potential changes in State or Federal planning policies **As needed**
- Hold technical workshops for Placer County jurisdictions **As needed**

**PRODUCTS:**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$64,372 <u>\$63,204</u>	PCTPA	\$74,472 <u>\$73,204</u>
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
<b>TOTAL</b>	<b>\$84,372</b> <b>\$83,204</b>		<b>\$84,372</b> <b>\$83,204</b>
Percent of budget:	<del>1.20</del> <u>1.04</u> %		

## **WORK ELEMENT 13**

### **INTERGOVERNMENTAL ADVOCACY**

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

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

In FY 2016/17, the Board directed staff to explore the introduction of legislation to allow Placer to subdivide the county into transportation sales tax districts. Assembly Bill 1413 to allow sales tax districts in Placer, San Diego, and Solano Counties was signed by the Governor in October 2019.

#### **WORK PROGRAM:**

- Participate in Sacramento Metro Chamber's annual virtual Cap-to-Cap and State legislative advocacy effort **July 2022 – September 2022, January 2023 – June 2023**
- Participate in the Placer Business Alliance Washington DC trip – **October 2022**
- 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**
- Complete a request for approval and recommend the Board hire/rehire a Federal Advocate **October 2022**
- Develop annual Federal legislative and advocacy platform **November 2022 – February 2023**
- Develop annual State legislative and advocacy platform **November 2022 – February 2023**
- 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**

**WORK ELEMENT 13 (continued)**  
**INTERGOVERNMENTAL ADVOCACY**

**PRODUCTS:**

- Attend Self-Help Counties Focus on the Future Conference **November 2022**
- 2023 Federal Legislative Platform **February 2023**
- 2023 State Legislative Platform **February 2023**
- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2023**
- 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	\$181,798 <u>\$184,701</u>	PCTPA	-\$54,549 <u>\$57,452</u>
Interest	<u>2,000</u>	Travel and Conference Expenses	10,000
		Legislative Tracking Services	4,650
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	3,399
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	<u>\$75,000</u>
TOTAL	<del>-\$183,798</del> <u>\$186,701</u>		<del>-\$183,798</del> <u>\$186,701</u>
Percent of budget: <del>2.61</del> <u>2.33%</u>			

## **WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH**

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

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

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

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

### **WORK PROGRAM:**

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

## **WORK ELEMENT 14 (continued)**

### **COMMUNICATIONS AND OUTREACH**

- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Board members, jurisdictions, the public, and other appropriate parties **Ongoing**
- Provide prompt responses to public inquiries and concerns, including raising them to Advisory Committee or Board attention as appropriate **Ongoing**
- Major update of the current agency website - [www.pctpa.net](http://www.pctpa.net) **July-December 2022**
- 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-monthly**
- 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**
- Provide support for alternatively fueled vehicles, including EV charging station **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" **Quarterly**
- Social media postings **Ongoing**
- Posting of video recordings of Board meetings **Monthly**
- Major Update and regular Agency web site updates June-December 2022 **going**
- Board agenda postings on website **Monthly**
- Project and event signage **As needed**
- Title VI and/or DBE Program updates **As needed**
- Meeting notifications and advertising **As needed**



**WORK ELEMENT 14 (continued)**  
**COMMUNICATIONS AND OUTREACH**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$186,157	PCTPA	<del>\$110,757</del>
	<u>\$169,499</u>		<u>\$94,099</u>
CMAQ	<u>40,500</u>	Communications Consultant (Item funded by CMAQ)	47,500
		Graphics Consultant	\$25,000
		Grant Writer	\$25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support (Item funded by CMAQ)	<u>2,000</u>
TOTAL	<del>\$226,657</del>		<del>\$226,657</del>
	<u>\$209,999</u>		<u>\$209,999</u>
Percent of budget: <del>3.22</del> <u>2.62</u> %			

**WORK ELEMENT 15  
BUILDING ADMINISTRATION**

**PURPOSE:** To provide management and administration of the Agency's office property.

**BACKGROUND:** The Nevada Station building, located adjacent to the Auburn Multimodal Station, was purchased to serve as the Agency’s permanent office space. The office property totals 16,810 square feet, and includes several rental spaces in addition to the Agency's area. Management and operation of the facility is part of that ownership responsibility.

**WORK PROGRAM:**

- Maintain accounting for revenue and expenses for the office property **Ongoing**
- Collect rents as scheduled, implementing collection procedures as necessary **Monthly**
- Work with property manager to ensure all maintenance and repair issues are identified and resolved quickly and completely **Ongoing**
- Contract with qualified individuals and firms to provide maintenance and repairs on a timely and cost-effective basis **As needed**
- Work with leasing agent to secure tenants and negotiate leases **As needed**

**PRODUCTS:**

- Reprocure Property Management Firm **July 2022**
- Accounts receivable, accounts payable, balance sheets, and other accounting records **Ongoing**
- Tenant leases **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	\$17,587 \$22,707	PCTPA	\$17,587 \$22,707
TOTAL	\$17,587 \$22,707		\$17,587 \$22,707
Percent of budget:			
<del>25.28</del> %			

## **WORK ELEMENT 20**

### **SACOG/MPO PLANNING INTEGRATION**

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

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

PCTPA actively participated with SACOG and our other regional partners in the update of the six-county Metropolitan Transportation Plan (MTP), which was adopted in November 18, 2019. Technical reasons for this joint effort include reference to the PCTPA/SACOG Memorandum of Understanding (MOU) dated April 11, 2001, which states SACOG provides air quality conformity and other federal requirements for the RTP. The next iteration of the SACOG MTP is anticipated for adoption in early 2024.

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 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 2022/23 with a presentation to the PCTPA Board in February [2022](#). Although adoption of the plan is not required until December 2024, staff plans to reevaluate the structure and contents of the plan to emphasize linkages between policies and outcomes and to make it more user friendly. The 2050 RTP will also be developed in coordination and on a slightly delayed schedule with the SACOG MTP/SCS, being referred to as the 2024 Blueprint. This approach will ensure consistency between the planning efforts due to the complexity and dynamic planning environment in the Sacramento Region. The parallel schedules of the two efforts creates an opportunity to maximize efficiencies and effectiveness in addressing Placer's needs and goals. The technical coordination with SACOG will consist of the following activities:

- 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)

## **WORK ELEMENT 20 (continued)**

### **SACOG/MPO PLANNING INTEGRATION**

- 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.
- 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 ~~February~~ in 2024. ~~In~~ During FY 2022/23 SACOG in partnership with federal, state, and local partners, will be developing land use and transportation scenarios (called pathways) and holding a robust public input process. These pathways will help to develop a preferred project list that will serve as the final project list for both SACOG’s 2024 Blueprint and 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.

### **PREVIOUS WORK:**

#### PCTPA

- Conducted a project kick-off meeting with the PCTPA Board of Directors – **February 2022**
- Initiated review and development of goals, policies, and objectives – **July 2021 - June 2022**
- Began development of public participation plan – **July 2021– June 2022**
- Coordinated with SACOG on data collection, jurisdiction one-on-one meetings, and 2024 Blueprint Framework – **July 2021 – June 2022**

#### SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
  - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2021 – June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
  - Placer County 2020 Base Year allocation for housing and employment for 2024 MTP/SCS long range transportation plan. **January 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - Developed Regional six-county growth projections for the 2024 MTP/SCS update **December 2021**
  - Plan Process Map, Policy Framework, and Outreach Strategy. **February 2022**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)

## **WORK ELEMENT 20 (continued)**

### **SACOG/MPO PLANNING INTEGRATION**

- CMAQ Performance Plan. **September 2021**
- Pavement and Bridge Performance Targets included in MTP (PM2). **November 2021**
- System Performance Targets (PM3) included in MTP. **November 2021**
- Year 2 Safety Performance Targets (PM1). **February 2022**
- Version 2 Project Performance Assessment Tool. **April 2022**

### **WORK PROGRAM:**

#### PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Begin development of 2050 RTP chapter outlines **July 2022 – June 2023**
- Prepare and release a request for proposals to secure a consultant to prepare an environmental impact report associated with the RTP – ~~March~~ **April/May 2023**
- Coordinate with SACOG on the development of draft transportation project lists **July 2022 – June 2023**
- Coordinate with SACOG on anticipated transportation funding through 2050 – **July 2022 – June 2023**
- Review and coordinate with SACOG on Blueprint 2024 scenario planning – **July 2022 – June 2023**
- Develop materials and coordinate with SACOG to host elected officials workshops required of the Blueprint 2024 – ~~Fall 2022~~ **Spring/Summer 2023**

#### SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
  - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. **July 2021 – June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
  - 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 2021 – June 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - Develop and evaluate three distinct pathways (or scenarios) designed to test various land use and transportation strategies and investments to inform the final action, financial, and policy elements of the Blueprint Plan. **July – October 2022**
  - 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. ~~August~~ **November 2022 – March** ~~June~~ **2023**

## **WORK ELEMENT 20 (continued)**

### **SACOG/MPO PLANNING INTEGRATION**

- Prepare and the SACOG board will adopt a preferred pathway (scenario) for the Final Plan. **December 2022 – June 2023**
- Begin development of a Final Plan Document for Blueprint as well as associated technical reports. **December 2022 – June 2023**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
  - Monitor safety performance data and set targets for PM1. **February 2023**
  - Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. **As needed**
  - Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. **As needed**
  - Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. **As needed**
  - Update project performance assessment (PPA) tool and interactive spatial performance metric display. **As needed**
  - Develop Draft CMAQ Performance Plan. **July – December 2022**

#### **PRODUCTS:**

##### PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **Bi-Monthly**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- Draft RTP transportation project lists - ~~Fall 2022~~ Summer 2023
- Draft RTP transportation funding assumptions - **Spring 2023**
- Select Consultant to prepare RTP 2050 Environmental Impact Report – **June 2023**

##### SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
  - Support provided and outcomes memo **September 2022, December 2022, March 2023, June 2023**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
  - New MTP online transportation tool for jurisdiction planners and stakeholders to evaluate transportation projects in the upcoming 2024 MTP/SCS. **July 2022 – June 2023**
  - New online Census Hub on the SACOG Open Data Portal with new data from the 2020 Decennial Census, provide demographics and analysis for land use and transportation planning. **July 2022 – June 2023**
  - New online dashboard for Regional Trails and ATP, will provide data for analysis and future studies. **July 2022 – June 2023**

**WORK ELEMENT 20 (continued)**  
**SACOG/MPO PLANNING INTEGRATION**

- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - Final Land Use and Transportation Pathways. ~~October 2022~~ Fall 2023
  - Public Workshops. ~~November~~ December 2022
  - Elected Official Information Sessions. ~~March~~ Summer 2023
  - Preferred Pathway Framework. ~~June~~ Fall 2023
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
  - Establish Regional Targets or Support Statewide PM1 Safety Targets for 2022 - SACOG Board Action. **March 2023**
  - Update Project performance assessment (PPA) tool and interactive spatial performance metric display. **June 2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<del>-\$250,396</del> <u>\$272,262</u>	SACOG	\$475,232
Rural Planning Assistance	397,000	PCTPA	<del>-\$179,163</del> <u>\$171,030</u>
Planning, Programming, and Monitoring (PPM)	<u>60,000</u>	Consultant	<del>30,000</del> <u>60,000</u>
		Community Engagement	20,000
		Software	
		Legal	1,000
		Meetings, Travel, and Notifications	2,000
TOTAL	<del>-\$707,396</del> <u>\$729,262</u>		<del>\$707,396</del> <u>\$729,262</u>
Percent of budget:	<del>10.05</del> <u>9.11</u> %		

## **WORK ELEMENT 23**

### **WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION**

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

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

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

#### **WORK PROGRAM:**

- Provide administrative, accounting, and staff support for the CTSA JPA **Ongoing**
- Oversee the implementation of CTSA as delineated in the Joint Powers Agreement, including Placer Rides, Transit Ambassador, and the South Placer Transportation Call Center, Bus Pass Subsidy, and Mobility Management programs per Memoranda of Understanding **Ongoing**
- Market the new Placer Rides program in coordination with Seniors First, and conduct additional outreach regarding CTSA-funded programs/services **and other public transit services provided by Placer County's transit operators** Ongoing
- Develop and implement a regional marketing plan to promote both the public transit services and social service transportation programs provided through the WPCTSA in Placer County **July 2022 – June 2023**
- Develop and print coordinated transit schedules **Ongoing**
- Develop and keep updated [www.sptransitinfo.org](http://www.sptransitinfo.org) **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**
- 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**

#### **PRODUCTS:**

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2022/23 Budget updates **As needed**



**WORK ELEMENT 23 (continued)**  
**CTSA ADMINISTRATION**

- CTSA FY 2023/24 Budget **June 2023**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Regional public transit and WPCTSA marketing plan **January 2023**
- Reports, audits, and other documentation required of CTSA's **July 2022 – June 2023/as needed**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
CTSA	\$133,701	PCTPA	\$133,701
	<del>133,701</del> <u>\$155,297</u>		<del>133,701</del> <u>\$155,297</u>
<b>TOTAL</b>	<b>\$133,701</b>		<b>\$133,701</b>
Percent of budget:			
<del>1.90</del> <u>1.94</u> %			

## **WORK ELEMENT 24 TRANSIT PLANNING**

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

### **BACKGROUND:**

PCTPA actively works with its member agencies and transit operators to improve the public transit system in Placer County. With an increased focus on alternatives to driving alone at the state and federal level, PCTPA's work to expand travel options in Placer County has become a larger part of the agency's work. The COVID-19 epidemic only exacerbated the need for Placer County to rethink how it provides transit services. This Work Element includes general transit planning and coordination, as well as the implementation of key regional transit services, such as the South Placer Transit Project and the Placer County-Roseville-Auburn microtransit pilot program. The South Placer Transit Project would 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 ~~and~~, 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. The microtransit pilot program will utilize mobile 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.

### **WORK PROGRAM:**

- Work with Roseville Transit, Placer County Transit, Auburn Transit and WPCTSA to reinvent transit service to address impacts of COVID-19 and the ongoing decline in ridership for non-commuter service prior to COVID-19 **Ongoing**
- Work closely with consultant team, City of Roseville, Placer County, and other pertinent parties to implement the South Placer Transit Project **Ongoing**
- Work closely with City of Roseville, Placer County, City of Auburn, and other stakeholders to implement the microtransit pilot program **Ongoing**
- 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 the South Placer Transit Project in their planning and funding efforts **Ongoing**

### **PRODUCTS:**

- South Placer Transit Project Implementation Plan **Ongoing**
- Microtransit Pilot Program implementation **Ongoing**

**WORK ELEMENT 24 (continued)**  
**TRANSIT PLANNING**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
Western Placer CTSA	\$70,147 <u>\$71,800</u>	PCTPA	\$69,647 <u>\$71,300</u>
		Meetings, Travel, and Notifications	<u>500</u>
<b>TOTAL</b>	\$70,147 <u>\$71,800</u>		\$70,147 <u>\$71,800</u>
Percent of budget: <del>1.00</del> <u>.90</u> %			

## **WORK ELEMENT 27**

### **AIRPORT LAND USE COMMISSION/AVIATION PLANNING**

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

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

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

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.

A key task for the ALUC is coordinating implementation of the Airport Lane Use Compatibility Plan (ALUCP) with the cities of Auburn and Lincoln and Placer County.

#### **WORK PROGRAM:**

- Participate in interagency aviation meetings **As nNeeded**
- Review development projects for consistency with ALUCP **Ongoing As needed**
- Provide staff support for aviation agencies, local jurisdictions and ALUC **Ongoing As needed**
- Administer programs for local jurisdictions **Ongoing/As needed**
- 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. **July ~~2022~~ 2023**

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

**PRODUCTS:**

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule (completion by June 2023)**
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC meeting agendas **As needed**
- Annually adjustment of ALUC fee structure July ~~2022~~ 2023

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<del>-\$43,161</del> <u>\$57,728</u>	PCTPA	<del>-\$36,662</del> <u>\$51,228</u>
ALUC Fees	5,000	Legal	1,000
		Airport Conformity Consultant	\$10,000
		Meetings, Travel, and Notifications	\$500
<b>TOTAL</b>	<del>-\$48,161</del> <u>\$62,728</u>		<del>\$48,161</del> <u>\$62,728</u>
Percent of budget:	<del>0.68</del> <u>.78</u> %		

## **WORK ELEMENT 33 BIKEWAY PLANNING**

**PURPOSE:** To provide ongoing bicycle planning, safety education and coordination services.

**BACKGROUND:** In FY 2010/11, PCTPA completed the North Tahoe-Truckee Resort Triangle Bicycle and Trail Plan with the Tahoe Regional Planning Agency (TRPA), Nevada County Transportation Commission (NCTC), and the North Lake Tahoe Resort Association (NLTRA) in support of the NLTRA's goal to become designated as a Bicycle Friendly Community, which has now been achieved. The City of Roseville also achieved a Bicycle Friendly Community status in 2017. In FY 2016/17 and 2017/18, staff led an update to the 2002 Regional Bikeway Plan for the unincorporated communities in western Placer County, which was adopted in June 2019. The Regional Bikeway Plan provided a new vision for bikeways within the rural communities, between incorporated cities, and the touring routes enjoyed by enthusiast with an eye toward identifying projects to compete in the statewide Active Transportation Program.

PCTPA staff continues to coordinate with local agencies on the implementation of the 2019 Regional Bikeway Plan for the unincorporated areas of the county by pursuing grants as well as the local bikeway plans to secure grant funding for feasibility studies and construction. PCTPA will continue to update, print, and distribute the Countywide Bikeway Map as it has annually since 2010. Staff will also continue to monitor bicycle planning and implementation needs, and coordinate with SACOG, Caltrans, and jurisdictions on bicycle issues.

### **WORK PROGRAM:**

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on 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**
- Coordinate with local jurisdictions, including the City of Folsom, on securing grant funding to complete the Dry Creek Greenway Trail **Ongoing**
- Coordinate with local jurisdictions to develop and secure grant funding for regional bikeway connections to the City of Lincoln and City of Auburn, as identified in the Placer-Sacramento Gateway Plan **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2023 – May 2023**

**WORK ELEMENT 33 (continued)**  
**BIKEWAY PLANNING**

- Using enhanced computer software capabilities, update countywide bikeway maps in-house
- **Ongoing**
- Print and distribute updated countywide bicycle maps **Ongoing**
- 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**

**PRODUCTS:**

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **As needed**
- Regional Bicycle Steering Committee agendas **As needed**
- Grant applications for projects every two years through the SHOPP complete streets funding **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<del>-\$41,509</del> <u>\$27,991</u>	PCTPA	<del>\$31,008</del> <u>\$24,491</u>
CMAQ	<u>2,000</u>	Meetings, Travel, and Notifications	<u>5,500</u>
TOTAL	<del>\$43,509</del> <u>\$29,991</u>		<del>\$43,509</del> <u>\$29,991</u>
Percent of budget: <del>0.62</del> <u>.37</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) will be funding the Sacramento to Reno Service Planning Study. PCTPA will be working closely with Caltrans DRMT and performing the first/last mile analysis and a survey of potential user interest in the potential service to Tahoe and Reno.

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, to design and construct the Third Track facilities, entails extensive coordination to build agreements with key parties, including CCJPA, PCTPA, UP, and the City of Roseville.

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

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

#### **WORK PROGRAM:**

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**



**WORK ELEMENT 35 (continued)**  
**RAIL PROGRAM**

- 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**
- Work with the CCJPA and local transit to provide timely connections to rail service, including changes to Amtrak bus services **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Placer stations, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Participate with Placer County, Washoe County RTC, Nevada County Transportation Commission, TRPA, CCJPA, and Caltrans in the Tahoe/Reno Rail Study **July 2022 – June 2023**
- Work with CCJPA on annual marketing program for Placer County **July 2022 – June 2023**

**PRODUCTS:**

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**
- Sacramento to Reno Service Planning Study (Passenger Rail). This study will include first-last mile rail technical memorandum and customer interest assessment to be completed by PCTPA staff. **June 2023**
- CCJPA marketing materials and video(s) focused on Placer County **July 2022 – June 2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$0	PCTPA	\$47,678
	<u>\$27,643</u>		<u>\$76,317</u>
CMAQ	\$7,500	Legal	500
CCJPA	\$7,500	Marketing Consultant	<del>\$15,000</del> <u>7,500</u>
Reno Tahoe Rail Grant – Partnering Local Agency Funding	<del>\$48,677</del> <u>\$48,174</u>	Meetings, Travel, and Notifications	<u>500</u>
		<u>Community Engagement Software</u>	<u>\$6,000</u>
TOTAL	<del>\$63,174</del> <u>\$90,817</u>		<del>\$63,677</del> <u>\$90,817</u>
Percent of budget:	<del>-90</del> <u>1.13%</u>		

## **WORK ELEMENT 40**

### **PLACER PARKWAY (*Multi-year project*)**

**PURPOSE:** To support the completion of the federal and state environmental document that will provide construction level clearance for a 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. The subsequent Tier 2 environmental document effort is being led by Placer County and will analyze design and construction impacts of roadway alignments within the selected corridor.

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 County 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:**

- Evaluate a proposed shift in the identified corridor and provide environmental review of the proposed corridor if necessary. **July 2022 – June 2023**
- Assist Placer County and other partners in developing and obtaining a construction level environmental clearances. **Ongoing**
- Participate with Placer County on Project Development Team (PDT) for Placer Parkway Phase 1 **Per County schedule**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Placer Parkway in their planning efforts **Ongoing**

#### **PRODUCTS:**

- Tier 1 environmental document revision (addendum, subsequent or supplemental) **July 2022 – June 2023, if needed**

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

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
SPRTA Mitigation Fees	\$58,524 <del>\$81,143</del>	PCTPA	<del>\$111,131</del> \$18,643
Developer Contribution	<del>\$115,106</del>	Consulting / ROW Acquisition	60,000
		Legal	2,000
		Meetings, Travel, and Notifications	500
<b>TOTAL</b>	<b>\$173,630</b> <del>\$81,143</del>		<b>\$173,630</b> <del>\$81,143</del>
Percent of budget:	<del>2.47</del> 1.01%		

## 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 continues to pursue resolution of construction related claims so the project has not been closed out.

The work for FY 2022/23 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) pursuing funding for construction of Phase 2 initiate a study for truck charging at the interchange in order to make to project more competitive for grant funding.

#### WORK PROGRAM:

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to close out construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2022 – June 2023**
- 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 **July 2022 – June 2023/as needed**
- Maintain and update the project website, [www.8065interchange.org](http://www.8065interchange.org) **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**
- Develop engineering study for truck charging at the interchange. July 2022 – June 2023
- Pursue grant funding opportunities for construction of Phase 2. As needed

#### PRODUCTS:

- Coordination with Caltrans and regulatory agencies to settle construction claims and close out environmental monitoring for Phase 1 construction **Ongoing**
- ~~Consider design modifications necessary to align with grant funding opportunities~~ Engineering study for truck charging at the interchange **Ongoing**

**WORK ELEMENT 41 (continued)**  
**I-80/SR 65 INTERCHANGE IMPROVEMENTS (Multi-year project)**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
SPRTA Mitigation Fees	<del>298,531</del> <u>\$286,665</u>	PCTPA	<del>\$96,031</del> <u>\$84,165</u>
		Consulting / ROW Acquisition	200,000
		Legal	2,000
		Meetings, Travel, and Notifications	<u>500</u>
<b>TOTAL</b>	<del>298,531</del> <u>\$286,665</u>		<del>\$298,531</del> <u>\$286,665</u>
Percent of budget: 4.24 <u>3.58%</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 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 2022, the design will go on hold until local match construction funding can be identified.

#### **WORK PROGRAM:**

- Provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **July 2022 – June 2023/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- Consider design modifications necessary to align with grant funding opportunities **Ongoing**
- Pursue grant funding opportunities for construction of Phase 1 **As needed**

#### **PRODUCTS:**

- Grant funding applications **As needed**
- Engineering study of design modifications to align with grant funding opportunities **Ongoing**
- Newsletters, press releases, and outreach materials **Ongoing**

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

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
SPRTA	\$298,331 <u>\$286,465</u>	PCTPA	\$96,031 <u>\$84,165</u>
		Consulting / ROW Acquisition	200,000
		Permit Fees	1,800
		Meetings, Travel, and Notifications / Permit Fees	500
<b>TOTAL</b>	<b>\$298,331</b> <b><u>\$286,465</u></b>		<b>\$298,331</b> <b><u>\$286,465</u></b>
Percent of budget: 4.24 <u>3.58%</u>			

## **WORK ELEMENT 43**

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

**PURPOSE:** To begin construction of the I-80 Auxiliary Lanes project. Caltrans pays for and provides staff support for pre-construction work through Expenditure Authorization 03-3F230.

**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 5<sup>th</sup> 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 ~~are being~~ 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 is anticipated to occur in FY 2022/23.

The work for FY 2022/23 is expected to include preparation of project bid documents, advertisement, award and approval of contractor contract, start of construction, and implementation of mitigation requirements.

#### **WORK PROGRAM:**

- Work with SACOG, Caltrans, SPRTA, and jurisdictions to ensure inclusion of the I-80 Auxiliary Lanes in their planning efforts **Ongoing**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to complete project bid documents, project construction, and implementation of project mitigation requirements. **July 2022 – June 2023**
- ~~Develop consultant contract amendments for bidding and construction support. July 2022—September 2022~~ Completed June 2022
- Provide project construction support July 2022 – June 2023
- 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 **July 2022 – June 2023 / as needed**



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

**PRODUCTS:**

- I-80 Auxiliary Lanes project bid documents. **In accordance with project schedule**
- Consultant contract amendments for bidding and construction support ~~As needed~~  
Completed June 2022
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
		PCTPA	<del>-\$101,651</del> <u>\$94,154</u>
Federal HIP	<u>\$145,500</u>	<del>Design and Right of Way</del> Consultant <u>Construction Engineering Support</u>	<del>\$283,000</del> <u>\$237,764</u>
SPRTA	<del>\$281,750</del> <u>\$240,738</u>	Meetings, Travel, and Notifications	\$1,000
		Permit Fees	2100
		Legal	<u>\$7,500</u>
		PG&E ROW	<del>32,000</del> <u>\$45,820</u>
TOTAL	<del>\$427,250</del> <u>\$386,238</u>		<del>\$427,250</del> <u>\$386,238</u>
Percent of budget:	<del>6.07</del> <u>4.93%</u>		

There is a retaining wall design issue that needs to get resolved within next six weeks. There may be additional costs to the project as a result involving design, ROW & construction.

## **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 2.8 miles of sidewalks between gap on State Route 49 (SR 49) from I-80 to Dry Creek Road, including environmental clearances, design, and right of way support. Caltrans pays for and provides staff support through Expenditure Authorization 03-3H830.

**BACKGROUND:** The PCTPA Board in March 2017 allocated federal Congestion Mitigation and Air Quality funding to work cooperatively with the City of Auburn, County of Placer, and Caltrans to develop a standalone project to close gaps in the sidewalk network along SR 49 from I-80 to Dry Creek Road. Caltrans developed the SR 49 Roadway Rehabilitation project that proposes to repave the entire corridor, add Class II bicycle lanes, and sidewalks along certain segments of the corridor. A Project Report for the Roadway Rehabilitation project was approved March 2017. Unfortunately, sufficient funding was unavailable to provide continuous sidewalks along the corridor and Caltrans Roadway Rehabilitation project was too far along in the process to add the sidewalk gap closure components without significantly slowing their process.

The standalone Highway 49 Sidewalk Gap Closures project completed the necessary environmental clearance in December 2019. Continued effort to complete the design, and right of way phases will support construction of the project using a \$14.4 million Active Transportation Program (ATP) state grant.

During FY 2022/23, PCTPA and the consultant team will finalize the Plans Specifications & Estimates (PS&E), and complete the right-of-way engineering phases in preparation for Caltrans to prepare and release a bid package for construction in FY 2023/24.

#### **WORK PROGRAM:**

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to design (PS&E) improvements per consultant contract **July 2022 – June 2023**
- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties on the right of way phase per consultant contract **July 2022 – July 23-2023**
- 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 **July 2022 – June 2023/as needed**

#### **PRODUCTS:**

- Final Design Plans **March 2023**
- Right of Way Acquisition ~~February~~ **March 2023**
- Right of Way Certification **March 2023**
- Ready to List **March 2023** ~~FY2023/24~~
- Consultant assistance with construction bid package ~~FY 2023/24~~ **February-June 2023**

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

- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF Bike/Ped	\$194,500	PCTPA	\$91,223 <u>\$78,457</u>
CMAQ	\$1,674,659 <u>\$1,990,674</u>	Design & ROW consultant, <u>County contract for Safe Routes program</u>	1,842,386 <u>\$982,214</u>
ATP	\$75,000 <u>\$334,828</u>	<u>Mitigation/Permit</u> Fees	<u>\$1,750</u> <u>\$48,220</u>
<u>HIP</u>	<u>\$295,489</u>	Meetings, Travel, and Notifications	<u>\$1,000</u>
		<u>ROW/Utility Capital</u>	<u>\$1,353,600</u>
		<u>Caltrans – Advertise, Award, Administer Contract</u>	<u>\$150,000</u>
		Legal	<u>\$7,500</u>
TOTAL	\$1,943,859 <u>\$2,620,991</u>		\$1,943,859 <u>\$2,620,991</u>
Percent of budget: <u>27.62</u> <u>32.75%</u>			

## **WORK ELEMENT 46**

### **MOBILITY ACTION PLAN (Multi-year project)**

**PURPOSE:** To identify projects for potential state and federal funding anticipated in 2022 and 2023.

**BACKGROUND:** PCTPA was awarded a Sustainable Communities grant from Caltrans in May 2021. The Placer Sacramento Mobility Action Plan (Action Plan) will build on the completion of the Placer Sacramento Gateway Plan, which includes collaboration between PCTPA, Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), and Caltrans District 3. The Action Plan will identify a list of regional projects to pursue in a coordinated transportation funding effort, including outlining clear actions, assigning implementation roles, and establishing performance metrics. The Action Plan will include an approximately 45-mile corridor that starts on US 50 at Interstate 5 and extends along Business 80, Interstate 80 to Highway 49, and Highway 65 to Nelson Lane.

The Action Plan will utilize innovative community engagement, extensive multimodal simulation modeling, and continuous stakeholder coordination. The Action Plan will be used to compete for state and federal grant funding anticipated in winter 2022/23.

#### **PREVIOUS WORK:**

- Awarded consultant contract **April 2020** (PCTPA)
- Worked closely with project partners to identify the top 3 projects for upcoming funding opportunities **January 2022** (Consultant and PCTPA)
- Began modeling performance benefits of projects prioritized in the draft Mobility Action Plan **January 2022** (Consultant)
- Conducted outreach to stakeholder partners. **February 2022** —~~March~~ **September 2022** (PCTPA and Consultant)
- Developed public outreach videos highlighting priority projects and solicited public input **May 2022** (Consultant).
- Continued performance analysis refinement **October 2021** —~~June~~ **August 2022** (Consultant)

#### **WORK PROGRAM:**

- Administer Caltrans grant **July 2022 – February 2023** (PCTPA)
- Work closely with project partners to advance priority projects along the corridor that would compete best in state and federal grant programs **July 2022 – December 2023**<sup>2</sup> (Consultant and PCTPA)
- With the consultant team, provide information and make presentations on the PSMAP effort to elected officials, business groups, citizen groups, and other interested parties **As needed** (Consultant and PCTPA)
- Deliver final Action Plan to PCTPA Board ~~December~~ **October 2022** (Consultant)

**WORK ELEMENT 46 (continued)**  
**MOBILITY ACTION PLAN (Multi-year project)**

**PRODUCTS:**

- Draft Placer-Sacramento Action Plan (PSAP) **September 2022**
- Final Placer-Sacramento Action Plan (PSAP) ~~December~~ October 2022
- Consultant contract amendments **As needed**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	\$149,396 <u>\$119,515</u>	PCTPA	\$109,895 <u>\$83,371</u>
Caltrans Sustainable Communities Grant	\$71,000 <u>\$142,060</u>	Consultant	\$110,000 <u>\$177,704</u>
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$220,396 <u>\$261,575</u>		\$220,396 <u>\$261,575</u>
Percent of budget:			
3.13 <u>3.27%</u>			

As of July 29<sup>th</sup>, Mark Thomas contract balance is \$177,704.09. Grant should cover \$157,321.43 & local match should cover \$20,882.66.

As of June 30<sup>th</sup>, PCTPA expended \$170,689.53, \$62,766.53 over allotted grant amount for PCTPA. PCTPA has a burn rate of \$6,564.98 over the 26 months, which means we need \$32,824.90 thru end of December 2022.

## WORK ELEMENT 47

### RIEGO ROAD/BASELINE ROAD WIDENING PROJECT *(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:** Beginning in January 2020, staff from the three Participating Agencies 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. The PSR process also established a high level project cost estimate and timeline for the project's environmental review process, the subsequent engineering and design phase, and a construction start date. Completion of the PSR allows the Participating Agencies and PCTPA to pursue local, state, and federal funding for environmental, design, right-of-way, and construction of the Riego Road/Baseline Road improvements.

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. These regional transportation improvements could include Riego Road/Baseline Road, State Route 99/70, Watt Avenue, and Placer/Sutter Parkway. The Participating Agencies executed a MOU, which authorized PCTPA to coordinate the efforts amongst the Participating Agencies to evaluate options and develop a regional transportation funding and financing plan for the South Placer and South Sutter region. Upon consensus on the plan by the PDT,

[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.

PCTPA will develop an RFP for any needed consultant services, schedule, and cost estimate to prepare ~~an~~ a fair share analysis and reports in support of the plan, and to permit consideration of the ~~plan~~ fair share analysis by the Participating Agencies' elected bodies.

#### **WORK PROGRAM:**

- Develop an RFP and contract for consultant services~~the regional transportation funding and financing plan~~ for the fair share analysis. July 2022 ~~September~~ **December** 2022
- Update the Memorandum of Understanding between partner agencies and PCTPA for consultant contract administration. **October 2022 – December 2022**
- Prepare the ~~regional transportation funding and financing plan~~ fair share analysis July 2022 **January 2023 – June 2023 December 2024**
- ~~With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties~~ **July 2022 – June 2023 January 2023 – December 2024/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening and other regional projects in their planning efforts **Ongoing**

**WORK ELEMENT 47 (continued)**

**RIEGO ROAD/BASELINE ROAD WIDENING PROJECT (Multi-year project)**

**PRODUCTS:**

- ~~Regional transportation funding and financing~~ [Fair share analysis](#) options evaluation including Riego Road/Baseline Road Widening. Consultant work product. **In accordance with work program**
- ~~Regional transportation funding and financing options~~ [Fair share analysis](#) and PA&ED consultant contract(s) **To Be determined**
- [Memorandum of Understanding between partner agencies and PCTPA for consultant contract administration](#) **To be determined**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Agency Contribution	\$294,880 <u>\$358,837</u>	PCTPA	\$114,880 <u>\$138,837</u>
		Consultant / ROW	180,000 <u>220,000</u>
TOTAL	\$294,880 <u>\$358,837</u>		<del>\$332</del> 94,880 <u>\$358,837</u>
Percent of budget: 4.19 <u>4.48%</u>			



## **WORK ELEMENT 50**

### **PROJECT PROGRAMMING AND REPORTING**

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

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

Following the passage of SB 862 in 2014, PCTPA determines the allocation of Low Carbon Transit Operations Program (LCTOP) funding to the region's eligible transit and transportation projects. LCTOP funding is continuously appropriated from the annual auction proceeds in the State's Greenhouse Gas Reduction Fund to help the State achieve its climate goals.

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

Another major transportation funding program that PCTPA programs, under the requirements of our designation as Placer's Regional Transportation Planning Agency (RTPA), is the Regional Transportation Improvement Program (RTIP). PCTPA determines how to program the RTIP funds allocated to the county, known as Regional Choice funds. 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 2028 STIP Cycle.

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

**WORK ELEMENT 50 (continued)**  
**PROJECT PROGRAMMING AND REPORTING**

existing, and the introduction of new, funding programs in the IIA, 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, SR 49 Sidewalk Gap Closures, Placer Parkway, rail capacity improvements, and various I-80 improvements. Not only do these projects enhance mobility for residents, they also enhance and expand efficient local, regional, and – in the case of I-80 and rail, national goods movement.

PCTPA also programs 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 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**
- 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**
- Analyze STBG and CMAQ applications and recommend programming to SACOG per Memorandum of Understanding **July 2022 -~~September~~ March 2023**

**WORK ELEMENT 50 (continued)**  
**PROJECT PROGRAMMING AND REPORTING**

- 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 **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 Carbon Transit Operations Program applications **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**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC program funding schedules**
- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop application for SB 1 grant programs, including Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**
- Coordinate with Caltrans on the Highway 49 Safety Audit Review and Implementation with Caltrans **Ongoing per Caltrans schedule**

**WORK ELEMENT 50 (continued)**  
**PROJECT PROGRAMMING AND REPORTING**

- Program and assist with the administration of LCTOP funding allocated for eligible transportation projects in Placer County Ongoing

**PRODUCTS:**

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Annual programming, Aamendments and applications to Low Carbon Transit Operations Program March 2023/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 Application **August 2022**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2023**
- FHWA Strategic Partnership Grant application **March 2023**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans’ Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**
- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Per Caltrans/CTC schedules**
- CMAQ and STBG Projects selected for funding ~~August~~ January 20223
- SB 1 program reports **Per Caltrans/CTC schedules**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<del>\$46,821</del> <u>\$35,082</u>	PCTPA	<del>\$109,821</del> <u>\$116,274</u>
STIP Programming (PPM)	<del>64,000</del> <u>\$82,192</u>	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	<del>\$110,821</del> <u>\$117,274</u>		<del>\$110,821</del> <u>\$117,274</u>
Percent of budget:	1.57 <u>1.47%</u>		

## **WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM**

**PURPOSE:** To educate the public on the need for critical regional transportation projects in Placer County.

**BACKGROUND:** For a number of years, the needs for large scale regional transportation projects far outstrip the county's available transportation funding. Concern has centered on not only the shortfalls, but the timing to fund major projects identified in the Regional Transportation Plan (RTP) such as the Placer Parkway, Highway 65 Widening, the I-80/SR 65 Interchange, intercity rail, transit services, road rehabilitation and maintenance, and pedestrian and bicycle facilities.

While the regional traffic impact fee has now been adopted, increasing travel demand juxtaposed with the state and federal government contributing less towards major freeway and highway projects have continued the gap between transportation needs and funding availability. Unfortunately, the disparity between critical transportation needs and funding opportunities, and the integral ties to the economic vitality of Placer County has not changed. Meanwhile, the very legitimate public concerns about traffic congestion and pavement conditions are getting even worse.

Covid-19 variants in Fiscal Year 2021-2022 presented a major challenge to our work program. Support for the need for a funding mechanism remains steady but has not returned to 2019 levels of support near the 2/3 needed for a special tax. Our charge is to regroup and redouble our efforts to provide the public with more information about the planning and funding challenges involved in addressing our critical transportation needs. Enhanced and creative efforts to provide that kind of outreach and information is a key to the success of our Regional Transportation Funding Program efforts moving forward.

### **WORK PROGRAM:**

- Continue to monitor traffic volumes, monitor economic conditions, and update/refine the Regional Transportation Funding Outreach Program, including opportunities, needs, and constraints for post-COVID-19 return of traffic congestion estimated approximately June 2022 **July 2022 – June 2023**
- Develop and provide informational materials and fact sheets on transportation needs and funding to interested parties, including community and business groups, and the general public. **Ongoing**
- Continue to identify opportunities to leverage state and federal dollars to enhance local transportation funding efforts **Ongoing**
- Investigate opportunities for innovative funding, such as bonding and public-private partnership for specialized transit services, Placer Parkway, I-80 improvements, and other potential candidate projects **Ongoing**

### **PRODUCTS:**

Informational materials, including fact sheets, maps, charts, website graphics, videos, social media, streaming media, traffic cameras and PowerPoint presentations, on transportation needs and funding **July 2022-June 2023**

**WORK ELEMENT 61 (continued)**  
**REGIONAL TRANSPORTATION FUNDING PROGRAM**

- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Updated Sales Tax Revenue Projections **May-June 2023.**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
LTF	\$571,297 <u>\$570,079</u>	PCTPA	\$105,940 <u>\$138,216</u>
LTF Contribution from South County Agencies	<u>100,000</u>	Legal	10,000
<u>WE61 Specific Carryover</u>	<u>\$73,801</u>	Outreach Consultant/Direct Costs / Events / Printing	490,507 <u>525,814</u>
		Mall Kiosk Rent	24,000
		Polling Consultant	35,750
		Meetings, <u>Metroquest</u> , Travel, and Notifications, Misc Costs	5,100 <u>10,100</u>
TOTAL	\$671,297 \$743,880		\$671,297 <u>\$743,880</u>
Percent of budget:			
9.54 <u>9.29%</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 purpose of the program is to keep traffic moving by removing traffic impediments, such as cars with mechanical problems or that have been involved in accidents, as well as assisting the motoring public. The program provides a tow truck with a qualified technician patrolling the target area. The service began in 2003 through a 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 with increased service hours to cover I-80 from Roseville to Auburn and SR 65 from I-80 to Twelve Bridges Dr.

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 works closely with the CHP and the contractor to tweak the program, including service hours, days, and costs, to balance with available funding.

### **WORK PROGRAM:**

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

### **PRODUCTS:**

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

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

<b>REVENUES</b>		<b>EXPENDITURES</b>	
<del>LTF CMAQ Swap with Roseville)</del>	\$216,362 <u>\$124,059</u>	PCTPA	<del>\$70,362</del> <u>\$71,184</u>
FSP State Allocation	<del>394,800</del> <u>\$477,937</u>	FSP contractor	530,000
<u>2016 Federal Earmark</u>		Sacramento Transportation Authority Support	5,800
	<u>\$9,988</u>	Legal	1,000
		FSP Brochures	2,000
		Meetings, travel, and notifications	<u>2,000</u>
TOTAL	\$611,162 <u>\$611,984</u>		\$611,162 <u>\$611,984</u>
Percent of budget: <del>8.68%</del> <u>7.65%</u>			



## **WORK ELEMENT 100**

### **SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)**

#### **ADMINISTRATION**

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

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

Under the Joint Powers Agreement that formed SPRTA, PCTPA is designated as the entity to provide administrative, accounting, and staffing support for the Authority. PCTPA is to be reimbursed for those staffing costs, as well as repaid for previous expenditures used to form the JPA and develop the fee program.

PCTPA and SPRTA members ~~approved~~ continue to develop a comprehensive travel demand forecasting model (TDF) and Tier I and II Regional Impact Fee update in FY2022/23 ~~in June 2022~~. ~~With~~ When this major milestone is successfully completed, staff will enter a maintenance mode of assisting member agencies with the implementation of the TDF model and fee program. Staff has retained an on-call contract with a consultant to assist with technical questions.

#### **WORK PROGRAM:**

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA's traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Work with member jurisdictions to update the JPA agreement **As needed**
- Prepare Annual Reports and Five-Year Reports for the SPRTA fee, per AB1600 **Annually in December**
- Work with member jurisdictions and stakeholders on the comprehensive update to the fee program **July 22- April 2023**

**WORK ELEMENT 100 (continued)**  
**SPRTA ADMINISTRATION**

**PRODUCTS:**

- SPRTA Implementation Plan updates **As needed**
- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2022/23 Budget updates **As needed**
- SPRTA FY 2022/23 Budget **June 2022**
- 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**
- SPRTA Annual Fee Program reports **Each December**
- Updated Nexus Study **March 2023**

**FY 21/22**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$150,424 <u>\$317,351</u>	PCTPA	\$125,424 <u>\$169,351</u>
		On-Call Model and Fee Assistance Consultant	\$25,000 <u>\$148,000</u>
TOTAL	\$150,424 <u>\$317,351</u>	TOTAL	\$150,424 <u>\$317,351</u>
Percent of budget: 2-14 <u>3.97%</u>			

Table 1

<b>Budget Summary FY 2022/23</b>			
<b>Expenditures</b>	<b>FY 2022/23 Amendment #1</b>	<b>FY 22/23 Final</b>	<b>Difference</b>
Salary	\$932,673	\$959,220	(\$26,547)
Benefits	\$566,277	\$584,272	(\$17,995)
Direct (Table 2)	\$5,919,421	\$4,930,054	\$989,367
Indirect (Table 3)	\$585,201	\$564,426	\$20,775
<b>Total</b>	<b>\$8,003,573</b>	<b>\$7,037,972</b>	<b>\$965,601</b>
<b>Revenues</b>	<b>FY 2022/23 Amendment #1</b>	<b>FY 22/23 Final</b>	<b>Difference</b>
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,296,306	\$1,117,858	\$178,448
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUC Fees	\$5,000	\$5,000	\$0
STIP Planning Funds	\$162,192	\$144,000	\$18,192
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$477,937	\$394,800	\$83,137
LTF<->CMAQ Swap with Roseville (FSP)	\$124,059		\$124,059
CMAQ Grants - 2016 Earmark (LTF)	\$9,988	\$0	\$9,988
LTF - Other Funds	\$0	\$0	\$0
Building Administration	\$22,707	\$17,757	\$4,950
Capitol Corridor Marketing Match	\$7,500	\$7,500	\$0
Interest	\$2,000	\$2,000	\$0
SPRTA Administration	\$317,351	\$150,424	\$166,927
SPRTA - I80/SR 65 IC	\$286,665	\$298,531	(\$11,866)
SPRTA - Placer Parkway	\$81,143	\$58,524	\$22,619
SPRTA - SR 65 Widening	\$286,465	\$298,331	(\$11,866)
SPRTA - I-80 Aux Lanes	\$240,738	\$281,750	(\$41,012)
HPP Section 1702 - I-80 Auxiliary Lanes	\$0	\$0	\$0
HIP Grant - I-80 Auxiliary Lanes	\$145,500	\$145,500	\$0
CMAQ Grant - SR 49 Sidewalks	\$2,286,163	\$1,674,359	\$611,804
LTF Ped/Bike Discretionary - SR 49 Sidewalks	\$0	\$194,500	(\$194,500)
ATP State Funding - SR 49 Sidewalks	\$334,828	\$75,000	\$259,828
Caltrans Sustainable Communities Grant	\$142,060	\$71,000	\$71,060
Western Placer CTSA JPA Administration	\$155,297	\$133,701	\$21,596
CTSA - Transit Planning	\$71,800	\$70,147	\$1,653
Baseline/Riego Road-Staff/Consultant Reimburse	\$358,837	\$294,880	\$63,957
Reno/Tahoe Rail Extension	\$48,174	\$50,000	(\$1,826)
Placer Parkway Amendment	\$0	\$115,106	(\$115,106)
LTF Additional Contribution from Jurisdictions-WE61	\$100,000	\$100,000	\$0
LTF Carryover	\$414,140	\$172,416	\$241,724
WE 61 LTF Carryover	\$73,801		\$73,801
<b>Total</b>	<b>\$8,397,650</b>	<b>\$6,820,084</b>	<b>\$1,577,566</b>
<b>Contingency Fund Balance</b>	<b>FY 2022/23 Amendment #1</b>	<b>FY 2022/23 Final</b>	<b>Difference</b>
PCTPA	\$1,410,959	\$1,016,881	\$394,078
Nevada Station	\$50,000	\$50,000	\$0
<b>Total</b>	<b>\$1,460,959</b>	<b>\$1,066,881</b>	<b>\$394,078</b>
<b>Revenue to Expenditure Comparison</b>	<b>FY 2022/23 Amendment #1</b>	<b>FY 2022/23 Final</b>	<b>Difference</b>
Surplus/(Deficit)	(\$0)	\$0	\$0

**Table 2**

<b>Direct Costs</b>				
<b>FY 2022/23</b>				
	<b>FY 2022/23</b>	<b>FY 22/23</b>		
	<b>Amendment 1</b>	<b>Final</b>	<b>Difference</b>	<b>Source</b>
<b>ED Recruiter/Applicant Travel Costs (WE10)</b>	\$ 33,474.00	\$0	\$33,474	LTF
TDA Fiscal Audits (WE 11)	\$43,480	\$43,480	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$0	\$0	\$0	LTF
Federal Advocacy Services (WE 13)	\$75,000	\$75,000	\$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)	\$4,650	\$4,650	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$2,000	\$2,000	\$0	CMAQ
TNT/TMA Membership (WE 14)	\$6,400	\$6,400	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$47,500	\$47,500	\$0	CMAQ
Graphics Consultant (WE14)	\$25,000	\$25,000	\$0	LTF
Grant Writer (WE14)	\$25,000	\$25,000	\$0	LTF
RTP Update consultant (WE 20)	\$60,000	\$30,000	\$30,000	LTF
Community Engagement Software (WE20)	\$20,000	\$20,000	\$0	LTF/STIP
SACOG Payment (WE 20)	\$475,232	\$475,232	\$0	LTF, RPA
Transit Consultant - Short Range Transit Plan (WE 24)	\$0	\$0	\$0	CTSA
Transit Consultant - Marketing CTSA & Microtransit (WE 24)	\$0	\$0	\$0	CTSA
ALUCP Update Consultant (WE 27)	\$0	\$0	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing (WE 33)	\$5,500	\$5,000	\$500	LTF
Capitol Corridor Marketing (WE 35)	\$7,500	\$15,000	(\$7,500)	CMAQ, LTF, CCJPA
Placer Parkway Consultant (WE40)	\$60,000	\$60,000	\$0	Developer Reimb.
SR 65/I80 Interchange Reconfiguration Consultant (WE41)	\$200,000	\$200,000	\$0	SPRTA
SR 65 Widening Reconfiguration Consultant (WE42)	\$200,000	\$200,000	\$0	SPRTA
SR 65 Widening Permit Fees (WE 42)	\$1,800	\$1,800	\$0	SPRTA
I-80 Auxiliary Lanes Permit Fees (WE 43)	\$0	\$2,100	(\$2,100)	SPRTA
I-80 Auxiliary Lanes Consultant - Design (WE 43)	\$0	\$0	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)	\$0	\$0	\$0	HIP/SPTRA
I-80 Auxiliary Lanes - Caltrans Advertise/Award (WE 43)	\$0	\$0	\$0	HPP, RPS9, HIP
I-80 Auxiliary Lanes Consultant - Construction Management (WE 43)	\$237,764	\$283,000	(\$45,236)	HPP, RPS9, HIP, SPRTA
I-80 Auxiliary Lanes - PG&E ROW (WE 43)	\$45,820	\$32,000	\$13,820	SPRTA, HIP
SR 49 Sidewalk Permit Fees (WE 44)	\$1,750	\$1,750	\$0	CMAQ
SR 49 Sidewalk Consultant - Design (WE 44)	\$265,000	\$275,000	(\$10,000)	CMAQ/LTF
SR 49 Sidewalk Consultant - ROW (WE 44)	\$517,214	\$400,000	\$117,214	CMAQ/ATP
SR 49 Sidewalk - ROW Capital (WE 44)	\$1,353,600	\$969,166	\$384,434	CMAQ
SR 49 Sidewalk - Caltrans Advertise/Award (WE 44)	\$150,000	\$150,000	\$0	CMAQ
SR 49 Sidewalk - Env. Mitigation (WE 44)	\$48,220	\$48,220	\$0	CMAQ
SR 49 Sidewalk - Placer County - Safe Routes to Schools (WE44)	\$200,000			ATP
PSAP Consultant (WE 46)	\$177,704	\$110,000	\$67,704	Caltrans Grant
Riego/Baseline (WE 47)	\$220,000	\$180,000	\$40,000	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50,61 80)	\$24,850	\$27,100	(\$2,250)	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$33,000	\$33,000	\$0	HPP, SPRTA
Sales Tax Consultant (WE 61)	\$0	\$0	\$0	LTF
Outreach Consultant (WE 61)	\$90,000	\$123,494	(\$33,494)	LTF
Paid Digital Ads/Streaming (WE 61)	\$251,856	\$251,856	\$0	LTF
Video Production (WE 61)	\$25,000	\$15,000	\$10,000	LTF
Direct Mail (WE 61)	\$0	\$0	\$0	LTF
Mall Kiosk Rent/Design (WE 61)	\$24,000	\$24,000	\$0	LTF
Billboards-Static/Electronic (WE 61)	\$0	\$0	\$0	LTF
Website (WE 61)	\$5,000	\$5,000	\$0	LTF
Metroquest (WE61)	\$5,000	\$0	\$5,000	LTF
Metroquest (WE35)	\$6,000	\$0	\$6,000	LTF
SR 65 Traffic Camera (WE 61)	\$0	\$0	\$0	LTF
Events (WE 61)	\$130,801	\$72,000	\$58,801	LTF
Economic Impact Analysis (WE 61)	\$0	\$0	\$0	LTF
Polling Consultant (WE 61)	\$35,750	\$35,750	\$0	LTF
Sales Tax Update (WE 61)	\$2,157	\$2,157	\$0	LTF
Funding Program Bonding Consultant (WE 61)	\$0	\$0	\$0	LTF
Printing (WE 61)	\$21,000	\$21,000	\$0	LTF
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$530,000	\$530,000	\$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)	\$148,000	\$25,000	\$123,000	SPRTA
<b>TOTAL</b>	<b>\$ 5,919,421</b>	<b>\$ 4,930,054</b>	<b>\$ 789,367</b>	

LTF = Local Transportation Fund

CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds

STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

**Table 3**

<b>Indirect Cost Budget FY 2022/23</b>				
	<b>FY2022-23</b>	<b>FY 2022/23</b>		
<b>CALTRANS ICAP INDIRECT</b>	<b>Amendment #1</b>	<b>Final</b>	<b>Variance</b>	<b>Variance %</b>
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$15,000	\$15,000	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$55,000	\$55,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$14,120	\$14,000	\$120	0.86%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$5,000	\$5,000	\$0	0.00%
MEMBERSHIP/TRAINING	\$7,000	\$7,000	\$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	\$15,000	\$15,000	\$0	0.00%
ACTUARIAL	\$8,910	\$8,910	\$0	100.00%
FISCAL AUDIT	\$18,400	\$18,400	\$0	100.00%
INDIRECT LABOR - <i>Note 1</i>	\$345,434	\$324,779	\$20,655	6.36%
<b>Subtotal</b>	\$519,364	\$498,589	\$20,775	4.17%
INDIRECT COST ADJUSTMENT FROM FY 20/21	(\$120,895)	(\$120,895)	\$0	0.00%
<b>ICAP ALLOWABLE TOTAL</b>	<b>\$398,469</b>	<b>\$377,694</b>	<b>\$20,775</b>	
<b>TOTAL INDIRECT</b>				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
OFFICE SPACE	\$169,732	\$169,732	\$0	0.00%
<b>SUBTOTAL</b>	<b>\$186,732</b>	<b>\$186,732</b>	<b>\$0</b>	<b>0.00%</b>
<b>INDIRECT COST BUDGET TOTAL</b>	<b>\$585,201</b>	<b>\$564,426</b>	<b>\$20,775</b>	<b>3.68%</b>

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

**Table 4**

**Revenue - 2022/23 OWP Amendment #1**

	Work Element	Current Year LTF 2021/22	Rural Plan Assist	STIP	Caltrans Sustainable Communities Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other	
5	Agency Admin - Indirect	\$0								\$ 345,434	(1)
10	Agency Admin - OWP	\$75,171	\$25,000								
11	TDA Implementation	\$188,491									
12	Intergovernmental Coordination	\$63,204		\$20,000							
13	Intergovernmental Advocacy	\$184,701								\$2,000	(2)
14	Communications/Outreach	\$169,499					\$40,500				
15	Building Administration	\$0								\$22,707	(4)
20	SACOG/MPO Planning Integration	\$272,262	\$397,000	\$60,000							
23	CTSA Administration	(\$0)							\$155,297		
24	Transit Planning	\$0							\$71,800		
27	Airport Land Use Commission	\$57,728								\$5,000	(6)
33	Bikeway Planning	\$27,991					\$2,000				
35	Capitol Corridor/Rail	\$27,643					\$7,500			\$55,674	(3)(15)
40	Placer Parkway	\$0				\$81,143				\$0	(9)
41	I-80/SR 65 Interchange	(\$0)				\$286,665					
42	SR 65 Widening	(\$0)				\$286,465					
43	I-80 Auxiliary Lanes	\$0				\$240,738				\$145,500	(10)
44	SR 49 Sidewalks	\$0					\$2,286,163			\$334,828	(13)
46	Mobility Action Plan	\$119,515			\$142,060						
47	Riego/Baseline Widening	\$0								\$358,837	(11)
50	Project Programming and Reporting	\$35,082		\$82,192							
61	Transportation Funding Program	\$570,079								\$173,801	(14)
80	Freeway Service Patrol	\$0					\$9,988	\$477,937		\$124,059	(16)
100	SPRTA Administration	\$0				\$317,351					
	Unallocated Revenue/Reserve	(\$0)									
	<b>Total</b>	<b>\$1,791,368</b>	<b>\$422,000</b>	<b>\$162,192</b>	<b>\$142,060</b>	<b>\$1,212,362</b>	<b>\$2,346,151</b>	<b>\$477,937</b>	<b>\$227,097</b>	<b>\$1,222,406</b>	

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor Marketing Match; (4) Building Admin Reimburse;  
 (5) LTF Ped/Bike; (6) ALUC fees; (7) FTA Section 5304 including Local Match; (8) Cities of Auburn and Lincoln; (9) Developer Reimbursement;  
 (10) Federal HIP Funding; (11) Counties of Placer and Sutter, City of Roseville; (12) Local Agency Funding; (13) ATP Federal Funding (14) Addtl LTF-Rsvl,Rock,Linc, Cnty for \\  
 (15) Reno/Tahoe Rail (16) CMAQ Swap with Roseville

**Table 5**

Amend #1	Expenditures - 2022/23 OWP				SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget	PCTPA Costs	
	PY	Staff	Indirect	Indirect									
5	Agency Admin - Indirect	1.43	\$345,434						(1)	\$345,434	see Table 3	PCTPA Costs	
10	Overall Work Program	0.17	\$47,970	\$12,752	\$5,976	\$ 33,474.00				\$100,171	1.25%	\$66,697	
11	TDA Implementation	0.43	\$103,215	\$27,438	\$12,858	\$43,480	\$500	\$1,000	(6)	\$188,491	2.36%	\$143,511	
12	Intergovernmental Coordination	0.19	\$52,649	\$13,996	\$6,559			\$10,000	(6)	\$83,204	1.04%	\$73,204	
13	Intergovernmental Advocacy	0.13	\$41,321	\$10,984	\$5,148	\$105,000		\$24,249	(3),(8),(10)	\$186,701	2.33%	\$57,452	
14	Communications/Outreach	0.25	\$67,677	\$17,991	\$8,431	\$97,500		\$18,400	(2),(7),(9)	\$209,999	2.62%	\$94,099	
15	Building Administration	0.06	\$16,331	\$4,341	\$2,034				(6)	\$22,707	0.28%	\$22,707	
20	SACOG/MPO Planning Integration	0.54	\$123,007	\$32,699	\$15,324	\$475,232	\$80,000	\$1,000	\$2,000	(6)	\$729,262	9.11%	\$171,030
23	CTSA Administration	0.44	\$111,692	\$29,691	\$13,914					\$155,297	1.94%	\$155,297	
24	Transit Planning	0.19	\$51,280	\$13,632	\$6,388	\$0		\$500	(6)(12)	\$71,800	0.90%	\$71,300	
27	ALUC/Aviation Planning	0.14	\$36,844	\$9,794	\$4,590	\$10,000	\$1,000	\$500	(6)	\$62,728	0.78%	\$51,228	
33	Bikeway Planning	0.09	\$17,614	\$4,682	\$2,194			\$5,500	(6)(13)	\$29,991	0.37%	\$24,491	
35	Capitol Corridor Rail	0.24	\$54,888	\$14,591	\$6,838	\$13,500	\$500	\$500	(6)	\$90,817	1.13%	\$76,317	
40	Placer Parkway	0.04	\$13,409	\$3,564	\$1,670	\$60,000	\$2,000	\$500	(6)	\$81,143	1.01%	\$18,643	
41	I-80/SR 65 Interchange	0.19	\$60,532	\$16,091	\$7,541	\$200,000	\$2,000	\$500	(6)	\$286,665	3.58%	\$84,165	
42	SR 65 Widening	0.19	\$60,532	\$16,091	\$7,541	\$200,000	\$0	\$2,300	(6)(14)	\$286,465	3.58%	\$84,165	
43	I-80 Auxiliary Lanes	0.25	\$67,717	\$18,001	\$8,436	\$283,584	\$7,500	\$1,000	(6)(14)	\$386,238	4.83%	\$94,154	
44	SR 49 Sidewalks	0.22	\$56,427	\$15,000	\$7,029	\$2,534,034	\$7,500	\$1,000	(6)(14)	\$2,620,991	32.75%	\$78,457	
46	Mobility Action Plan	0.21	\$59,961	\$15,940	\$7,470	\$177,704		\$500	(6)	\$261,575	3.27%	\$83,371	
47	Riego/Baseline Widening	0.36	\$99,854	\$26,544	\$12,439	\$220,000			(6)	\$358,837	4.48%	\$138,837	
50	Project Programming and Reporting	0.32	\$83,626	\$22,230	\$10,418			\$1,000	(6)	\$117,274	1.47%	\$116,274	
61	Transportation Funding Program	0.31	\$99,407	\$26,426	\$12,384	\$585,564	\$10,000	\$10,100	(6)	\$743,880	9.29%	\$138,216	
80	Freeway Service Patrol	0.21	\$51,197	\$13,610	\$6,378	\$530,000	\$1,000	\$9,800	(4),(6),(11)	\$611,984	7.65%	\$71,184	
100	SPRTA Administration	0.44	\$121,799	\$32,378	\$15,173	\$148,000				\$317,351	3.97%	\$169,351	
	<b>Total</b>	<b>7.03</b>	<b>\$1,498,951</b>	<b>\$398,469</b>	<b>\$186,732</b>	<b>\$475,232</b>	<b>\$5,321,840</b>	<b>\$0</b>	<b>\$33,000</b>	<b>\$89,349</b>	<b>\$8,003,573</b>	<b>100.00%</b>	

\* 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 \$6,400 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses (4) FSP brochure; (5) transportation event sponsorship; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage; (10) CalCOG membership; (11) STA Payment; (12) PCN and CalACT memberships; (13) Bike Map printing; (14) Permit Fees

**Table 6**

## Summary of Staff Hours and Costs FY 2022/23

	Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
Agency Administration: Indirect	2965	20.27%	1.43		\$345,434	18.73%
Agency Admin - OWP	360	2.46%	0.17		\$47,970	2.60%
TDA Implementation	895	6.12%	0.43		\$103,215	5.60%
Intergovernmental Coordination	385	2.63%	0.19		\$52,649	2.85%
Intergovernmental Advocacy	266	1.82%	0.13		\$41,321	2.24%
Comm/Outreach	510	3.49%	0.25		\$67,677	3.67%
Building Administration	135	0.92%	0.06		\$16,331	0.89%
SACOG/MPO Plan Integration and Support	1115	7.62%	0.54		\$123,007	6.67%
CTSA Administration	910	6.22%	0.44		\$111,692	6.06%
South Placer Transit Project	400	2.74%	0.19		\$51,280	2.78%
ALUC/Aviation Planning	289	1.98%	0.14		\$36,844	2.00%
Bikeway Planning	182	1.24%	0.09		\$17,614	0.96%
Capitol Corridor Rail	501	3.43%	0.24		\$54,888	2.98%
Placer Parkway EIR	80	0.55%	0.04		\$13,409	0.73%
I-80/SR 65 Interchange	395	2.70%	0.19		\$60,532	3.28%
SR 65 Widening	395	2.70%	0.19		\$60,532	3.28%
I-80 Auxiliary Lanes	514	3.51%	0.25		\$67,717	3.67%
SR 49 Sidewalks	462	3.16%	0.22		\$56,427	3.06%
Mobility Action Plan	442	3.02%	0.21		\$59,961	3.25%
Riego/Baseline Widening	755	5.16%	0.36		\$99,854	5.41%
Project Programming and Reporting	670	4.58%	0.32		\$83,626	4.53%
Regional Funding Program	640	4.38%	0.31		\$99,407	5.39%
Freeway Service Patrol	443	3.03%	0.21		\$51,197	2.78%
SPRTA Administration	915	6.26%	0.44		\$121,799	6.60%
<b>Total</b>	<b>14624</b>	<b>100.0%</b>	<b>7.03</b>		<b>\$1,844,385</b>	<b>100.0%</b>



**Table 7**

**Agency Salary and Pay Range  
FY 2022/23**

			FY 2022/23 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	16329	21882
Deputy Executive Director	Deputy Director	1	13011	17125
Senior Transportation Planner	Senior Planner	3	9691	12369
Associate Planner	Associate Planner	0	7640	9751
Assistant Planner	Assistant Planner	0	5857	7474
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	9775	12475
Planning Administrator/Board Secretary	Executive Assistant	1	7148	9123
			FY 2022/23 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	44.08	56.26
Planning Intern	Planning Intern	0	25.35	32.32

## COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
ATP	Active Transportation Program
Caltrans	California Department of Transportation
CALCOG	California Association of Councils of Governments
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Documentation
PCLTA	Placer County Local Transportation Authority
PPM	Planning, Programming and Monitoring
Prop 1B	Proposition 1B (November 2006 Transportation Bond Funding)
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account Program
RFP	Request for Proposal
RPA	Rural Planning Assistance Funds
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SPRTA	South Placer Regional Transportation Authority
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TDA	Transportation Development Act
TIGER	Transportation Investment Generating Economic Recovery
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVING THE FINAL  
FISCAL YEAR 2022/23 AMENDMENT #1 OVERALL  
WORK PROGRAM AND BUDGET**

**RESOLUTION NO. 22-40**

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held October 26, 2022, by the following vote on roll call:

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

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

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

**WHEREAS**, the Fiscal Year (FY) 2022/23 Overall Work Program and Budget (OWP) is the primary management tool for PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

**WHEREAS**, the Final FY 2022/23 OWP was approved on May 25, 2022, submitted to Caltrans for comment and Caltrans' comments were incorporated into the Final Document; and

**WHEREAS**, Amendment #1 of the FY 2022/23 OWP adjusts staff time, professional services, and funding between work elements based on projections for FY 2022/23.

**NOW, THEREFORE, BE IT RESOLVED** that PCTPA hereby approves Amendment #1 of the Final FY 2022/23 OWP.

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director



***MEMORANDUM***

**TO:** PCTPA Board of Directors

**DATE:** October 26, 2022

**FROM:** Mike Luken, Executive Director

**SUBJECT:** CONSIDERATION OF AGREEMENT WITH MERAKI PUBLIC AFFAIRS FOR FUNDING STRATEGY OUTREACH SERVICES

**ACTION REQUESTED**

Authorize the Executive Director to sign a Master Agreement, a Letter of Task Agreement #22-01 in the amount of \$60,000 for FY 2022/23 and a Letter of Task Agreement#23-01 for \$90,000 for FY 2023/24 with Meraki Public Affairs to provide funding strategy outreach.

**BACKGROUND**

PCTPA's transportation planning efforts have long identified the need for significant infrastructure investment to accommodate the growing needs of our population and economy. A transportation sales tax measure is the only viable means to provide local matching fund for state and federal funding to meet these needs in the South part of the County. Transportation improvements and proposed expenditure plans developed to date include significant improvements in all modes of transportation, roads, transit and bicycle and pedestrian improvements. All modes must be constructed to address traffic congestion in South Placer County.

**DISCUSSION**

Over \$3 billion in transportation improvements are needed over the next 30 years for South Placer County in all modes of transportation (roads, transit, bike/ped). Approximately \$2 billion of the \$3 billion is paid for by impact fees from the private sector for new construction. PCTPA has been examining the feasibility of a half-cent district-based transportation sales tax measure since 2018 which could generate up to \$1.2 billion for a local match to attract state and federal funding to the South County. Efforts have been hampered by multiple issues including the gas tax, the pandemic and other miscellaneous issues. Traffic levels on State Route 65 and Interstate 80 are now above pre-pandemic levels generating significant congestion related delay and economic impact in South Placer. A return to work by employees coming to and from Placer is now in progress in a hybrid manner with traffic levels greatly increasing.

Staff and local elected officials held fifteen virtual workshops in 2021 to update the expenditure plan for a proposed half-cent transportation sales tax measure. No changes were recommended to the expenditure plan by any of these meetings. Staff then embarked upon an outreach plan to implement the education of South Placer residents on the continued deficit in transportation funding for the South part of the County. This effort was hampered greatly by the Delta and Omicron variants and was placed on temporary hold last Fall before being restarted in

**PCTPA Board of Directors**

**MERAKI PUBLIC AFFAIRS AGREEMENT – FUNDING STRATEGY OUTREACH SERVICES**

**October 26, 2022**

**Page 2**

December. Polling results were presented to the Board in April with direction to move efforts to a potential 2024 election. Successful transportation sales tax measures in other self-help counties in California have experienced significant setbacks over the years but have found that a long-term sustained public outreach is needed even when it has taken as long as 10-15 years to get a transportation measure passed. Outreach that peaks and is only periodic in nature seems to have less success than a sustained long term outreach approach.

The work program approved in the OWP consists of outreach activities from July 2022 through June 2023. Considerable resources have and must continue to be expended over multiple years in this program to address the structural deficit in funding for transportation in Placer County. \$172,416 was transferred from the FY21-22 Budget to FY2022-23 as those funds could not be utilized due to the Covid Variant's impact on outreach and will result in reducing additional funds needed in FY22-23. Roseville, Rocklin, Lincoln, and Placer County will contribute a smaller portion of their fair share of an additional \$100,000 in FY 2022/23 towards the funding strategy program from LTF funds. This is a decrease from \$400,000 per year committed by the four jurisdictions in FY 2020/21 and FY 2021/22. It is expected that the \$400,000 level of additional contribution will be needed again in FY23-24.

PCTPA's prior outreach firm had to close their business and therefore we terminated their contract. An RFP for Funding Outreach Services was circulated widely, and three different firms submitted proposals. The selection committee was formed consisting of PCTPA, City of Roseville staff, the North State Building Industry (BIA), and members of the funding strategy stakeholder group. The selection committee unanimously chose Meraki Public Affairs for recommendation to the Board.

Meraki's proposed fee for FY 2022/23 of \$60,000 and \$90,000 for FY 2023/24 are in the form of a management fee for assisting the agency with all messaging, strategic communications, public outreach, and setup/support at events. This amount is covered by in the current OWP for the remaining eight months of the current fiscal year. PCTPA staffing costs for this fiscal year are estimated at \$138,216. Direct costs for digital advertising, direct mail, video production/virtual reality/online engagement, polling, website updates and community outreach are estimated at \$500,564. Direct expenses will be implemented by the Agency via various vendors and will not flow through Meraki.

RC:ML:ss



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

## Technical Advisory Committee Meeting Minutes

October 11, 2022 – 3:00 pm

### ATTENDANCE

#### Technical Advisory Committee (TAC) & Presenters

Mengil Deane, City of Auburn  
Mohan Bonala, Caltrans  
Ark Manpreet, Caltrans  
Roland Neufeld, City of Lincoln  
Merrill Buck, Town of Loomis  
Justin Nartker, City for Rocklin  
Mark Johnson, City of Roseville  
Cameron Schreiter, City of Roseville  
Ed Scofield, City of Roseville  
Jason Shykowski, City of Roseville  
Will Garner, Placer County  
Katie Jackson, Placer County  
Jaime Wright, Placer County  
Binu Abraham, SACOG  
Hanna Tschudin, SACOG

#### Staff

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

#### **FY 2022/23 Overall Work Program and Budget – Amendment #1**

The FY 2022/23 Overall Work Program and Budget (OWP) – Amendment #1 was previously provided to the TAC for review. Jodi LaCosse reported that the OWP was amended to reflect the most current information for the work elements and operating costs for the 2022/23 fiscal year. The budget balances.

Jodi explained that staffing levels remain at seven full time employees however adjustments have been made due to timing of the filling of the Senior Planner position as well an overlap of two Executive Director in November/December for transition. Hours have also been adjusted to reflect employee workload for each work element. Notable direct cost adjustments include:

- WE 44 – SR 49 Sidewalk Gap Closure: Increase of \$677k adjusting the Safe Routes to Schools Program, right-of-way, and the awarding and administering of the contract. Revenues have been adjusted accordingly and is reimbursable through CMAQ, ATP, and HIP funding sources
- WE 46 – Mobility Action Plan: Adjusted to reflect the actual carry-over amount of the Sustainable Communities Grant as well as the consultant costs for the remainder of the project.

- The \$25k cost for the community engagement software, Metroquest, has been included in this amendment.
- The cost for recruitment services of the Executive Director in the amount of \$33k is reflected in Amendment #1.
- WE 61 – Funding Strategy: Carryover of jurisdiction contribution totaling \$74,000 has been added and will be used to fund outreach activities.
- WE 100 – SPRTA Administration: Adjusted to reflect updated consultant fees for the update of the SPRTA Fee Model due to additional modeling work that needed to be done.

The contingency fund has been increased \$349k which slightly exceeds the minimum recommended reserve amount of 15%. 60% of the costs of the OWP are reimbursable.

Mike Costa clarified that the Regional Marketing Plan shown in WPCTSA, Work Element #23, is included and funded from the WPCTSA budget was programmed last fiscal for this fiscal year. It's intended to bring awareness to WPCTSA programs which include Placer Rides, the Transit Ambassador program, and the South Placer Transportation Call Center.

Mike Luken explained that WE 40, Placer Parkway, eliminates the developer contribution as it is likely delayed to FY23-24.

TAC concurred with bringing the OWP and Budget – Amendment #1 to the Board for approval in October.

#### **FY 2022/23 WPCTSA Budget Amendment - #1**

Mike Costa showed the CTSA FY 2022/23 Budget - Amendment #1 which shows an increase in revenue by approximately \$378k. Mike explained that this is due to 1) carryover from FY 2021/22 and 2) an increase in the Local Transportation Fund (LTF) and State Transit Assistance (STA) funding allocation available based on the Board's adopted August revisions to Placer County's LTF and STA apportioned funding for FY 2022/23.

Mike said that that the budget was approved by the Transit Operators Working Group. He added that that were concerns expressed by Placer County and Rocklin regarding the \$350k being allocated for the South Placer Transit pilot project which serves Roseville and Lincoln, to Sacramento and terminates at the Watt/I-80 light rail station. Will Garner, Placer County Transit, stated that LCTOP and CMAQ have been committed for this service and that originally the hospitals had been amenable to contributing toward this service but are challenged to do so because of the impacts of the pandemic on their core healthcare functions. Will expressed it would seem more appropriate to fund this program through the normal transit funding process from each transit agency, rather than the CTSA which was originally designed to benefit seniors and disabled person. Mike Costa expressed that staff continue to work with the hospitals and air district on identifying operational funding. Jason Shykowski, City of Roseville, and Mike Luken of PCTPA said that the service is a regional service benefitting riders from throughout the County, especially providing more frequency of service for all transit agencies from the Roseville Galleria to the Watt LRT station. Once the pilot period is over, if successful, we will need to determine how best to fund this program as a region.

The TAC concurred with bringing the FY 2022/23 WPCTSA Budget Amendment #1 to the CTSA Board for approval in October.

## **Final Placer Sacramento Action Plan & Cycle 3 SCCP Grant Application**

David Melko said that we will be asking to the Board to 1) accept the Placer-Sacramento Action Plan, 2) determine that the Plan is statutorily exempt from CEQA, and 3) authorize the Executive Director to submit, in partnership with Caltrans, CCJPA, the City of Sacramento, Sacramento Regional Transit District and SACOG, a SCCP 2022 grant application for the Capitol Corridor Regional Transit Project to the CTC.

David explained that under SB1 SCCP and TCEP programs, CTC requires a Comprehensive Multimodal Corridor Plan. A Strategy Team and PDT was formed in 2019 and the result was to prepare the Placer-Sacramento Gateway Plan. This Plan includes 150 projects, eight of which were construction ready and included in the SCCP grant application submitted in July 2020. The Placer-Sacramento Action Plan kickoff began in May 2020.

The purpose of the Action Plan is to prioritize the remaining projects in the Gateway Plan by their 1) implementation readiness and 2) potential for near-term federal and state competitive grant funding. David went through the prioritization criteria. The 150 projects were grouped into three tiers. There are 11 Tier I projects that total about \$1 billion. The 2022 SCCP grant application for \$75 million encompasses three projects bundled as the Capitol Corridor Regional Transit Improvements Project: These include 1) third mainline rail track, between the American River and Roseville, 2) replace 2 existing Union Pacific underpasses at Capitol City Free and construct new rail bridge, and 3) relocate 1.5 miles of existing light rail platform at the Sacramento Valley Station.

The TAC concurred with staff's recommendation to accept the Placer-Sacramento Action Plan and submit applications for the project identified under the Capitol Corridor Regional Transit Project.

## **Freeway Service Patrol (FSP) Contract**

Solvi Sabol explained that our current Freeway Service Patrol (FSP) provider, Extreme Towing, currently provides service on I-80 between the Sacramento County line and Highway 49 (Beat 281) and on SR 65 between I-80 and Twelve Bridges (Beat 265) Monday – Friday during the morning and evening commute hours. They also have an additional service truck, that does not provide tow service but is able to make small repairs. This truck patrols I-80 during the evening hours. They recently notified us that they are no longer able to provide Freeway Service Patrol (FSP) on SR 65 due to staffing issues as of November 1<sup>st</sup>.

PCTPA and PCTPA Legal Staff have identified the option to forego a new procurement of FSP service on SR 65 (Beat 265) and enter into a contract with one of the two other proposers under the RFP issued in August 2020. These include Sierra Hart and All American. In reviewing the two other contractors' proposals, and conferring with the CHP who oversees the FSP service in Placer County, All American Towing has had adverse actions related to towing activities in the past two-years which would preclude them from consideration for FSP service in Placer County. Staff will be recommending that the Board authorize the Executive Director to negotiate and sign a Contractor Services Agreement from November 1, 2022 through December 31, 2024, plus two one-year option years for an amount not to exceed \$220,000 annually with Sierra Hart. The TAC concurred.

## **Blueprint / RTP Presentation**

Mike Costa explained that as the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is required to prepare and adopt a Regional Transportation Plan (RTP) every 5 years. Our RTP efforts are closely tied to SACOG's Blueprint which serves as their Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) for the six-county region. Our projects and processes rely on SACOG's growth forecast and modeling for air quality conformity purposes. Additionally, we work closely with SACOG with respect to determining the financial assumptions



needed to establish the RTP's financially constrained transportation project list. However, one of the main differences between SACOG's Blueprint and PCTPA's RTP is the Blueprint incorporates a land-use growth scenario paired with the transportation project investments to satisfy the SCS component of their long-range plan. Mike introduced Binu Abraham, SACOG's MTP/SCS Project Manager, who further explained SACOG's six-county Blueprint planning process, its land use development scenario/pathway planning process, how the Blueprint provides a guide for establishing and/or securing federal and state funding for programs that benefit Placer County, as well as the need for public input and engagement in the upcoming Blueprint planning efforts.

### **Funding Strategy Outreach Consultant Contract**

Mike Luken said that in our final OWP for FY 2022/23 identified the outreach for a transportation sales tax measure as the agency's top priority due to its countywide economic impact. In WE 61, PCTPA continues its robust outreach program with our Board decided to examine a potential transportation sales tax measure in for 2024. PCTPA's prior outreach firm had to close their business and therefore we terminated their contract. An RFP for Funding Outreach Services was circulated widely and three different firms submitted proposals. The selection committee consisted of Mike, Roseville staff, the North State Building Industry (BIA), and members of the funding strategy stakeholder group. The selection committee unanimously chose Meraki Public Affairs which are many of the same people as the previous firm contracted for the funding strategy, FSB Public Affairs. The outreach effort will primarily be grassroots in nature and focus its resources on the general public. It will include many community parks and recreation type events, streaming media content and a series of 36 small to medium sized group events slated for Rocklin, Roseville, and Lincoln. Mike Luken, Mike Costa, Cory Peterson, the new Executive Director and the Meraki Team will conduct the first of these events scheduled for the last week of November and first week of December.

### **Other Info / Upcoming Deadlines**

**a) Update on Executive Director Recruitment:** Mike Luken said the Board went through a rigorous recruitment process. Forty-two applications were received. This was narrowed down to 15 which was narrowed down to five and then interviewed by the Board Subcommittee. The Subcommittee recommended two finalists which the Board interviewed on September 28. A candidate was selected, and they are in the final their background and reference checks. The Board is expected to consider an agreement on October 18<sup>th</sup>. The Board packet will go out this Friday and that meeting is virtual.

**b) STBG / CMAQ Funding Round Status Update:** Rick Carter said that he and Mike Costa have held and scheduled additional meetings with the jurisdictions to discuss their potential STBG and CMAQ project ideas. In doing so, many expressed an interest in/support for pushing the application due date out to November 4<sup>th</sup>. He explained that the State's Active Transportation Program (ATP) project award results are anticipated to be released by October 21<sup>st</sup>, the same day as when the current Placer STBG/CMAQ funding round applications are due. The State's ATP awards may affect the CMAQ/STBG projects in Placer. He also noted that it was brought to staff's attention that there is a typo in the application form. The form will be corrected and sent out tomorrow. PCTPA's current schedule was to go to the Board with a final list of CMAQ/STBG projects for approval in January. However, after further discussions with the jurisdictions regarding the SACOG Regional ATP Funding Round for all six counties, PCTPA staff anticipates pushing this schedule out to February or March.

**c) Public Hearing: 2022 Annual Unmet Transit Needs:** Mike Costa provided an update regarding the annual Unmet Transit Needs (UTN) Assessment process. Since PCTPA administers the Transportation Development Act (TDA) Local Transportation Funds (LTF) and State Transit Assistance (STA) funds, it is required to conduct the UTN Assessment process each year. Primarily, the UTN Assessment is conducted because some of Placer County's jurisdictions utilize LTF for other purposes such as

street/road maintenance and repair, which is only allowable under the TDA if PCTPA determines that there are no unmet transit needs that are reasonable to meet each year. PCTPA's Board has adopted specific definitions and criteria for determining unmet transit needs and whether or not they are reasonable to meet. If an unmet transit need that is reasonable to meet is identified in a jurisdiction during the UTN Assessment process, then LTF funding must be directed to address that need before the funding can be spent on other street/road purposes in that jurisdiction. For this year's UTN Assessment, a survey has been made available at [www.pctpa.net/utn](http://www.pctpa.net/utn) for the public to identify any potential unmet transit needs that will be evaluated by PCTPA staff, the transit operators, and the Social Services Transportation Advisory Council (SSTAC) members prior to any findings being presented to the PCTPA Board for adoption. The survey launched on October 1<sup>st</sup> and is available through November 18<sup>th</sup>. In addition, a public hearing to solicit comments on potential unmet transit needs is scheduled for 9:00 a.m. at the October 26<sup>th</sup> PCTPA Board meeting. After staff collects and evaluates all potential unmet transit needs with the transit operators and SSTAC, findings from that process are anticipated to be presented to the PCTPA Board in February 2023. This would complete the annual UTN Assessment process ahead of the preliminary LTF and STA apportionments being released to the jurisdictions to claim for the next fiscal year. In October, staff is also taking the SSTAC membership list to the Board for approval, which proposes two new members and an alternative for one of the existing members on the Council.

#### **d) Fall 2022 Funding Strategy/RTP Outreach Activities**

In the past, the Board had asked staff to combine public outreach events whenever possible to avoid confusion of different projects. Based upon that feedback from the Board, PCTPA is combining some of the public outreach/engagement efforts for the UTN Assessment, RTP planning processes and Transportation Sales Tax Funding Outreach Program (Roseville, Rocklin, Lincoln only). Both the UTN and RTP processes will have a survey for public input. While the UTN survey is currently available, the RTP's survey is still being developed and anticipated to launch in early November. PCTPA staff will be presenting information to each of the jurisdictions' governing authorities/boards/councils/commissions starting in the end of October through November. Some of these meetings will be concurrent with SACOG's Blueprint presentations to the same authorities. In addition, PCTPA staff will be presenting and/or having a presence at various pop-up community events held in each of PCTPA's jurisdictions in November and December. Three virtual webinar events, primarily for the County MAC's, are also being scheduled for early December 6-8 to solicit public input/comment for the RTP planning process. A list of outreach/engagement efforts and schedule of events will be included in the October Board packet.

**e) Caltrans District 3:** Manpreet Abraham, Regional Planning Liaison for Placer County shared the following information:

- **Caltrans Releases the Draft FY 2023-24 Sustainable Transportation Planning Grant Application Guide** (*FY 2023-24 Grant Cycle Schedule*)
  - October 5, 2022 –**Draft Application Guide Released**
  - November 9 and November 10, 2022 – **Grant Workshops**
  - Call for Applications –December 2022 thru January 2023 – **Exact date TBD**
  - Deadline –February 2023 –**Exact date TBD**

PCTPA Board Meeting:           October 18, 2022 and October 26, 2022

Next TAC Meeting:             November 15<sup>th</sup> @ 3:00 pm (In person optional)

The TAC meeting concluded at approximately 4:11 p.m.

SS:ML:rc

## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** October 4, 2022  
**RE:** September 2022 Communications & Public Outreach Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of September 2022.

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

AIM continued posting social media updates twice weekly on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA.

Topics included promotion of the Lincoln Showcase, City of Roseville traffic updates including nightwork, Caltrans traffic updates, Gold Country Media, City of Rocklin Roundaboutand updates, Rocklin/Sierra College Project Updates and Placer County Transportation Planning Agency updates as well.

Key social media post subjects included:

- National Transit Strike Updates
- Placer + Sacramento Action Plan(PSAP)
- Caltrans District 3 traffic alerts
- Regional Traffic updates
- Roseville Transit Service Updates
- Sierra College Ride Free Bus Program
- City of Roseville Traffic Updates
- City of Rocklin Traffic Updates
- City of Auburn Traffic Updates
- EDCTC – Trip to Green (Placerville)
- Rocklin Road & Pacific Street Roundabout Project Update
- Rocklin Rd/Sierra College Interchange Upcoming Workshop November 9

**Current social media page statistics include:**

- Facebook – 1,891 Followers
  - *Previously: 1,869*
- Twitter – 1,321 Followers
  - *Previously: 1,328*
- Instagram – 1,029 Followers
  - *Previously 1,033 Followers*

**Key website analytics include:**

- 2,022 users visited pctpa.net in September
  - 61% New Visitors, 39% Returning Visitors
- Total page views for the PCTPA website during September: 3,147
  - 82.2% of views were on the Main Page
  - 8.83% of views were on the Agendas 2022 Page
  - 5.05% of views were on the RFPS Page
  - 4.32% of views were on the About Page
  - 3.02% of views were on the Meet the Staff Page
  - 2.70% of views were on the Placer County Bike Map
  - 2.15% were on the Public Transit Page

**Project/Programs Assistance**

Key projects that AIM provided PCTPA with public outreach and communications assistance on include:

- Helped boost posts about the Lincoln Showcase
- Met with Mike Costa regarding RTP and Awareness Program
- Reached out to stakeholders for the Roseville Parkway Widening Open House on September 20<sup>th</sup> and the upcoming Rocklin/Sierra College Interchange Workshop
- Placer + Sacramento Action Plan Update
- Tracking National Transit Strike/Updates
- Social Media presence and connections with local transit and county info



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September 30, 2022

To: PCTPA  
From: Sante Esposito  
Subject: September Issues Report

**Note: the House will be in recess from Oct. 1 - Nov. 14; the Senate (subject to change) will be in recess from Oct. 3 - 10 and Oct. 24 - Nov. 8.**

### **“Build Back Better” Bill: Round Two?**

Stakeholders representing varied interests are actively advocating for another round of infrastructure spending focusing on much-needed non-controversial items. This effort involves meetings with key Members and staff. We are very much part of this in support of the items included in the original BBB and any other items of interest to PCTPA. Realistically, if there is a second round, it will not occur until after the November election because the Democrats don't want to do anything legislatively before then upsets the current optimism regarding the election results and because of the congressional recess schedule.

### **FY23 Appropriations**

Congress passed an FY23 Continuing Resolution funding the government until December 16 to allow more time for enactment of the regular appropriations bills. To date, 6 of the 12 bills have passed the House, none in the Senate. The Federal government has operated under CR's in all but three of the last 46 years. It is expected that this will not be the last CR for FY23.

The House Transportation Appropriations Bill includes:

- \$775M for national infrastructure investments (RAISE/TIGER/BUILD), including \$30M for grants to assist areas of persistent poverty and \$100M for the Thriving Communities program;
- Research and technology funding to create more equitable access to transportation systems, combat climate change, and reduce greenhouse gas emissions;
- \$18.7B for the FAA, including \$1.6B for aviation safety and \$273M for airport improvement grants and projects;
- \$61.3B for the FHWA formula programs including \$1.8B for discretionary highway programs and projects;
- \$874M for FMCSA and \$1.2B for NHTSA to make cars, trucks and roads safer;

- \$3.8B for FRA including \$555M for the Intercity Passenger Rail grant program, \$630M for the CRISI grants program, and \$2.3B for Amtrak, including \$882M for the Northeast Corridor and \$1.5B for National Network grants;
- \$17.5B for the FTA, including \$13.6B for buses, \$3B for capital investment grants, and \$646M for transit infrastructure grants; and,
- \$987M for MARAD.

On July 28, the Senate Appropriations Committee released its FY23 Transportation Appropriations Bill that includes:

- \$1B for the RAISE grant program, \$3.2B for the Federal Highway Administration to support additional funding for PROTECT grants for resiliency projects, tribal high priority projects, bridge formula funding, and development of the Appalachian Development Highway System;
- \$2.6B for Amtrak;
- \$200M for the Federal-State Partnership for State-of-Good-Repair (SOGR) to fund the replacement, rehabilitation, or repair of major infrastructure assets providing intercity passenger rail service;
- \$535M for the Consolidated Rail Infrastructure and Safety Improvement (CRISI) program;
- \$2.51B for the Federal Transit Administration’s Capital Investment Grants program;
- \$527M for Transit Infrastructure Grants to advance investments into Bus and Buses Facilities, the Low or No Emissions Vehicle Program, Areas of Persistent Poverty, ferry programs, and research to accelerate zero emission technology; and
- \$234M for the Port Infrastructure Development program.

All the above appropriated amounts are in addition to the Bipartisan Infrastructure Law funding amounts.

### **“Inflation Reduction Act of 2022” (IRA)**

To review, the Senate passed the bill on August 7, the House on August 12 and the President signed it into law on August 16. Highlights include:

- \$369B in energy and climate change programs, with the goal of reducing carbon emissions by 40% by 2030;
- Medicare would to negotiate the prices of certain medications and cap out-of-pocket costs at \$2,000 for those enrolled in Medicare drug plans. The Health and Human Services Secretary would negotiate the prices of 10 drugs in 2026, and another 15 drugs in 2027 and again in 2028. The number would rise to 20 drugs a year for 2029 and beyond;
- It would also redesign Medicare's Part D drug plans so that seniors and people with disabilities wouldn't pay more than \$2,000 a year for medication bought at the pharmacy;
- The deal would require drug companies to pay rebates if they increase their prices in the Medicare and private-insurance markets faster than inflation;
- The agreement would also extend expiring enhanced subsidies for Affordable Care Act

coverage for three years

- Tax credits for electric vehicles are in. Electric Vehicle tax credits will continue at their current levels, up to \$4,000 for a used electric vehicle and \$7,500 for a new EV. However, there will be a lower income threshold for people who can use the tax credits.

To pay for the agreement, the bill would impose a 15% minimum tax on corporations, which would raise \$313 billion over a decade. The current deal also closes the carried interest loophole, which allows investment managers to treat their compensation as capital gains and pay a 20% long-term capital gains tax rate instead of income tax rates of up to 37%. The package also calls for providing more funding to the IRS for tax enforcement. Families making less than \$400,000 per year would not be affected and there would be no new taxes on small businesses.

### **“Infrastructure Investment and Jobs Act” (BIF)**

To review, the \$1.2T law (P.L. 117-58) includes the following (it does not include any new taxes) –

- \$65B for Broadband
- \$25B for Airports
- \$7.5B for Zero and Low-Emission Buses and Ferries
- \$7.5B for Plug-In Electric Vehicle Chargers
- \$65B to Rebuild the Electric Grid

### **Highway Bill (FAST Act reauthorization)**

The Senate FAST Act reauthorization bill is included in the enacted BIF. It authorizes \$287B in highway spending, ninety percent of which would be distributed to the states by formula. It also authorizes \$10.8B for various programs addressing resiliency and \$2.5B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provides billions for curbing emissions, reducing congestion and truck idling. It also streamlines infrastructure permitting and sets a two-year target for environmental reviews. Lastly, the bill authorizes \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.