



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, February 26, 2025
9:00 AM**

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

Simultaneous Teleconference Locations

Colfax City Hall
33 S Main Street, Colfax, CA 95713

PUBLIC PARTICIPATION INSTRUCTIONS: This meeting will be conducted as an in-person meeting at the locations noted above. A remote teleconference Zoom address is listed for the public's convenience. If the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access. The Board meeting is being recorded and the video will be available to the public.

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

Agendas, Supplemental Materials and Minutes of the Board of Directors are available on the internet at: <https://www.pctpa.net/pctpa-board-meetings>. Public records related to an agenda item that are distributed less than 72 hours before this meeting are available for public inspection during normal business hours at the Agency office located at 2260 Douglas Blvd., Suite 130, Roseville, and will be made available to the public on the Agency website.

Public Comment will be opened for each agenda item, and citizens may comment virtually by utilizing the "raise hand" function: **Webinar access:** <https://placer-ca.gov.zoom.us/j/95250741139>
If joining by phone, please dial *9 to "raise hand". **Phone:** +1 669 900 6833. Webinar ID: 925 5074 1139

A. Flag Salute

B. Roll Call

C. Agenda Review

Matt Click, Executive Director

- D. AB 2449** **Action**
Matt Click, Executive Director
- If necessary, based on a Board Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize the “just causes” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).
- E. Approval of Minutes: January 22, 2025** **Action**
Pg. 1
- F. Public Comment**
Persons may address the Board on items not on this agenda. Please limit comments to two (2) minutes.
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
Pg. 5
These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. Authorize the Executive Director to negotiate and execute the final Emergency Transportation Resiliency Plan funding agreement between PCTPA and Placer County Office of Emergency Services (OES) in the amount of \$100,000.
 2. Approve FY 2025/26 Preliminary TDA Findings of Apportionment and Fund Estimates Pg. 8
 3. Approve FY 2024/25 City of Rocklin Claim for Local Transportation Funds (LTF) - \$5,041,587 Pg. 12
 4. Approve City of Rocklin Claim for State Transit Assistance (STA) - \$637,455 Pg. 18
 5. Approve FY 2024/25 City of Rocklin Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$90,248 Pg. 25
 6. Accept PCTPA Audited Financial Statements and TDA Compliance Report
- H. Consent Calendar: Western Placer Consolidated Transportation Services Agency** Pg. 31
1. Accept WPCTSA Audited Financial Statements and TDA Compliance Report
- I. SACOG 2025 Blueprint** **Info**
Cory Peterson, Senior Transportation Planner Pg. 32
- Receive a presentation on the 2025 Blueprint by SACOG
- J. Mobility Zones Presentation** **Info**
Mike Costa, Principal Transportation Planner Pg. 33
- Receive a presentation on Mobility Zones by SACOG

- K. Preliminary Draft FY 2025/26 Overall Work Program (OWP) and Budget** **Action**
Jodi LaCosse, Fisal/Administrative Analyst **Pg. 34**
 - Approve the preliminary draft FY 2025/26 Overall Work Program (OWP) and Budget to Caltrans

- L. Annual Unmet Transit Needs Assessment Report and Findings for FY 2025/26** **Action**
Mike Costa, Principal Transportation Planner **Pg. 116**

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

- N. Board Direction to Staff**

- O. Informational Items** **Info**
 - 1. Technical Advisory Committee (TAC) Minutes – February 11, 2025 **Pg. 182**
 - 2. Status Reports
 - a. PCTPA – January 2025 **Pg. 186**
 - b. DKS, Communications and Outreach – January 2025 **Pg. 188**
 - c. Mark Watts, Smith, Watts, & Hartmann – January 2025 **Pg. 189**
 - d. TFG – January 2025 **Pg. 192**
 - 3. PCTPA Statement of Net Position – December 2024 **Separate**
Receipts and Expenditures – January 2025 **Cover**
Western Placer CTSA Statement of Net Position – December 2024

Next Meeting: March 26, 2025

Board of Directors Meetings – 2025	
Wednesday, January 22	Wednesday, July 23
Wednesday February 26	Wednesday, August 27
Wednesday, March 26	Wednesday, September 24
Wednesday, April 23	Wednesday, October 22
Wednesday, May 28	Wednesday, December 3
Wednesday, June 25	

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



ACTION MINUTES

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

January 22, 2025 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California 95603

ROLL CALL

Present: Ken Broadway, Ben Brown, Amanda Cortez, Anthony DeMattei, Alice Dowdin Calvillo, Bruce Houdesheldt – Chair, Suzanne Jones – Vice Chair, Dan Wilkins

Absent: Trinity Burruss

AGENDA REVIEW

Matt noted that there were no changes to the agenda as presented. Chair Houdesheldt asked the Board to consider reducing the public comment time to two minutes in future meetings.

AB 2449

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

APPROVAL OF ACTION MINUTES – December 4, 2024

Upon a motion by Dowdin Calvillo, seconded by Cortez, the December 4, 2024 minutes were approved, with DeMattei abstaining.

PUBLIC COMMENT

There was no public comment.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Upon motion by Cortez and second by Broadway, the PCTPA Consent Calendar items as shown below, were unanimously approved.

1. Approve FY 2024/25 City of Colfax Claim for Local Transportation Funds (LTF) - \$139,964
2. Approve FY 2024/25 City of Colfax Claim for State Transit Assistance (STA) - \$17,697
3. Approve FY 2024/25 County of Placer Claim for Local Transportation Funds (LTF) - \$7,178,712
4. Approve FY 2024/25 County of Placer Claim for State Transit Assistance (STA) - \$1,345,551
5. Approve FY 2024/25 County of Placer Claim for State of Good Repair (SGR) Program Funds - \$393,774
6. Approve FY 2024/25 County of Placer Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$545,216
7. Approve FY 2022/23 City of Roseville TDA Financial Audit (under separate cover)
8. Approve Highway 49 Sidewalk Gap Closure Project – Revisions to Construction Co-operative Agreement with Caltrans

PUBLIC HEARING: PLACER COUNTY ZONING TEXT AMENDMENTS CONSISTENCY DETERMINATION

Presentation provided by David Melko, Principal Transportation Planner

David explained the role of the Airport Land Commission (ALUC) and the review of Placer County Zoning Text Amendments for consistency with the Placer County Airport Land Use Compatibility Plan.

Kally Kedinger-Cecil, Supervising Planner, Placer County Planning Services Division, responded to Board inquiries. There were no comments from the public.

Upon motion by Jones, seconded by Dowdin Calvillo the Board unanimously found that the proposed Placer County Zoning Text Amendments were consistent with the Placer County Airport Land Use Compatibility Plan.

Regional Transportation Plan 2050: Preliminary Draft Project List

Presentation provided by Cory Peterson, Senior Transportation Planner

Cory explained the Regional Transportation Plan (RTP), highlighting the progress made since the update began in February 2022 and the coordinated efforts with SACOG and local jurisdictions to develop the 2050 RTP project list for Placer County. Cory reviewed the project list categories and costs and outlined the next steps. The final 2050 RTP adoption of the 2050 RTP is expected by December 2025.

Upon motion by Dowdin Calvillo, seconded by Cortez, the Board unanimously approved the Preliminary Draft 25-year Regional Transportation Plan Transportation Project List as provided in the Board packet.

Measure B Results

Cory Peterson, Senior Transportation Planner

Following the failure of Measure B, Cory provided a detailed analysis of the election results, breaking them down by precinct and highlighting voting trends and regional differences. Matt offered perspective on the measure, noting that unlike in 2016, we now face a post-SB1 landscape, the lasting impacts of COVID-19, and inflationary challenges. Given these factors, staff is not recommending another attempt in 2026 or 2028. However, there may be interest from CALCOG and other RTPAs in lowering the voter approval threshold to a simple majority, and we will collaborate with our partners to explore this possibility. In the meantime, our focus will be on alleviating congestion on SR 65 by identifying and implementing effective strategies, as well as pursuing grant opportunities to secure additional funding.

No public comment was received. For information only.

EXECUTIVE DIRECTOR'S REPORT

- **RAISE Grant**
 - ✓ The \$25 million federal RAISE (now called BUILD) grant application for Southbound 65 widening which would be matched with \$7 - \$8 million in SPRTA funds is due Jan 30.
 - ✓ Due to the new administration 's discontinuation of National Electric Vehicle Infrastructure (NEVI) funding, we have shifted the grant's focus to safety, mobility, and economic development
- **Placer-Sacramento Gateway – Solutions for Contested Corridors Program (SCCP) Grant: \$26.4M for Placer**
 - ✓ In partnership with SACOG and file local agencies/cities this grant includes:
 - Rocklin Road Sierra College Corridor Enhancement: \$19.9 million
 - Roseville Dry Creek Greenway Phase 2: \$2.5 million
 - Lincoln Boulevard Complete Streets: \$5 million
- **Placer-Sacramento Gateway Plan Update 2025/26, Sustainable Transportation Planning Grant: \$520k**
 - ✓ In partnership with the Sacramento Transportation Authority (STA)
 - ✓ First Gateway Plan helped secure \$117M in SCCP funding and \$16M in TCEP funding since 2020
 - ✓ This update is the foundation for the \$26.4M we are requesting as shown above.
 - ✓ Grant was submitted today, Jan 26.
- **Zero Emission Vehicle Planning Study**
 - ✓ Kickoff meeting next week.
 - ✓ At the conclusion of the study, we look forward to securing funding for the piloted projects identified.
- **Evacuation and Transportation Resiliency Plan (ETRP)**
 - ✓ \$730k planning effort in partnership with Office of Emergency Services who are providing \$100k in matching funds
 - ✓ Procurement effort underway
- **South Placer Transit Information Stories Campaign**
 - ✓ Launched this month as part of WPCTSA marketing plan
 - ✓ Transit riders digitally record their positive transit stories
 - ✓ Recordings will be used to promote transit in Placer County through social and traditional media
- **Highway 49 Sidewalk Gap Closure Project - \$9.8M**
 - ✓ Project has been awarded and construction will likely to in Spring 2026.

Director Dowdin Calvillo excused herself from the remainder of meeting.

BOARD DIRECTION TO STAFF

Director Broadway noted that should we consider a potential future transportation measure at some point, it would be helpful for the Board to understand the various types of measures and the legislative efforts aimed at reducing the supermajority threshold. He also highlighted the different approaches available to the Board, including the Chair's mention of a citizen-led initiative, which could lower the threshold to a simple majority. Gaining a clearer understanding of these factors—along with polling insights and strategic approaches—will be helpful as we move forward.

ADJOURN TO CLOSED SESSION

The Board adjourned to closed session pursuant to Closed session pursuant to (1) Government Code 54957: Public Employee Performance Evaluation – Executive Director and (2) Government Code 54957.6: Conference with Labor Negotiator: Agency Designated Representative: Agency Chair Unrepresented Employee: Executive Director. Chair Houdesheldt noted that there was no reportable action.

OPEN SESSION: EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT AMENDMENT

Director Broadway made a motion that the it is recommended that the Board approve an Amendment to Executive Director, Matt Click’s employment agreement to amend his annual salary to \$316,055 and that it be applied retroactively to January 1, 2025 and that additionally the language in the Executive Director’s employment agreement be clarified to state that the Executive Director receives the Cost of Living Adjustment (COLA) as applied annually to all other members of the PCTPA staff. Vice Chair Jones seconded the motion, and it was passed unanimously. Director Dowdin Calvillo was absent.

ADJOURN: The meeting adjourned at approximately 10:55 AM. A video of this meeting is available online at <https://www.pctpa.net/pctpa-board-meetings>.

Matt Click, Executive Director

Suzanne Jones, Acting Chair

Solvi Sabol, Clerk of the Board

TO: PCTPA Board of Directors

DATE: February 26, 2025

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for February 26, 2025, agenda for your review and action.

1. PCTPA-Placer County Office of Emergency Services Funding Agreement for the Evacuation and Transportation Resiliency Plan - \$100,000

PCTPA was conditionally awarded a Caltrans Climate Adaption Planning grant in July 2024 for \$630,000 to prepare an Evacuation and Transportation Resiliency Plan (ETRP) for Placer County. Placer County Office of Emergency Services (OES) agreed to provide \$100,000 as local match to the grant and is considered the sub-applicant. The total cost to prepare the ETRP is \$730,000, which includes costs for PCTPA and OES staff plus consultant services. PCTPA satisfied Caltrans grant conditions in September 2024. Caltrans subsequently issued a Notice to Proceed for November 2024. The planning effort is anticipated to take about 20 months and importantly will serve as input into OES' update of the Local Hazard Mitigation Plan (LHMP) and the County's General Plan Update.

Placer County OES and PCTPA have agreed to several invoicing/budgeting deal points that will be codified in a final funding agreement between the two agencies. In summary, these deal points address the following:

- PCTPA will manage the consultant and administer the Caltrans grant.
- OES will participate in the consultant procurement process and participate in the plan's Project Development Team.
- OES will provide the consultant relevant data needed to conduct and complete ETRP work tasks.
- The ETRP will serve as input into OES' LHMP and County's General Plan updates.
- PCTPA will invoice Caltrans quarterly, including submitting requisite Quarterly Reports.
- PCTPA will invoice OES quarterly for the local match to Caltrans grant.
- OES will invoice PCTPA semi-annually for County staff costs.
- The ETRP total cost is \$730,000, consisting of Caltrans Climate Adaption grant funding at \$630,000 and OES local match funding at \$100,000.
- RFP budget for consultant services is a not-to-exceed \$600,000.
- Balance of funding (\$130,000) will fund PCTPA and OES staff costs, with PCTPA share comprising 65% or \$84,500 and OES share comprising 35% or \$45,500.

Staff recommend the Board authorize the Executive Director to negotiate and execute the final ETRP funding agreement between PCTPA and OES. OES anticipates taking the funding agreement to the Board of Supervisors in March 2025. PCTPA TAC concurred with staff recommendation.

2. Fiscal Year 2025/26 Preliminary TDA Findings of Apportionment and Fund Estimates

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding through the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide, and the State Transit Assistance (STA) fund derived from the statewide sale of diesel fuel. LTF funds make up a significant share of PCTPA’s member agency revenues and are the primary funding source for PCTPA. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for alternative transportation modes, streets, and roads. The passage of Senate Bill 1 (SB 1) added the State of Good Repair (SGR) program, which funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair.

Below is a table showing the FY 2025/26 preliminary apportionments for each fund compared to the final apportionments from FY 2024/25, adopted by the Board of Directors in September 2024.

<u>Fund Source</u>	<u>FY 24/25 Final Apportionment</u>	<u>FY 25/26 Preliminary Apportionment</u>	<u>Percent Change</u>
LTF	\$29,550,770	\$32,110,883	8%
STA	\$4,290,756	\$3,555,573	-16%
SGR	\$641,926	\$641,926	0%

LTF increased by 8% compared to the previous fiscal year, which is a positive sign after two years of declines averaging 2% each year. The Legislative Analyst’s Office is projecting flat or declining sales tax revenues statewide in FY 2025/26, while the financial consultants HdL are projecting an approximately 2.5% increase. PCTPA has elected to assume a 1% growth rate of the LTF in FY 25/26 to provide a more conservative estimate. STA funds declined significantly compared to FY 24/25, falling by 16%, while SGR remained flat over the FY 24/25 final estimates.

Staff recommends that the Board approve the attached FY 2025/26 Preliminary Finding of Apportionment for LTF, as well as the Final STA Fund Allocation Estimate and the Final SGR Fund Allocation Estimate. A revised final estimate will be presented at the September 2025 Board meeting for adoption. The PCTPA TAC concurred with this recommendation at its February 11, 2025 meeting.

3. FY 2024/25 City of Rocklin Claim for Local Transportation Funds (LTF) - \$5,041,587

The City of Rocklin has submitted a claim for \$5,041,587 in LTF funds for FY 2024/25; \$4,980,320 for Article 8 Local Streets and Roads purposes, \$33,637 for Article 8c Contracted Transit Services, and \$27,630 for Article 8a Transportation Planning Process. The City’s claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2024, 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.

Board of Directors
Consent Calendar
February 26, 2025
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4. City of Rocklin Claim for State Transit Assistance (STA) - \$637,455

The City of Rocklin has submitted claims for \$637,455 in STA funds (\$338,555 of FY 23/24 funds, and \$298,900 of FY 24/25 funds); the entirety of which is for contracted transit services. The City's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

5. FY 2024/25 City of Rocklin Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$90,248

The City of Rocklin has submitted claims for \$90,248 in bicycle/pedestrian LTF funds for FY 2024/25. The entirety of the claim will be used for the Blue Oaks Blvd Pedestrian Signal Project. The City's claim is compliant with the approved five-year Bicycle & Pedestrian Cash Management Plan. Staff recommends approval of the claim.

6. PCTPA Audited Financial Statements & TDA Compliance Report

Staff recommends acceptance of Placer County Transportation Planning Agency's Financial Audit & TDA Compliance Report for fiscal year 2023/24. The audits of the financial statements of PCTPA, the Transportation Development Act (TDA) Local Transportation Fund and State Transit Assistance funds have been completed by Richardson & Company. The results of the audit were a clean opinion and complied with TDA statutes. The Audited Financial Statements, Governance Letter and Management Letter are available for public review at pctpa.net/transportation-development-act-tda-financial-audits. Hard copies are available upon request.

DM:ss:rc:mbc

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

PRELIMINARY FINDINGS OF APPORTIONMENT FOR FY 2025/2026

LOCAL TRANSPORTATION FUND (LTF)

February 2025

		FY 2024/2025 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2025/2026 Revenue Subtotal	FY 2025/2026 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE		\$1,991,391	\$33,690,613	\$35,682,004
TRPA Revenue Estimate ⁽²⁾	2.44923904%		\$824,318	\$824,318
TRPA LTF Fund Balance		\$63,785		\$63,785
TRPA TOTAL			\$824,318	\$888,103
County Auditor Administrative Costs			\$264	\$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA				\$887,839
PCTPA Revenue Estimate	97.55076096%		\$32,866,295	\$32,866,295
PCTPA LTF Fund Balance		\$1,927,606		\$1,927,606
PCTPA TOTAL			\$32,866,295	\$34,793,901
County Auditor Administrative Costs			\$8,736	\$8,736
PCTPA Administrative and Planning Costs ⁽³⁾			\$475,000	\$475,000
Pedestrian and Bicycle Allocation ⁽⁴⁾		\$38,552	\$647,651	\$686,203
Community Transit Service Article 4.5 Allocation ⁽⁵⁾		\$85,007	\$1,428,071	\$1,513,078
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA		\$1,804,046	\$30,306,837	\$32,110,883

Apportionment of FY 2025/2026 PCTPA LTF Revenue Estimate by Jurisdiction						
Jurisdiction	Population January 1, 2024	Percent (%)	FY 2025/2026	FY 2024/2025 Carryover	Revenue	
			Allocation Subtotal	Apportionment ⁽⁶⁾	Apportionment	
PLACER COUNTY	101,964	25.30500819%	\$7,669,148	\$456,514	\$8,125,662	
AUBURN	13,218	3.28038914%	\$994,182	\$59,180	\$1,053,362	
COLFAX	1,988	0.49337370%	\$149,526	\$8,901	\$158,427	
LINCOLN	53,231	13.21065171%	\$4,003,731	\$238,326	\$4,242,057	
LOOMIS	6,601	1.63820916%	\$496,489	\$29,554	\$526,043	
ROCKLIN	71,609	17.77162853%	\$5,386,018	\$320,608	\$5,706,627	
ROSEVILLE	154,329	38.30073956%	\$11,607,743	\$690,963	\$12,298,706	
TOTAL	402,940	100.00%	\$30,306,837	\$1,804,046	\$32,110,883	

Apportionment of FY 2025/2026 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	Available to Claimant ⁽⁸⁾
PLACER COUNTY	\$8,125,662	(\$325,026)	\$7,800,635
AUBURN	\$1,053,362	(\$42,134)	\$1,011,227
COLFAX	\$158,427	(\$6,337)	\$152,090
LINCOLN	\$4,242,057	(\$169,682)	\$4,072,375
LOOMIS	\$526,043	(\$21,042)	\$505,002
ROCKLIN	\$5,706,627	(\$228,265)	\$5,478,362
ROSEVILLE	\$12,298,706	(\$491,948)	\$11,806,758
TOTAL	\$32,110,883	(\$1,284,435)	\$30,826,448

NOTES:

- 1) FY 2024/25 LTF balance based on February 1, 2025 Estimated LTF Fund Estimate provided by the Placer County Auditor
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2022/23 Final Overall Work Program and Budget, May 25, 2022.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2025/26 Article 4.5 allocation is set at 4.5%.
- 6) FY 2024/25 carryover apportionment (see next page) uses May 2024 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of federal planning requirements.
- 8) Assumes 1% growth in revenue over FY 2024/25

January 1, 2024 DOF Population Estimates ¹		
TRPA Population ²	9,904	2.39896910%
PCTPA Population	402,940	97.60103090%
TOTAL	412,844	100.00000000%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2023 to January 1, 2024, DOF, released May 2, 2024.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2024, DOF, June 28, 2024.

Calculation of FY 2025/2026 PCTPA LTF Carryover

Using 2024 Population - Western Slope

Amount of FY 2024/2025 Carryover: **\$1,804,046**

POPULATION				
JURISDICTION	January 1, 2024⁽¹⁾	PERCENT	FY 2024/2025 CARRYOVER ALLOCATION	TOTAL CARRYOVER ALLOCATION
PLACER COUNTY	101,964	25.31%	\$456,514	\$456,514
AUBURN	13,218	3.28%	\$59,180	\$59,180
COLFAX	1,988	0.49%	\$8,901	\$8,901
LINCOLN	53,231	13.21%	\$238,326	\$238,326
LOOMIS	6,601	1.64%	\$29,554	\$29,554
ROCKLIN	71,609	17.77%	\$320,608	\$320,608
ROSEVILLE	154,329	38.30%	\$690,963	\$690,963
TOTAL	402,940	100.00%	\$1,804,046	\$1,804,046

Sources:

1. Table E-1: City/County Population Estimates January 1, 2023 to January 1, 2024, DOF, May 2, 2024.
2. FY 2023/24 LTF balance based on August 1, 2024 Final LTF Fund Estimate provided by the Placer County Auditor (adjusted for anticipated online sales tax adjustments).

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2025/26 STATE TRANSIT ASSISTANCE (STA) FUND PRELIMINARY ALLOCATION ESTIMATE
(EXCLUDING TAHOE BASIN)
February 2025

PUC 99313 Allocation	\$3,240,023
PUC 99314 Allocation	\$461,351
Total STA Allocation ⁽¹⁾	\$3,701,374
Less 4.5 Percent Allocation of PUC 99313 to WPCTSA ⁽²⁾	\$145,801
Total STA Allocation Available to Jurisdictions	\$3,555,573

FY 2025/2026 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2024 Population ⁽³⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	101,964	25.31%	\$782,993
Auburn	13,218	3.28%	\$101,503
Colfax	1,988	0.49%	\$15,266
Lincoln	53,231	13.21%	\$408,767
Loomis	6,601	1.64%	\$50,690
Rocklin	71,609	17.77%	\$549,894
Roseville	154,329	38.30%	\$1,185,110
TOTAL	402,940	100.00%	\$3,094,222

Notes: (1) 2025/2026 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, February 1, 2025.

(2) 4.5% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.

(3) Table E-1: City/County Population Estimates January 1, 2023 to January 1, 2024, DOF, released May 2, 2024.

PUC = Public Utilities Code

PUC Section 99313 +
99314

FY 2025/2026 Jurisdiction PUC 99314 STA Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$377,732	\$1,160,725
Auburn	\$21,830	0.3%	\$1,524	\$103,027
Colfax	\$0	0.0%	\$0	\$15,266
Lincoln	\$0	0.0%	\$0	\$408,767
Loomis	\$0	0.0%	\$0	\$50,690
Rocklin	\$0	0.0%	\$0	\$549,894
Roseville	\$1,175,827	17.8%	\$82,095	\$1,267,205
TOTAL	\$6,607,798	100.0%	\$461,351	\$3,555,573

Notes: (4) 2025/2026 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, February 1, 2025.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2025/2026 STATE OF GOOD REPAIR (SGR) PRELIMINARY ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 February 2025**

PUC 99313 Allocation	\$561,914
PUC 99314.8 Allocation	\$80,012
Total SGR Allocation ⁽¹⁾	\$641,926
Less Percent Allocation of PUC 99313 to WPCTSA (5% max)	\$0
Total SGR Allocation Available to Jurisdictions	\$641,926

FY 2025/2026 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2024 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	Reallocation to Transit Operator ⁽³⁾	PUC 99313 Total Allocation
Placer County	101,964	25.31%	\$142,192	\$186,071	\$328,264
Auburn	13,218	3.28%	\$18,433	\$0	\$18,433
Colfax	1,988	0.49%	\$2,772	(\$2,772)	\$0
Lincoln	53,231	13.21%	\$74,233	(\$74,233)	\$0
Loomis	6,601	1.64%	\$9,205	(\$9,205)	\$0
Rocklin	71,609	17.77%	\$99,861	(\$99,861)	\$0
Roseville	154,329	38.30%	\$215,217	\$0	\$215,217
TOTAL	402,940	100.00%	\$561,914	(\$0)	\$561,914

Notes: (1) FY 2025/2026 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, February 1, 2025

(2) Table E-1: City/County Population Estimates January 1, 2023 to January 1, 2024, DOF, released May 2, 2024.

(3) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to preventive maintenance.

FY 2025/2026 Jurisdiction PUC Section 99314 SGR Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$65,510	\$393,774
Auburn	\$21,830	0.3%	\$264	\$18,697
Colfax	\$0	0.0%	\$0	\$0
Lincoln	\$0	0.0%	\$0	\$0
Loomis	\$0	0.0%	\$0	\$0
Rocklin	\$0	0.0%	\$0	\$0
Roseville	\$1,175,827	17.8%	\$14,238	\$229,455
TOTAL	\$6,607,798	100.0%	\$80,012	\$641,926

Notes: (4) FY 2025/2026 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, February 1, 2025.

FY 2025/2026 SGR Project Summary

Jurisdiction	Project Title	FY 2025/26 Allocation Amount
Placer County	TBD	\$393,774
Auburn	TBD	\$18,697
Roseville	TBD	\$229,455
	FY 2025/26 Total	\$641,926

CLAIM FOR LOCAL TRANSPORTATION FUNDS

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
2260 DOUGLAS BLVD, SUITE 130; ROSEVILLE, CA 95661

FROM: CLAIMANT: City of Rocklin
ADDRESS: 3970 Rocklin Rd
Rocklin, CA 95677

CONTACT PERSON: Daniel Choe, Deputy Director of Administrative Services
Phone: 916-625-5024 Email: Daniel.Choe@rocklin.ca.us

The City of Rocklin 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 2024/25, 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:	\$
P.U.C. 99260a, Article 4, Transit Capital:	\$
P.U.C. 99275, Article 4.5, Community Transit Services	\$
P.U.C. 99400a, Article 8a, Local Streets and Roads	\$4,980,320
P.U.C. 99402, Article 8a, Transportation Planning Process	\$27,630
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$33,637
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$
C.C.R. 6648, Capital Reserve:	\$

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
City of Rocklin

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: City Manager
DATE: 2/12/2025

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Rocklin

Fiscal Year: FY 2024/25

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Purchase of Transit Contract Services FY 24/25	\$758,702	Carryover 6/30/24 Fund Balance \$87,610 STA FY 24/25 \$637,455 LTF Article 8c FY 24/25 \$33,637
Total Transit	\$758,702	Total Transit \$758,702
Streets and Road Capital Projects FY 24/25 (details in approved CIP)	\$5,436,111	Carryover 6/30/24 Fund Balance \$5,336,412 LTF FY 24/25 \$5,007,950
Streets and Roads Maintenance FY 24/25	\$2,280,369	Interest Earnings \$54,200
Streets and Roads Payroll & Admin FY 24/25	\$778,100	
Transportation Planning FY 24/25	\$27,360	
Early FY 25/26 Cap Projects & Payroll	\$1,876,622	
Total Streets and Roads	\$10,398,562	Total Streets and Roads \$10,398,562

RESOLUTION NO. 2025-020

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN
AUTHORIZING THE CITY MANAGER TO SUBMIT CLAIMS FOR
LOCAL TRANSPORTATION AND STATE TRANSIT ASSISTANCE FUNDS

WHEREAS, the City of Rocklin desires to submit the annual transportation claims to the Placer County Transportation Planning Agency for funds available from the Transportation Development Act of 1971; and

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

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

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$5,041,587 of Local Transportation Funds for transit purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code, and for streets and roads purposes authorized by Article 8, commencing with Section 99400; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$637,455 of State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5.

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving Bicycle and Pedestrian claims, and for making allocation from the Local Transportation Fund in the amount of \$90,248. These funds can be used for including facilities for the exclusive use of bicycle and pedestrian purposes, as authorized by the California Public Utilities Code Section 99233.3 and by California Code of Regulations Title 21, Section 6655.2.

WHEREAS, staff recommends amending the FY 2024/25 budget to reflect adjustments identified during the preparation of the annual transportation claims to the Placer County Transportation Planning Agency.

NOW, THEREFORE, the City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin hereby authorizes the City Manager to sign, and submit on behalf of the City of Rocklin all documentation and forms reasonably necessary for the Fiscal Year 2024/25 transportation claims for Funds in substantially the form attached hereto as Exhibit "A," to the Placer County Transportation Planning Agency, for a total of \$5,041,587 of Local Transportation Funds, \$637,455 of State Transit Assistance funds, and \$90,248 of Local Transportation Funds for bicycle and pedestrian purposes.

Section 2. All types of Funds referenced herein shall be used for the respective purposes indicated in the claims attached hereto as Exhibit "A" and as may otherwise be authorized by applicable rules, regulations, and law.

PASSED AND ADOPTED this 11th day of February, 2025, by the following vote:

AYES: Councilmembers: Bass, Broadway, Gayaldo, Halldin, Janda
NOES: None
ABSENT: None
ABSTAIN: None



Jill Gayaldo, Mayor

ATTEST:


Avinta Singh, City Clerk



RESOLUTION #25-07 OF THE BOARD OF DIRECTORS

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

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held February 26, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2024/25 fiscal year funds.

1. To the City of Rocklin for projects conforming to
Article 8 Section 99400(a) of the Act: \$4,980,320
2. To the City of Rocklin for projects conforming to
Article 8(a) (99402) of the Act for the Transportation Planning Process \$27,630
3. To the City of Rocklin for projects conforming to
Article 8(c) (99400c) of the Act for Contract Transit Services \$33,637

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, 2024, prior to issuance of said instructions to the County Auditor to pay the claimant.

Signed and approved by me after its passage:

Suzanne Jones, Acting Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
2260 DOUGLAS BLVD, SUITE 130; ROSEVILLE, CA 95661

FROM: CLAIMANT: City of Rocklin
ADDRESS: 3970 Rocklin Rd
Rocklin, CA 95677

CONTACT PERSON: Daniel Choe, Deputy Director of Administrative Services
Phone: 916-625-5024 Email: Daniel.Choel@rocklin.ca.us

The City of Rocklin 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 \$637,455 for Fiscal Year 2024/25 , 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):	\$
Transit Capital (6730a):	\$
Contracted Transit Services (6731b):	\$637,455
Community Transit Services Provided by WPCTSA (6731.1):	\$

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
City of Rocklin

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: City Manager
DATE: 2/12/2025

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Rocklin

Fiscal Year: FY 2024/25

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Purchase of Transit Contract Services FY 24/25	\$758,702	Carryover 6/30/24 Fund Balance \$87,610 STA FY 24/25 \$637,455 LTF Article 8c FY 24/25 \$33,637
Total Transit	\$758,702	Total Transit \$758,702
Streets and Road Capital Projects FY 24/25 (details in approved CIP)	\$5,436,111	Carryover 6/30/24 Fund Balance \$5,336,412 LTF FY 24/25 \$5,007,950
Streets and Roads Maintenance FY 24/25	\$2,280,369	Interest Earnings \$54,200
Streets and Roads Payroll & Admin FY 24/25	\$778,100	
Transportation Planning FY 24/25	\$27,360	
Early FY 25/26 Cap Projects & Payroll	\$1,876,622	
Total Streets and Roads	\$10,398,562	Total Streets and Roads \$10,398,562

RESOLUTION NO. 2025-020

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN
AUTHORIZING THE CITY MANAGER TO SUBMIT CLAIMS FOR
LOCAL TRANSPORTATION AND STATE TRANSIT ASSISTANCE FUNDS

WHEREAS, the City of Rocklin desires to submit the annual transportation claims to the Placer County Transportation Planning Agency for funds available from the Transportation Development Act of 1971; and

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

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

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$5,041,587 of Local Transportation Funds for transit purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code, and for streets and roads purposes authorized by Article 8, commencing with Section 99400; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$637,455 of State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5.

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving Bicycle and Pedestrian claims, and for making allocation from the Local Transportation Fund in the amount of \$90,248. These funds can be used for including facilities for the exclusive use of bicycle and pedestrian purposes, as authorized by the California Public Utilities Code Section 99233.3 and by California Code of Regulations Title 21, Section 6655.2.

WHEREAS, staff recommends amending the FY 2024/25 budget to reflect adjustments identified during the preparation of the annual transportation claims to the Placer County Transportation Planning Agency.

NOW, THEREFORE, the City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin hereby authorizes the City Manager to sign, and submit on behalf of the City of Rocklin all documentation and forms reasonably necessary for the Fiscal Year 2024/25 transportation claims for Funds in substantially the form attached hereto as Exhibit "A," to the Placer County Transportation Planning Agency, for a total of \$5,041,587 of Local Transportation Funds, \$637,455 of State Transit Assistance funds, and \$90,248 of Local Transportation Funds for bicycle and pedestrian purposes.

Section 2. All types of Funds referenced herein shall be used for the respective purposes indicated in the claims attached hereto as Exhibit "A" and as may otherwise be authorized by applicable rules, regulations, and law.

PASSED AND ADOPTED this 11th day of February, 2025, by the following vote:

AYES: Councilmembers: Bass, Broadway, Gayaldo, Halldin, Janda
NOES: None
ABSENT: None
ABSTAIN: None



Jill Gayaldo, Mayor

ATTEST:


Avinta Singh, City Clerk



RESOLUTION #25-08 OF THE BOARD OF DIRECTORS

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

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held February 26, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

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

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

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

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

Allocation to the City of Rocklin for State transit Assistance Funds (PUC 99313) for the following purposes:

- Allocation of \$338,555 of FY 2023/24 STA Funds (PUC 99313) for contracted transit services (section 6731b)
- Allocation of \$298,900 of FY 2024/25 STA Funds (PUC 99313) for contracted transit services (section 6731b)

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

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

Signed and approved by me after its passage:

Suzanne Jones, Acting Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
2260 DOUGLAS BLVD, SUITE 130; ROSEVILLE, CA 95661

FROM: CLAIMANT: City of Rocklin
ADDRESS: 3970 Rocklin Rd
Rocklin, CA 95677

CONTACT PERSON: Daniel Choe, Deputy Director of Administrative Services
Phone: 916-625-5024 Email: Daniel.Cho@rocklin.ca.us

The City of Rocklin hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$90,248 be approved for Fiscal Year 2024/25, to be drawn from the Bicycle and Pedestrian Trust Fund.

When approved, this claim will be transmitted to the Placer County Auditor for funds to be reserved. Jurisdictions will receive payment as reimbursement of funds expended in implementing bicycle and pedestrian projects. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
City of Rocklin

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: City Manager
DATE: 2/12/2025

BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

Briefly describe the project for which you are applying for Bicycle / Pedestrian Funds. Also, identify all funding sources related to the project. The total project cost and total funding source(s) listed below should balance for each project.

Include a location map for the project as appropriate.

Claimant: City of Rocklin

Fiscal Year: FY 2024/25

Brief Project Description	Project Cost	Source of Funding & Amount
Blue Oaks Blvd. Pedestrian Signal	\$376,248	LTF Ch 3 Section 99234 (2023/24) \$286,000 LTF Ch 3 Section 99234 (2024/25) \$90,248

RESOLUTION NO. 2025-020

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN
AUTHORIZING THE CITY MANAGER TO SUBMIT CLAIMS FOR
LOCAL TRANSPORTATION AND STATE TRANSIT ASSISTANCE FUNDS

WHEREAS, the City of Rocklin desires to submit the annual transportation claims to the Placer County Transportation Planning Agency for funds available from the Transportation Development Act of 1971; and

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

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

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$5,041,587 of Local Transportation Funds for transit purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code, and for streets and roads purposes authorized by Article 8, commencing with Section 99400; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$637,455 of State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5.

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving Bicycle and Pedestrian claims, and for making allocation from the Local Transportation Fund in the amount of \$90,248. These funds can be used for including facilities for the exclusive use of bicycle and pedestrian purposes, as authorized by the California Public Utilities Code Section 99233.3 and by California Code of Regulations Title 21, Section 6655.2.

WHEREAS, staff recommends amending the FY 2024/25 budget to reflect adjustments identified during the preparation of the annual transportation claims to the Placer County Transportation Planning Agency.

NOW, THEREFORE, the City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin hereby authorizes the City Manager to sign, and submit on behalf of the City of Rocklin all documentation and forms reasonably necessary for the Fiscal Year 2024/25 transportation claims for Funds in substantially the form attached hereto as Exhibit "A," to the Placer County Transportation Planning Agency, for a total of \$5,041,587 of Local Transportation Funds, \$637,455 of State Transit Assistance funds, and \$90,248 of Local Transportation Funds for bicycle and pedestrian purposes.

Section 2. All types of Funds referenced herein shall be used for the respective purposes indicated in the claims attached hereto as Exhibit "A" and as may otherwise be authorized by applicable rules, regulations, and law.

PASSED AND ADOPTED this 11th day of February, 2025, by the following vote:

AYES: Councilmembers: Bass, Broadway, Gayaldo, Halldin, Janda
NOES: None
ABSENT: None
ABSTAIN: None



Jill Gayaldo, Mayor

ATTEST:


Avinta Singh, City Clerk



RESOLUTION #25-09 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF BICYCLE AND PEDESTRIAN TRUST FUNDS TO THE CITY OF ROCKLIN

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held February 26, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

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, it is the responsibility of PCTPA to review Bicycle and Pedestrian Trust Fund Claims and to take action on such claims; and

WHEREAS, all Bicycle and Pedestrian Trust Fund Claims for projects must be consistent with the applicable bicycle plan and with the Regional Transportation Plan.

THEREFORE, BE IT RESOLVED THAT the PCTPA has reviewed the claim and makes funds available from the 2021-2025 5-year Bicycle and Pedestrian Cash Management Plan for allocation in fiscal year 2024/25.

1. To the City of Rocklin for the Blue Oaks Blvd. Pedestrian Signal Project \$90,248

BE IT FURTHER RESOLVED THAT the funds will be made available to the City on a reimbursement basis.

Signed and approved by me after its passage:

Suzanne Jones, Acting Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board



Western Placer

Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: February 26, 2025

Below are the Consent Calendar items for the February 22, 2025 agenda for your review and action.

1. Audited Financial Statements & TDA Compliance Report
Staff recommends acceptance of Western Placer CTSA's Financial Audit & TSA Compliance Report for fiscal year 2023/24. The results of the audit were a clean opinion and complied with TDA statutes. The Audited Financial Statements and Governance Letter are available for public review at pctpa.net/transit/transportation-development-act. Hard copies are available upon request.

JL:rc:mbc:ss



MEMORANDUM

TO: PCTPA Board of Directors

DATE: February 26, 2025

FROM: Cory Peterson, Senior Transportation Planner

SUBJECT: SACOG 2025 BLUEPRINT

ACTION REQUESTED

None. For information only.

BACKGROUND

The Sacramento Area Council of Governments is where local government leaders across the region come together to advance the goals of economic prosperity, connected communities, and vibrant places. SACOG works in collaboration with the 6 counties and 22 cities in the region to solve challenges that are too big for any one jurisdiction to solve on its own. SACOG plays a central role in transportation infrastructure planning and funding assistance for cities, counties, transit operators, and other entities responsible for providing for the mobility needs of the region's residents. One of SACOG's main roles as the state and federally recognized Metropolitan Planning Organization for the region, is to maintain the region's long-range, fiscally constrained, transportation plan and accompanying land use strategy. This plan must be updated every four years in coordination with local government agencies and demonstrate how the region is working to advance local, regional, state, and federal policy priorities. SACOG is currently undergoing an update of this plan, titled the 2025 Blueprint, and anticipates adoption of the plan in 2025.

OVERVIEW / DISCUSSION

The 2025 Blueprint is rooted in local planning. Both the land use assumptions and transportation investments included in the plan draw from and remain consistent with city and county general and specific plans as well transit agency planning documents. The 2025 Blueprint differs from many local plans in that it must be constrained by time and funding. Not all planned transportation investments or land use plans will come to fruition within the next 30 years. The 2025 Blueprint in many ways outlines a phasing strategy to help guide public policy decisions throughout the region. This plan will lay out a set of strategies for an integrated, multimodal transportation system and a regional land use development pattern that can create a more thriving region that works for all residents. The plan aims to connect housing to jobs, education, goods and services, and recreational opportunities while protecting and enhancing our region's natural and working landscapes.

Aside from this plan being a federal and state requirement, SACOG will use the 2025 Blueprint update to help local agencies coordinate and prioritize efforts to attract greater investment in the region through grants, private investment, and economic growth while protecting our region's natural environment, existing economies, and improving quality of life for all residents.

At the PCTPA Board meeting, James Corless, from SACOG will provide a short presentation and answer any questions on the 2025 Blueprint. The presentation will outline the findings from the region wide transportation and land use analysis.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: February 26, 2025

FROM: Mike Costa, Principal Transportation Planner

SUBJECT: SACOG MOBILITY ZONES PRESENTATION

ACTION REQUESTED

None. For information only.

BACKGROUND

In 2022, SACOG, in partnership with nonprofit Civic Thread, secured a \$5 million federal RAISE grant to support clean, shared, and active transportation investments in equity-priority communities across the six-county region. The project kicked off in January 2024, and has two main phases:

- Identify 10 communities in the six-county region to focus on and
- Improve travel in those communities.

The project is guided by three types of committees:

- Community Committees, which include community leaders and community based organizations,
- Municipal Committee: which includes staff from each city and county, and
- Technical Committee: which includes staff from regional agencies, like PCTPA.

These committees meet quarterly and guide the development of the Mobility Zones project.

OVERVIEW / DISCUSSION

Through rigorous analysis and extensive engagement with community leaders and agency partners, SACOG has identified ten communities to focus on for the remainder of the project, called "Mobility Zones". One of the ten zones is in North Auburn. These Zones serve as focal points for piloting innovative transportation solutions tailored to the specific needs of the communities.

The SACOG Board will consider adopting boundaries for the 10 Mobility Zones at their May meeting. Kathleen Hanley, Principal Transportation Planner at SACOG, will provide the Board with a brief presentation explaining the process to determine the 10 Mobility Zones, summarizing what issues the analysis has highlighted in North Auburn, and requesting feedback to further understand North Auburn's needs.

KH:ss:mbc

TO: PCTPA Board of Directors

DATE: February 26, 2025

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

SUBJECT: PRELIMINARY DRAFT FY 2025/26 OVERALL WORK PROGRAM (OWP)
AND BUDGET

ACTION REQUESTED

Approve the preliminary draft FY 2025/26 Overall Work Program (OWP) and Budget to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached draft OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. The draft will undergo continued refinement, as staff receive comments from the Board, Caltrans, and jurisdictions, and as information on grant awards and state budget allocations becomes available. A final FY 2025/26 OWP will be presented for Board approval at your May meeting.

DISCUSSION

Work Program

The FY 2025/26 work program reflects a continued focus on pre-construction project implementation, seeking funding for activities in the work program, and educating Placer residents on the impact and need for funding for transportation projects. The following are highlights from some of the major work elements in the preliminary OWP:

- Intergovernmental Coordination (WE 12) – coordination efforts with our member jurisdictions, Caltrans, other agencies including Sacramento Area Council of Governments (SACOG), Tahoe Regional Planning Agency (TRPA) and the newly formed Capital Area Regional Tolling Authority (CARTA) for the development of effective transportation Plans.
- Intergovernmental Advocacy (WE13) – in addition to employing advocates at the State and Federal level to seek funding and project regulatory relief, this work element funds activities including Metro Chamber’s Cap to Cap Event, the Placer Business Alliance October visit to Washington DC, and regular activities with our chambers of commerce.
- Emission Reduction Program (WE33) - along with supporting active transportation efforts PCTPA will continue to support the transition to low- and zero-emission by supporting countywide planning and infrastructure utilizing the multi-year Carbon Reduction Program Grant that was awarded in July 2024.

PCTPA Board of Directors
PRELIMINARY DRAFT FY 2025/26 OWP and BUDGET
February 2025
Page 2

- Placer County Evacuation & Transportation Resiliency Plan (WE34) – address system vulnerabilities and community safety by creating a countywide plan that will outline planning, operational, and infrastructure resiliency strategies. This is a grant funded multi-year project with matching funds from Placer County’s Office of Emergency Services.
- Placer Parkway Phase 1 (WE 40) - County of Placer is leading this project. Phase 1 is from Highway 65 to Foothills Boulevard. Final design is essentially complete, and the County is completing the right-of-way acquisition and utility relocation work. Construction is anticipated to begin in FY2025/26.
- State Route 49 Sidewalk Gap Closure (WE 44) - is in the construction phase. Construction is fully funded through a State grant, and construction is anticipated to be complete in late 2026.

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

Staffing

Staffing levels in FY 2025/26 include 7.0 full time equivalent staff for the first half of the fiscal year and includes two retirements mid-year reducing to 5.0 FTE without plans to replace at this time.

Budget

Staff is pleased to again provide the Board with a balanced budget of \$18M. The Agency’s maintains the contingency fund balance of \$1.4M. As in previous years, the contingency fund is used for cash flow.

The FY 2025/26 budget includes approximately 96% (\$17M) of reimbursed work and grants, such as SPRTA administration, WPCTSA administration, I-80 Auxiliary Lanes, Highway 49 Sidewalks, and Freeway Service Patrol.

JL:mbc:rc:ss



**Placer County
Transportation
Planning Agency**

FY 2025/26 Overall Work Plan and Budget

Preliminary

February 26, 2025



WORK ELEMENT	TITLE	PAGE NO.
05	Agency Administration: Indirect Labor	1
10	Agency Administration: Overall Work Program	3
11	Transportation Development Act Admin	4
12	Intergovernmental Coordination	6
13	Intergovernmental Advocacy	8
14	Communications and Outreach	10
20	SACOG/MPO Planning Integration & RTP	13
23	Consolidated Transportation Services Agency (CTSA) Administration	19
24	Transit Planning	21
27	Airport Land Use Commission	23
33	Emission Reduction Program	25
34	Placer County Evacuation & Transportation Resiliency Plan	28
35	Rail Program	32
40	Placer Parkway	34
41	I-80/SR 65 Interchange Improvements	35
42	Highway 65 Widening	37
43	I-80 Auxiliary Lanes	39
44	SR 49 Sidewalk Gap Closure	41
48	Placer Countywide Active Transportation Plan	42
50	Project Programming and Reporting	45
80	Freeway Service Patrol (FSP)	50
100	South Placer Regional Transportation Authority (SPRTA) Administration	52

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OVERALL WORK PROGRAM FOR 2025/26

OVERVIEW

The FY 2025/26 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

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

1. The work program is action oriented. Its primary objective is to implement a programming and funding strategy that will address the mobility needs of Placer County residents, businesses, and visitors. Of key overall importance is the implementation of the Regional Transportation Plan, which serves as a guiding force for transportation improvements over the next 20 years, and its integration with SACOG's Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) and other activities that support regional planning as covered under Work Element 20. Also included here are strategies and studies to address major transportation issues or hot spots including: (1) Placer Parkway; (2) I-80/SR 65 Interchange Improvements; (3) Highway 65 Widening; (4) Emission Reduction; (5) Airport Planning; (6) Rail Program; (8) I-80 Auxiliary Lanes; (9) SR 49 Sidewalk Gap Closure; (10) Mobility Action Plan; (11) Transit Planning; (12) Riego Road/Baseline Road Widening, and (13) Placer County Evacuation & Transportation Resiliency Plan.
2. The work program reflects a pro-active approach to identifying future transportation project needs (e.g., TDA Administration, Capitol Corridor Rail, implementation of the Regional Transportation Plan, Mobility Action Plan, Emission Reduction, Placer County Evacuation & Transportation Resiliency Plan).
3. The work program provides a greater emphasis on implementation of previously identified needs, including administration of the South Placer Regional Transportation Authority, project management and delivery, and leading the preconstruction of the I-80 Auxiliary Lanes, SR 49 Sidewalk Gap Closure, and Highway 65 Widening.
4. The work program includes a comprehensive effort to assist member jurisdictions in maintaining the high level of compliance with "use it or lose it" timely use of funds requirements and significant increases in reporting and monitoring required in the use of SB 1 funding.

5. The work program reflects a multimodal approach. Effort has been divided between planning for transit, highways, rail, aviation, pedestrian facilities, bikeways, and the shift to zero emission vehicles.
6. The work program reflects the strong commitment to partnerships with other regional agencies in approaching interregional transportation needs. Including additional responsibilities to participate on and coordinate with the newly created Capital Area Regional Tolling Authority (CARTA).
7. The work program reflects the more pronounced need to participate in regional, state, and federal discussions regarding planning and funding transportation projects.
8. The work program will ensure that PCTPA meets all state and federal planning requirements.
9. The work program funding allocation system meets TDA requirements.

The 2025/26 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2025/26 OWP. The organization of PCTPA is summarized in Figure 1.

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

GEOGRAPHIC LOCATION

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

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2024, populations: Auburn (13,218), Colfax (1,988), Lincoln (53,231), Loomis (6,601), Rocklin (71,609) and Roseville (154,329). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 101,964. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2024 DOF E-1 Report as updated in May 2024.

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.

BOARD OF DIRECTORS

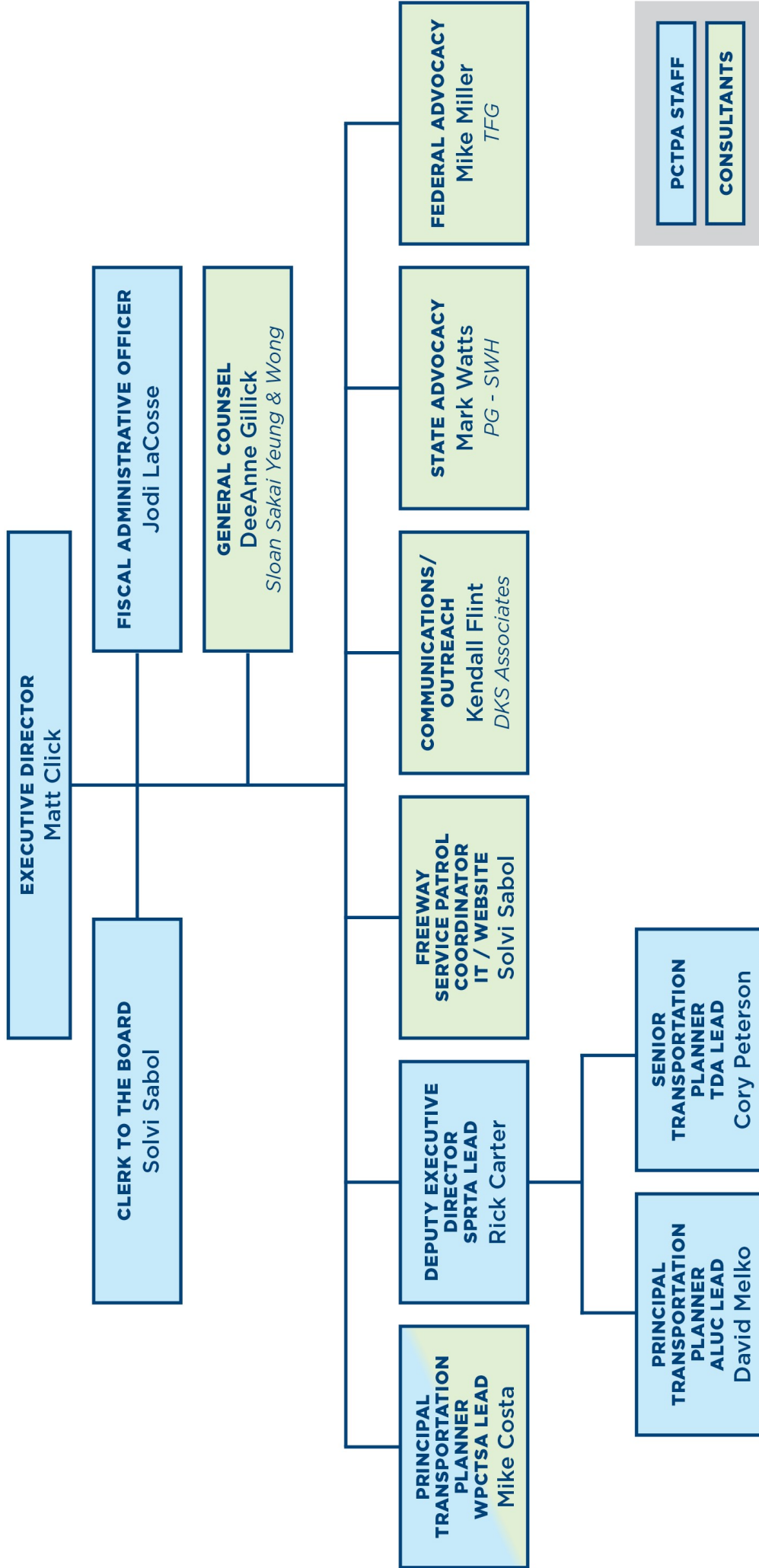
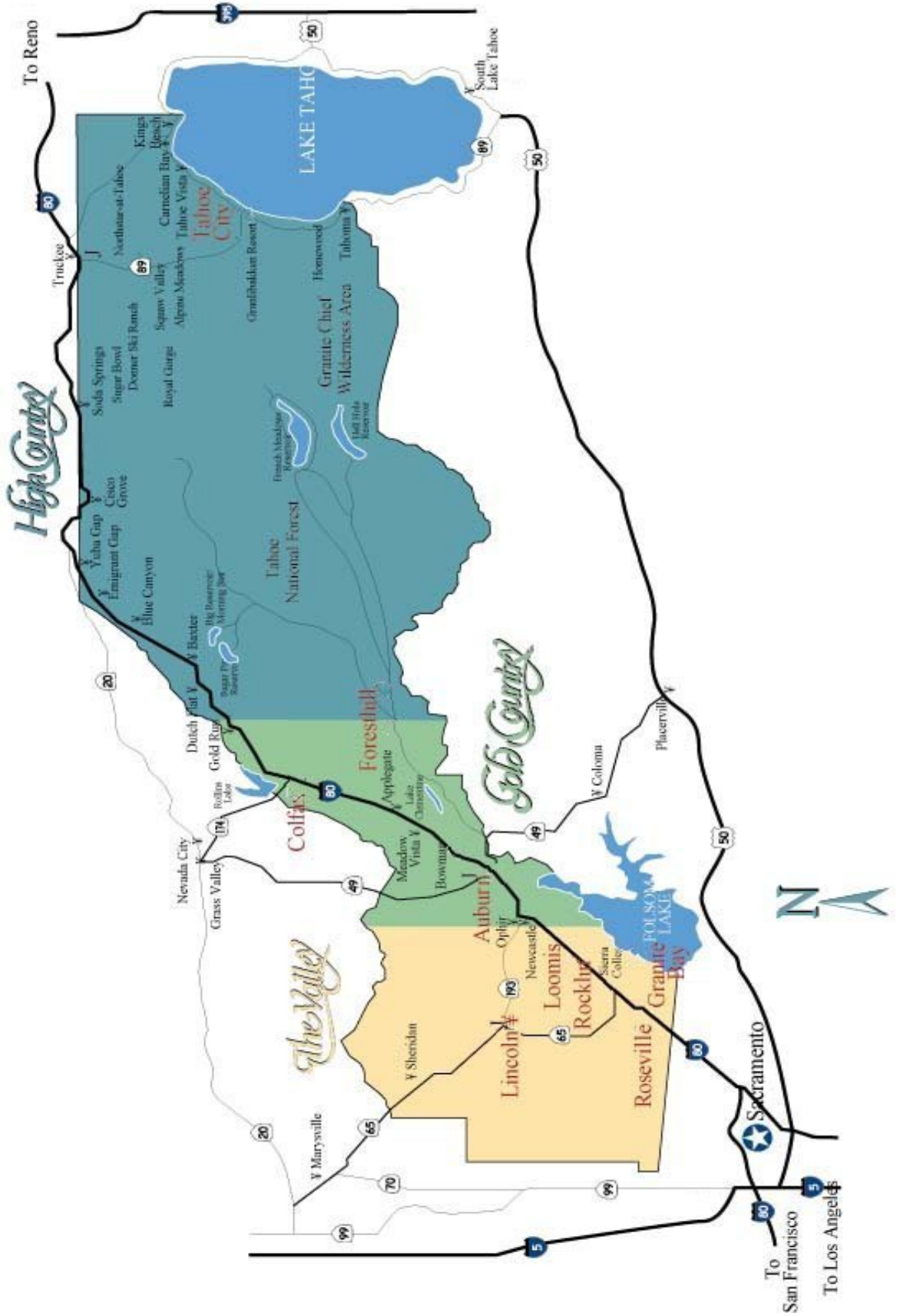


Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

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

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

- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission (WE 27)
- Emission Reduction Program (WE 33)
- Placer County Evacuation & Transportation Resiliency Plan (WE34)
- Capitol Corridor Rail Program (WE 35)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission (WE 27)
- Emission Reduction Program (WE 33)
- Placer County Evacuation & Transportation Resiliency Plan (WE34)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

Increase the accessibility and mobility of people and for freight

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Emission Reduction Program (WE 33)
- Placer County Evacuation & Transportation Resiliency Plan (WE34)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Emission Reduction Program (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Placer Countywide Active Transportation Plan (WE48)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Airport Land Use Commission (WE 27)
- Emission Reduction Program (WE 33)
- Capitol Corridor Rail Program (WE 35)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)

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

Promote efficient system management and operation

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

Emphasize the preservation of the existing transportation system

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission (WE 27)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

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

- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Integration (WE 20)
- Placer County Evacuation & Transportation Resiliency Plan (WE34)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Freeway Service Patrol (WE 80)

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 (WE 12)
- Intergovernmental Advocacy (WE 13)
- Communications and Outreach (WE 14)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Emission Reduction Program (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Freeway Service Patrol (WE 80)

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

CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

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

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

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

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

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

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

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

WORK PROGRAM:

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2025/26 operating budget **Ongoing**
- Provide general front desk support, including greeting visitors, answering phones, opening, and directing mail, and responding to inquiries **Ongoing**
- Participate in staff meetings to coordinate administrative and technical activities **Monthly**
- Prepare quarterly financial reports for auditors and PCTPA Board **Quarterly**
- Prepare timesheets to allocate staff time to appropriate work elements **Ongoing**
- Perform personnel duties, including employee performance reviews, recognitions, and/or disciplinary actions **Annually/as needed**
- Recruit and hire new employees **As needed**
- Administer PCTPA benefit programs **Ongoing**
- Update Administrative Operating Procedures and Personnel Policies to reflect changes in State and Federal law **As Needed**
- Prepare payroll and other agency checks **Bi-weekly**
- Prepare quarterly and annual tax reports **Quarterly**
- Maintain transportation planning files, correspondence, and data **Ongoing**
- Maintain ongoing bookkeeping and accounting **Ongoing**

WORK ELEMENT 05 (continued)
AGENCY ADMINISTRATION: INDIRECT LABOR

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Various – proportionately spread across all other work elements/fund types	\$519,548	PCTPA	\$519,548
Percent of Budget 0.35%			

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

WORK PROGRAM:

- Prepare FY 2025/26 Overall Work Program and Budget close out documents for fiscal year 2024-25 **July 2025 – August 2025**
- Prepare amendments to FY 2025/26 Overall Work Program (OWP) and Budget **August 2025 - October 2025, January - April 2026 or as needed**
- Prepare FY 2026/27 Overall Work Program and Budget **January 2026 – May 2026**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, which may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

- Conduct FY 2024/25 closeout with Caltrans staff **August 2025**
- Quarterly progress reports on FY 2025/26 Overall Work Program **Quarterly**
- FY 2025/26 Overall Work Program and Budget amendments **October 2025, April 2026, or as needed**
- Preliminary Draft FY 2026/27 Overall Work Program and Budget **February 2026**
- Final FY 2026/27 Overall Work Program and Budget **May 2026**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF		PCTPA	\$63,005
	\$28,005		
Rural Planning Assistance Funds	\$35,000		
TOTAL	\$63,005		\$63,005
Percent of Budget 1.22%			

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 \$25 - 35 million annually. These funds operate public transit, maintain, and construct local roads, and construct bicycle and pedestrian paths. Under the TDA, PCTPA is also responsible for conducting the annual unmet transit needs process, fiscal audits, performance audits, transit planning, and transit coordination.

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2025 – October 2025**
- Review and summarize all comments received regarding unmet transit needs and evaluate current transit services and their effectiveness in meeting needs and demand **November 2025 - December 2025**
- Prepare a report recommending a finding on unmet transit needs **December 2025 - February 2026**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2025/26 **September 2025**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2026/27 **February 2026**
- 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 2025 – March 2026**
- Administer five-year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act and assist with any efforts to revise TDA regulations that would benefit the Placer region **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Annually**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

- Support Sierra College and the region’s transit operators on implementing the college fare free student transit pass and transportation network company (TNC) ride subsidy post completion of the pilot program in June 2025 **Ongoing**

PRODUCTS:

- Final Findings of Apportionment for FY 2025/26 **October 2025**
- Preliminary Annual Findings of Apportionment for FY2026/27 **February 2026**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2026**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2026**
- TDA triennial performance audit reports **July 2025**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
 - TOWG meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF		PCTPA	
	\$217,297		\$114,797
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	\$51,000
TOTAL			
	\$217,297		\$217,297
Percent of budget:	1.19%		

WORK ELEMENT 12

INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

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

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

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

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

WORK PROGRAM:

- Participate in ad hoc and standing Caltrans policy and technical advisory committees, such as the Regional-Caltrans Coordinating Group **Bi-monthly/as scheduled**
- Participate in ad hoc and standing SACOG policy, financial and technical advisory committees, such as Regional Planning Partnership and Transportation Committee **Monthly/as scheduled**
- Participate at California Transportation Commission meetings and workshops **Monthly/as scheduled**
- Participate in Statewide Regional Transportation Planning Agency Group meetings and subcommittees **Monthly/as scheduled**
- Participate in Statewide Rural Counties Task Force Meetings **Bi-monthly/as scheduled**
- Participate in information sharing activities at California Council of Governments (CALCOG) meetings and conferences **Bi-monthly/as scheduled**
- Participate in Tahoe-focused planning efforts **As scheduled**
- Coordinate with the Placer County Air Pollution Control District, Sacramento Metropolitan Air Quality Management District, SACOG, and the California Air Resources Board to develop strategies to reduce air pollution **Ongoing**
- Attend technical and management meetings for interregional planning efforts and projects lead by other agencies **As needed**
- Attend city and town council and Board of Supervisors meetings **As needed**
- Coordinate and consult with the United Auburn Indian Community of the Auburn Rancheria, including attending tribal meetings **As needed**
- Coordinate with and inform jurisdictions on potential changes in State or Federal planning policies **As needed** Hold technical workshops for Placer County jurisdictions **As needed**
- Participate in CARTA Technical Advisory Committee meetings. **Monthly**
- Participate in CARTA Board of Directors meetings as an Ex-Officio Member of the Board of Directors. **Monthly**

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		PCTPA	
	\$191,628		\$186,628
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	20,000	Meetings, Travel, and Notifications	\$25,000
TOTAL			
	\$211,628		\$211,628
Percent of budget:	1.44%		

WORK ELEMENT 13

INTERGOVERNMENTAL ADVOCACY

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

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

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual virtual Cap-to-Cap and State legislative advocacy effort **Spring of 2025**
- Participate in the Placer Business Alliance Washington DC trip – **Fall 2025**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Develop annual Federal legislative and advocacy platform **February 2026**
- Develop annual State legislative and advocacy platform **February 2026**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **Ongoing/as needed**
- Membership in local chambers of commerce including Auburn, Lincoln, Loomis, Rocklin, Roseville, and Sacramento **Ongoing**

PRODUCTS:

- Attend Self-Help Counties Focus on the Future Conference **November 2025**
- Attend PBA trip to DC – **Fall 2025**
- Attend Cap to Cap trip to DC - **Spring of 2026**
- 2026 Federal Legislative Platform **February 2026**
- 2026 State Legislative Platform **February 2026**
- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2026**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF		PCTPA	
	\$246,315		\$161,716
Interest	\$10,000	Travel and Conference Expenses	\$10,000
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	3,399
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	\$45,000
TOTAL			
	\$256,315		\$256,315
Percent of budget: 1.05%			

WORK ELEMENT 14

COMMUNICATIONS AND OUTREACH

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

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

PRODUCTS:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF		PCTPA	
	\$136,991		\$123,271
CMAQ		Communications Consultant (Item partially funded by CMAQ)	\$47,500
	\$50,500	Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,720
TOTAL			
	\$187,491		\$187,491
Percent of budget: 0.1.05%			

WORK ELEMENT 20

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

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

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

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

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

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

In June 2024, PCTPA adopted the 2044 RTP, which complements the interim 2023 MTP that SACOG had adopted in the prior year. The 2044 RTP serves as an interim, long-range transportation planning document that largely carries forward the same goals, policies, priorities, and projects/programs/services identified in the 2040 RTP. It was prepared at the request of Caltrans to ensure PCTPA's compliance with statewide RTP update guidelines and that the Placer County region's state funding would not be jeopardized during a delay in developing the 2050 RTP, which concurrently occurred when SACOG extended their deadline to develop the 2025 Blueprint. In addition to developing the 2044 RTP and 2050 RTP alongside the 2025 Blueprint, PCTPA conducted an equity study and prepared an Equity Policy Plan that was adopted in January 2024, which was meant to complement SACOG's Race, Equity, and Inclusion planning efforts in the six-county region and help guide the 2050 RTP's development and future transportation planning efforts within the Placer region.

WORK ELEMENT 20 (continued)

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

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

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

SACOG/MPO PLANNING INTEGRATION & RTP

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

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

WORK ELEMENT 20 (continued)

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

PREVIOUS WORK:

PCTPA

- Coordinated with SACOG finalizing land use assumptions for the 2025 Blueprint **June 2024**
- Developed an equity policy plan specific to PCTPA's planning efforts and 2050 Regional Transportation Plan's development, which is meant to complement SACOG's Race, Equity, and Inclusion planning efforts **January 2024**
- Adopted a 2044 RTP update (with updated financial assumptions, project programming, etc.), which allowed for PCTPA to continue working with SACOG on development of the 2050 RTP and 2025 Blueprint (anticipated to be adopted in late 2025) **June 2024**
- Coordinated with SACOG on development of forecasted transportation funding through 2050 for RTP and MTP/SCS planning efforts and approved a preliminary draft transportation project list for the 2050 RTP – **June 2024 – January 2025**
- Prepared the draft 2050 RTP document chapters/elements **January 2024 – June 2024**
- Secured a consultant and prepared a draft supplemental environmental impact report (SEIR) associated with evaluating PCTPA's RTP's preferred project list **August 2024 – July 2025**

SACOG

- Model development and Support for PCTPA
 - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2024 – June 2025**
- MTP/SCS Update – PCTPA
 - Develop and finalize financial forecasts for the six-county, financially-constrained MTP/SCS **June 2024 – June 2025**
 - Developed six-county, preferred land-use scenario assumptions for the 2025 Blueprint to be paired with transportation investments in a preferred project list development process **June 2024**
 - Finalized the final preferred transportation project list and financial assumptions with SACOG for the PCTPA 2050 RTP and SACOG 2025 Blueprint (must be the same) **January 2025 – June 2025**

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor amendments to the SACOG 2023 MTP/SCS, the 2025 Blueprint and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Coordinate with SACOG on regional air quality conformity and interagency consultation for the 2025 Blueprint and 2050 RTP **April 2025 – July 2025**
- Finalize 2050 RTP and SEIR, release draft documents for public review and adopt final 2050 RTP and SEIR **July 2025 – December 2025**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

- Coordinate with SACOG to develop materials for hosting an elected officials’/jurisdictional presentations required of the Blueprint MTP/SCS **Spring/Summer 2025**

SACOG

- Model development and Support – PCTPA
 - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. **July 2025 – June 2026**
- Data Development, Monitoring, and Support – PCTPA
 - Provide data analysis and mapping assistance to Placer County's various plan updates, including demographics, environmental layers, and transportation data for all jurisdictions and special districts. **July 2025 – June 2026**
- Regional Air Quality Conformity Compliance – PCTPA
 - Administer and lead the six-county regional air quality conformity compliance and interagency consultation process, which PCTPA relies upon for its RTP and transportation planning efforts. **July 2025 – June 2026**
- SACOG MTP/SCS and PCTPA RTP amendments **As needed**

SACOG/MPO PLANNING INTEGRATION & RTP

- Engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. **Monthly**
- Prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. **July 2025 – June 2026**
- Coordinate with SACOG on interagency consultation for regional air quality conformity compliance and transportation planning related to the SACOG MTP and PCTPA’s RTP, which SACOG leads as the MPO for the six-county region. **Ongoing**
- Performance-Based Planning and Programming – PCTPA
 - Monitor safety performance data and set targets for PM1. **Ongoing**
 - Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. **Ongoing**
 - Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. **Ongoing**
 - Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. **Ongoing**

WORK ELEMENT 20 (continued)

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

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

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **As needed**
- Coordination with SACOG on air quality conformity compliance and interagency consultation **As needed**
- Finalize 2050 RTP and SEIR, release draft documents for public review and adopt final 2050 RTP and SEIR **July 2025 – December 2025**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- SACOG MTP/SCS and PCTPA RTP amendments **As needed**

SACOG

- Model development and Support – PCTPA

SACOG/MPO PLANNING INTEGRATION & RTP

- Support provided and outcomes memo **As needed**
- Data Development, Monitoring, and Support – PCTPA **Ongoing**
- MTP/SCS Update – PCTPA
 - Elected and Jurisdiction Official Information Sessions. Spring/**Summer 2025**
- Performance-Based Planning and Programming – PCTPA
- Assist with development of and support Regional or Statewide PM1 Safety Targets for 2025/2026 - SACOG Board Action. **Ongoing**

WORK ELEMENT 20 (continued)

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF		SACOG (\$330,000 from RPA)	\$338,250
	\$156,746		
Rural Planning Assistance	387,000	PCTPA (\$57,000 from RPA)	
			\$222,496
Planning, Programming, and Monitoring (PPM)	60,000	Consultant Support for RTP document development (\$10,000) and EIR development (\$10,000) (paid with LTF)	20,000
		Community Engagement for draft RTP and EIR	20,000
		Legal (on-call support for reviewing RTP related documents and other joint PCTPA/SACOG planning efforts established under the MOU)	1,000
		Meetings, Travel, and Notifications (supporting budget for reimbursement of direct travel and/or purchases made to support the RTP public outreach activities and/or SACOG planning/public engagement efforts)	2,000
TOTAL			
	\$603,746		\$603,746
Percent of budget:	3.39%		

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

- Provide information and reports to interested groups, and citizens **Ongoing**
- Coordinate with SACOG on Federal and/or State funding opportunities available for the region’s social service transportation providers as well as implementing and/or updating the SACOG Human Services Coordination Plan. **Ongoing**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2025/26 Budget updates **As needed**
- CTSA FY 2026/27 Budget **June 2026**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Reports, audits, and other documentation required of CTSA’s **July 2025 – June 2026 / as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA		PCTPA	
	\$209,544		\$209,544
TOTAL			
	\$209,544		\$209,544
Percent of budget: 1.17%			

WORK ELEMENT 24 TRANSIT PLANNING

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

BACKGROUND:

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

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

Starting in Spring 2023, PCTPA began a collaborative planning effort with the region's public transit service operators, social service transportation agencies, and other public stakeholders to develop a comprehensive operational analysis (COA) for Auburn Transit and Placer County Transit (PCT), concurrently with Roseville Transit, which resulted in new transit service plan recommendations that were approved in late 2024 and early 2025 respectively. In December 2024, a joint short-range transit plan (SRTP) was started for the south Placer region, to collectively implement the COA service plan recommendations for each transit operator in an integrated and coordinated manner over the next five years. The SRTP is anticipated to be completed in Summer 2025. Following the SRTP's completion, PCTPA, through the WPCTSA, will continue to coordinate these collective planning and service implementation efforts through FY 2025/26.

WORK ELEMENT 24 (continued)
TRANSIT PLANNING

WORK PROGRAM:

- Work with Roseville Transit, Placer County Transit, Auburn Transit and the WPCTSA program partners and other social service agency and public stakeholder to collectively finalize and implement the joint SRTP **Ongoing**
- Collaborate closely with consultant team, City of Roseville, Placer County, and other pertinent parties to implement the Rapid Link service project **Ongoing**
- Work closely with the City of Roseville, Placer County, City of Auburn, and other stakeholders to implement the app-based Go South Placer On-Demand microtransit pilot program **Ongoing**
- Provide support for federal and state grant applications for transit capital and operating funding **Ongoing**
- Work with SACOG, Caltrans, the City of Roseville, and Placer County to ensure inclusion of Placer’s Rapid Link service in their planning and funding efforts **Ongoing**
- Work with region’s transit operators (Auburn Transit, Placer County Transit, and Roseville Transit) and local jurisdictions to conduct a bus stop inventory that catalogs pedestrian access, safety, signage, and other infrastructure improvements that are needed to help support and generate increased ridership demand for the region’s transit services **July 2025 2025 – June 2026**
- Facilitate and monitor activities of the Transit Operators Working Group (TOWG) **Monthly**
- Coordinate with Caltrans on their District 3 Transit Plan. **July 2025 – June 2026 / as needed**

PRODUCTS:

- Rapid Link service implementation **Ongoing**
- GO South Placer platform and microtransit service implementation **Ongoing**
- Bus stop inventory for south Placer region’s transit operators **June 2026**

REVENUES		EXPENDITURES	
Western Placer CTSA		PCTPA	
	\$130,268		\$129,768
		Meetings, Travel, and Notifications	500
TOTAL			
	\$130,268		\$130,268
Percent of budget:	.73%		

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION

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

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

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

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

WORK PROGRAM:

- Participate in interagency aviation meetings **As needed**
- Review development projects subject to mandatory ALUC review for consistency with ALUCP **As needed**
- Provide staff support for ALUC **As needed**
- Determine consistency of the Auburn Municipal Airport Master Plan update with ALUCP. **By September 2025**
- Update ALUCP, as needed, to reflect Auburn Municipal Airport Master Plan changes. **By June - 2026**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **As needed**
- Annually adjust the ALUC fee structure based on CPI, as needed. **June 2026 for FY 2026/27**

PRODUCTS:

- Determination of development projects subject to mandatory ALUC review for consistency with ALUCP, including public hearings **As needed**
- Determination of Auburn Municipal Airport Master Plan update consistency with ALUCP, including public hearings **By September 2025**

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

- Update ALUCP, as needed, to reflect Auburn Municipal Airport Master Plan changes and arrange City of Auburn funding contribution. By June **2026**
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC approval of annual adjustment of ALUC fee structure based on CPI - **June 2026 for FY 2026/27**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF		PCTPA	\$58,630
	\$109,130		
ALUC Fees		Legal	1,000
	\$1,000		
City of Auburn ALUCP Update Funding Contribution	\$10,000	ALUCP Conformity Consultant	\$10,000
		Meetings, Travel, and Notifications	\$500
		ALUCP Update (Consultant Cost)	\$50,000
TOTAL			
	\$120,130		\$120,130
Percent of budget: 0.87%			

WORK ELEMENT 33

EMISSION REDUCTION PROGRAM

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

BACKGROUND:

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

Staff will support active transportation efforts through countywide planning efforts, coordination with local and state partners, and support for grant opportunities. As needed, staff also serve as a coordinating role for multijurisdictional planning efforts and projects. PCTPA initiated a Countywide Active Transportation Plan Update (see Work Element 48) in FY 2023/24 that will be completed in FY 2025/26. Three of the six cities/town and Placer County are participating to craft a new vision for active transportation in Placer County, while the other three will actively coordinate with the Countywide ATP and their own city ATPs. PCTPA will also continue to update, print, and distribute the Countywide Bikeway Map.

Staff will support the transition to low- and zero-emission vehicles by supporting countywide planning and infrastructure for electric charging and hydrogen fueling, including: demand analysis; site planning; grid capacity analysis; public fleet transitions, identifying options to serve traditionally hard to reach sectors; assisting in developing permitting tools, planning standards, and design standards; and identifying applicable funding and incentive opportunities. In FY 2023/24 PCTPA submitted a grant application to SACOG for a Placer Countywide Zero Emission Vehicle Infrastructure Plan encompassing the items noted above. PCTPA was awarded a Carbon Reduction Program grant in July 2024 and has initiated work on the plan, with completion scheduled for fall 2026.

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

WORK ELEMENT 33 (continued)
EMISSION REDUCTION PROGRAM

WORK PROGRAM:

- Coordinate with local jurisdictions on pedestrian and bicycle funding opportunities and grant programs and enhance coordination efforts with Caltrans to identify and program complete streets enhancements to the state highway system in Placer County. **Ongoing**
- Provide technical assistance on grant applications that support the reduction of vehicle travel **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2026 – May 2026**
- Update the Placer County Bikeway Map in coordination with the Countywide Active Transportation Plan (see WE 48) **July 2025**.
- Print and distribute updated countywide bicycle maps **As needed**
- Coordinate efforts with Caltrans District 3 on the implementation of their district 3 Active Transportation Plan **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**
- Service on technical advisory and consultant selection committees to identify and plan policies, strategies, programs, and actions that maximize and implement the regional transportation infrastructure. **As needed**
- Coordinate with local jurisdictions on alternatively fueled vehicles funding opportunities and grant programs **Ongoing**
- Provide support to regional partners for alternatively fueled vehicles, including EV charging station **Ongoing**
- Participate in regional efforts on the transition to alternatively fueled vehicles **Ongoing**
- Assisting in developing permitting tools, planning standards, and design standards **Ongoing**
- Analyze and plan for alternatively fueled vehicle infrastructure **Ongoing**
- Lead efforts to coordinate and implement regional TDM programs to promote, encourage and incentivize car trip reduction **July 2025 - June 2026**
- Promote and encourage employer-based trip reduction programs. **Ongoing**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan perform grant administrative and invoicing functions **Ongoing, per grant schedule**
Develop the Countywide Zero Emission Vehicle Infrastructure Plan and technical, draft and final reports **Per grant schedule**

PRODUCTS:

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

WORK ELEMENT 33 (continued)
EMISSION REDUCTION PROGRAM

- Updated permitting tools, planning standards, and design standards for Alternatively fueled vehicles **As needed**
- Updated web page, fact sheets, and handouts on TDM strategies for employers **June 2026**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan grant administration and invoicing **Per grant schedule**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan draft and final documents **Per grant schedule**

REVENUES		EXPENDITURES	
LTF	\$112,294	PCTPA	\$177,764
Carbon Reduction Program Grant	\$801,890	Placer County Bikeway Map Printing	\$4,500
CMAQ	\$2,000	ZEV Plan Consultant	\$631,475
		ZEV Plan Consultant Contingency	\$100,445
		Meetings, Travel, and Notifications	\$2,000 (ZEV = \$1,100)
TOTAL	\$916,184		\$916,184
Percent of budget: 5.14%			

WORK ELEMENT 34

PLACER COUNTY EVACUATION & TRANSPORTATION RESILIENCY

PLAN (*Multi-year project*)

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

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

WORK PROGRAM:

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

WORK ELEMENT 34 (continued)

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

PRODUCTS:

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

- 4. Implementation Plan
 - Task 7: Draft and Final Placer County Evacuation and Transportation Resiliency Plan **January 2026 – October 2026**
 1. Administrative Draft ETRP
 2. Draft ETRP
 3. Final ETRP
 4. Meeting Agendas and Minutes from Draft and Final ETRP Presentations

PRIOR FISCAL YEAR: FY 2024/25

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Placer County (13.7%)	\$33,334	PCTPA	
			\$28,167
Climate Adaption Planning Grant (86.3% max)	\$210,000	Placer County Staff	\$15,167
		Consultant	\$200,000
TOTAL	\$243,334		\$243,334

CURRENT FISCAL YEAR: FY 2025/26

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Placer County (13.7%)	\$65,279	PCTPA	\$153,745
Climate Adaption Planning Grant (86.3% max)	\$411,215	Placer County Staff	\$22,750
		Consultant	\$300,000
LTF	2,001	Meetings, Travel, Printing, and Notifications	\$2,000
TOTAL	\$478,495		\$478,495
Percent of budget: 2.68%			

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

FUTURE FISCAL YEARS: FY 2026/27

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Placer County	\$1,387	PCTPA	\$46,392
Climate Adaption Planning Grant	\$8,785	Placer County Staff	\$7,583
LTF	\$145,803	Consultant	\$100,000
		Meetings, Travel, Printing, and Notifications	\$2,000
TOTAL	\$155,975		\$155,975

TOTAL

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Placer County	\$100,000	PCTPA	\$228,304
Climate Adaption Planning Grant	\$630,000	Placer County Staff	\$45,500
LTF	\$147,804	Consultant	\$600,000
		Meetings, Travel, Printing, and Notifications	\$4,000
TOTAL	\$877,804		\$877,804

WORK ELEMENT 35

RAIL PROGRAM

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

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

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

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

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

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

WORK PROGRAM 35 (continued)
RAIL PROGRAM

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$13,989	PCTPA	\$20,489
CMAQ	7,500	Legal	500
		Meetings, Travel, and Notifications	500
TOTAL	\$21,489		\$21,489
Percent of budget:	.12%		

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

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	\$14,029	PCTPA	\$11,529
		Legal	\$2,000
		Meetings, Travel, and Notifications	\$500
TOTAL	\$14,029		\$14,029
Percent of budget: .08%			

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 resolved construction claims in 2024 and performed required environmental mitigation monitoring for five years. Payment to Caltrans for these costs are still outstanding so the project has not been closed out.

A Feasibility Study for medium and heavy-duty truck alternative fueling at the interchange was completed in 2024. The study determined there are significant challenges to commercially viable locations in the vicinity of the interchange.

A Construction Phasing analysis was completed in 2024. The analysis broke the larger projects into 5 smaller phases of work, each with independent cost estimates. The analysis enables PCTPA to pursue more funding opportunities for smaller scale/cost projects.

The work for this year is expected to 1) focus on final payment of eligible Phase 1 work, as well as 2) complete a Feasibility Study for medium and heavy duty truck alternative fueling at the interchange, and 3) complete a Construction Phasing analysis to investigate cost saving opportunities for the construction project.

WORK PROGRAM:

- Coordinate with Caltrans to pay final invoices for the Phase 1 project. – **December 2025**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **as needed**
- Maintain and update the project information on the PCTPA website **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**
- Pursue grant funding opportunities for construction of additional phases. **As needed**

PRODUCTS:

- Coordination with Caltrans and regulatory agencies to close out environmental monitoring for Phase 1 construction **Ongoing**

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

REVENUES		EXPENDITURES	
SPRTA Mitigation Fees		PCTPA	
	\$103,542		\$41,042
		Caltrans – Construction Support	\$60,000
		Legal	\$2,000
		Meetings, Travel, and Notifications	\$500
TOTAL			
	\$103,542		\$103,542
Percent of budget: .58%			

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 for various general purpose, HOV and auxiliary lane additions. The PCTPA board approved funding to complete Project Approval and Environmental Document (PA&ED) phase, which was completed in FY 2017/18. The PA&ED included a commitment to analyze the feasibility of extending passenger rail service to Lincoln; this feasibility analysis was completed in 2023

The Phase 1 improvements include a southbound general-purpose lane and auxiliary lane from Blue Oaks Boulevard to Galleria Blvd/Stanford Ranch Rd. The work in FY 2020/21 continued the Phase 1 work to 95 percent design in September 2021. However, the design was placed on hold pending available construction funding. The design work will be updated to advertise the project for construction when funds are secured; funding for design work will be amended into the OWP when construction funding is secured.

FY 2025/26 work will include studying the feasibility of adding tolled lanes to SR65 between Galleria Boulevard and Lincoln Boulevard, including the traffic impacts, environmental impacts, costs, and regulatory requirements.

WORK PROGRAM:

- Provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- Pursue grant funding opportunities for construction of Phase 1 **As needed**
- Restart final design of the Phase 1 Improvements **If funded**
- SR65 toll lanes Project Initiation Document and feasibility study **Ongoing**

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

PRODUCTS:

- Grant funding applications **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$442,421	PCTPA	\$91,921
		Consultant	\$300,000
		Caltrans	\$50,000
		Meetings, Travel, and Notifications	\$500
TOTAL	\$442,421		\$442,421
Percent of budget: 2.48%			

WORK ELEMENT 43

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

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

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

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

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

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA completed the Project Approval and Environmental Documents (PA&ED) phase in May 2014, and both state and federal environmental approval for the project was obtained in October 2016. Final design and right of way acquisition phases were initiated in February 2018. Construction funding was awarded by the CTC in December 2020. Right-of-way acquisition was completed in 2022. Construction started in August 2023. Project completion and ribbon cutting ceremony is anticipated to occur by May 2025, with project closeout by December 2028.

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

WORK PROGRAM:

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

PRODUCTS:

- I-80 Auxiliary Lanes construction engineering support, including as-built preparation and project closeout activities. **By June 2026**
- Consultant and Caltrans Construction Support and Capital invoice processing. **By June 2026**
- Newsletters, press releases, and outreach materials **Ongoing**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$9,491,519	PCTPA	\$41,080
		Consultant Construction	
		Engineering Support	\$43,964
		Meetings, Travel, and Notifications	\$1,000
		Permit Fee Renewals: RWQCB	\$2,600
		Legal	\$5,000
		Construction Capital	\$8,818,427
		Construction Support	\$579,448
TOTAL	\$9,491,519		\$9,491,519
Percent of budget: 53.22%			

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

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

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

The Highway 49 Sidewalk Gap Closures project completed the necessary environmental clearance in December 2019. The construction contract was awarded in January 2025. Construction is scheduled to be completed in 2026.

Work for FY 25/26 includes monitoring construction and providing design support for construction as needed.

WORK PROGRAM:

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CMAQ/ATP	\$3,309,757	PCTPA	\$62,257
		Design & ROW consultant	\$60,000
		ROW Capital: Easements and Utility Relocations	\$3,174,000
		Permit Fees	\$5,000
		Meetings, Travel, and Notifications	\$1,000
		Legal	\$7,500
TOTAL	\$3,309,757		\$3,309,757
Percent of budget: 18.56%			

WORK ELEMENT 48

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

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

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

This work element will include all activities related to the development of the PATP, including (but not limited to): grant administration, consultant selection and award, community engagement, data analysis, jurisdictional and stakeholder coordination, and the development of projects. Activities anticipated to be worked on in FY 25/26 are listed below in the Work Program section.

WORK SUMMARY (FISCAL YEAR 2024/25)

- Conducted a competitive RFP process to select a consultant to prepare the Placer Countywide ATP **December 2023 – February 2024**
- Completed work on Existing Conditions **July 2024**
- Completed 1st round of community engagement **May 2024 – July 2024**
- Convened additional Stakeholder Advisory Group meetings **July 2024 – June 2025**
- Completed the Demand Analysis **July 2024 – November 2024**
- Completed the recommended Bikeway and Pedestrian Networks **November 2024 – April 2025**
- Started prioritization of bicycle and pedestrian projects **April 2025 – June 2025**
- Completed the second round of community engagement **April 2025 – May 2025**
- Begin work on updating the Placer Countywide Bicycle Map **May 2025-July 2025**

WORK PROGRAM (CURRENT FISCAL YEAR 2025/26):

- Finish updating the Placer Countywide Bicycle Map **July 2025** (Consultant & PCTPA)
- Convene a Plan Development Team of stakeholders, meeting as needed **As needed** (PCTPA & Consultant)
- Finish prioritizing network of projects and develop implementation plan **July 2025**
- Develop draft of Placer Countywide Active Transportation Plan **July 2025 – September 2025**
- Grant reporting and invoicing **Monthly and as needed** (PCTPA)

WORK ELEMENT 48 (continued)

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (Multi-year project)

PRODUCTS FOR FY 2025/26:

- Prioritized list of projects and implementation plan **July 2025**
- Draft Placer Countywide Active Transportation Plan **July-September 2025**
- Consultant contract amendments **As needed**
- Newsletters, press releases, social media posts, and outreach materials **Ongoing**

PAST FISCAL YEARS: FY 2023/24

REVENUES		EXPENDITURES	
<i>Caltrans Sustainable Communities Grant</i>	\$84,893.06	<i>PCTPA</i>	\$28,971.64
<i>LTF</i>	\$10,998.81	<i>Consultant Services</i>	\$66,156.75
		<i>Meetings, Travel, and Notifications</i>	\$763.48
TOTAL	\$95,891.87		\$95,891.87

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

REVENUES		EXPENDITURES	
<i>Caltrans Sustainable Communities Grant</i>	\$243,015	<i>PCTPA</i>	\$61,849
<i>LTF</i>	\$31,184	<i>Consultant Services</i>	\$210,350
		<i>Meetings, Travel, and Notifications</i>	\$2,000
TOTAL	\$274,199		\$274,199

WORK ELEMENT 48 (continued)

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (Multi-year project)

CURRENT FISCAL YEAR: FY 2025/26

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$96,384.94	PCTPA	\$39,638
LTF - Match	\$12,789.19	Consultant Services	\$89,514.50
LTF - Additional	\$20,978.37	Meetings, Travel, and Notifications	\$1,000
TOTAL	\$130,152.50		\$130,152.50
Percent of budget: .73%			

Total

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$424,293	PCTPA	\$130,458.64
LTF - Match	\$54,972	Consultant Services	\$366,021.25
LTF - Additional	\$20,978.37	Meetings, Travel, and Notifications	\$3,763.48
TOTAL	\$500,243.37		\$500,243.37

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

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

SB 125 establishes the Zero-Emission Transit Capital Program (ZETCP) program and provides formula allocation to PCTPA of both ZETCP and Transit and Intercity Rail Capital Program (TIRCP) formula funds. The ZETCP funds are available for fiscal years 2023/24 through 2027/28. TIRCP formula funds are available for fiscal years 2023/24 through 2025/26. PCTPA is responsible for various programming, accountability and transit performance reporting responsibilities related to these funds. PCTPA will work with local agencies to allocate and administer these funds according to available funding program guidance.

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

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

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

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

WORK PROGRAM:

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare grant and funding applications, including State SCCP, TCEP, LPP, and ATP; and Federal RAISE grants **Per Federal/State schedules**
- Serve as information clearinghouse for various grant programs **Ongoing**
- Provide staff support and advice for local jurisdictions in developing grant applications **Ongoing**
- Program State Transportation Improvement Program funding and complete PCTPA's 2025 Regional Transportation Improvement Program (RTIP) **July 2025 through January 2026**
- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- Coordinate with SACOG, Caltrans, and regional partners on the interagency consultation processes conducted for the regional MTIP and MTP, which SACOG administers as the six-county region's MPO, of which PCTPA relies on for air quality planning and conformity for its regional transportation planning process **Ongoing**
- Analyze STBG and CMAQ applications and assist with programming funding with SACOG per Memorandum of Understanding **As needed**
- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **Ongoing**
- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, STBG, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements, including participating in the SACOG Regional Funding Round Working Group **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three-Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Emission Transit Operations Program (LCTOP) funding applications and allocate LCTOP apportionments for the Placer region **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly / As needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

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

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- 2025 RTIP for PCTPA **December 2025**
- Annual programming, amendments, and applications to Low Emission Transit Operations Program **As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- Coordinate with agencies on supporting FTA Section 5310 projects and funding applications **As needed, per Caltrans schedule**
- FTA Section 5311 Program of Projects and assistance with applications **April 2026**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2026**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three-Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
ZETCP	\$31,216	PCTPA	\$160,216
STIP Programming (PPM)	\$130,000	Meetings, Travel, and Notifications	1,000
TOTAL	\$161,216		\$161,216
Percent of budget: .90%			

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

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

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
FSP State Allocation	\$513,367	PCTPA	\$72,771
STBG	\$128,304	FSP contractor	\$558,100
		Sacramento Transportation Authority Support	5,800
		Legal	1,000
		FSP Brochures	2,000
		Meetings, travel, and notifications	2,000
TOTAL	\$641,671		\$641,671
Percent of budget: 3.60%			

WORK ELEMENT 100

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)

ADMINISTRATION

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 100 (continued)
SPRTA ADMINISTRATION

PRODUCTS:

- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA annual Budget **June 2025**
- SPRTA annual Budget updates **As needed**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**
- Annual inflation adjustment to the SPRTA fee schedules **Each April**
- SPRTA Annual Fee Program reports **Each December**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$124,843	PCTPA	\$104,843
		On-Call Model and Fee Assistance Consultant	\$20,000
TOTAL	\$124,843	TOTAL	\$124,843
Percent of budget: .70%			

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Table 1

Budget Summary			
FY 2025/26			
Expenditures	FY 2025/26 Preliminary	FY 2024/25 Amend # 1	Difference
Salary	\$961,594	\$1,093,557	(\$131,963)
Benefits	\$546,652	\$551,851	(\$5,199)
Direct (Table 2)	\$15,587,593	\$15,777,984	(\$190,392)
Indirect (Table 3)	\$738,905	\$774,957	(\$36,052)
Total	\$17,834,743	\$18,198,349	(\$363,606)
Revenues	FY 2025/26 Preliminary	FY 2024/25 Amend # 1	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,185,767	\$1,185,767	\$0
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUCP Contribution - City of Auburn	\$10,000	\$10,000	\$0
ALUC Fees	\$1,000	\$1,000	\$0
STIP Planning Funds	\$210,000	\$210,000	\$0
CMAQ Grant - CMP	\$60,000	\$65,256	(\$5,256)
Caltrans FSP Grants	\$513,367	\$513,599	(\$232)
STBG Funds - FSP	\$128,304	\$128,472	(\$168)
Interest	\$10,000	\$10,000	\$0
SPRTA Administration	\$124,843	\$131,810	(\$6,967)
SPRTA - I80/SR 65 IC	\$103,542	\$162,634	(\$59,092)
SPRTA - Placer Parkway	\$14,029	\$10,931	\$3,098
SPRTA - SR 65 Widening	\$442,421	\$728,437	(\$286,016)
SPRTA - I-80 Aux Lanes	\$9,491,519	\$9,643,556	(\$152,037)
CMAQ/ATP Grant - SR 49 Sidewalks	\$3,309,757	\$3,133,672	\$176,085
LTF Ped/Bike Discretionary - SR 49 Sidewalks	\$0	\$145,806	(\$145,806)
ATP State Funding - SR 49 Sidewalks	\$0	\$0	\$0
Caltrans SHA - Placer Countywide Active Transportation Pla	\$96,385	\$243,015	(\$146,630)
Caltrans SHA - Placer CountyEvacuation & Transp. Relilienc	\$411,215	\$259,437	\$151,778
Western Placer CTSA JPA Administration	\$209,544	\$194,507	\$15,037
CTSA - Transit Planning	\$130,268	\$158,387	(\$28,119)
South Placer South Sutter Fair Share	\$0	\$69,740	(\$69,740)
ZETCP	\$31,216	\$53,215	(\$21,999)
City of Rocklin	\$0	\$32,000	(\$32,000)
Countywide Zero Emission Vehicle Infrastructure Plan	\$801,890	\$337,000	\$464,890
Placer County OES	\$65,279	\$41,180	\$24,099
LTF Additional Contribution from Jurisdictions-WE61	\$0	\$0	\$0
LTF Carryover	\$0	\$0	\$0
	\$0	\$0	\$0
Total	\$18,247,345	\$18,366,421	(\$119,076)
Contingency Fund Balance	FY 2025/26 Preliminary	FY 2024/25 Amend # 1	Difference
PCTPA	\$1,460,959	\$1,460,959	\$0
Total	\$1,460,959	\$1,460,959	\$0
Revenue to Expenditure Comparison	FY 2025/26 Preliminary	FY 2024/25 Amend # 1	Difference
Surplus/(Deficit)	\$412,602	\$168,072	\$244,531

Table 2

Direct Costs				
FY 2025/26				
	FY 2025/26	FY 2024/25		
	Preliminary	Amend # 1	Difference	Source
TDA Fiscal Audits (WE 11)	\$51,000	\$51,000	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$50,000	\$50,000	\$0	LTF
Federal Advocacy Services (WE 13)	\$45,000	\$45,000	\$0	LTF
State Advocacy Services (WE 13)	\$30,000	\$30,000	\$0	LTF
CalCOG Membership (WE 13)	\$3,399	\$3,399	\$0	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Legislative Tracking Services (WE 13)	\$0	\$0	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$0	\$0	\$0	CMAQ
TNT/TMA Membership (WE 14)	\$6,720	\$6,720	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$47,500	\$47,500	\$0	CMAQ
Communications Consultant (WE 14)	\$0	\$60,000	(\$60,000)	LTF
Graphics Consultant (WE14)	\$0	\$25,000	(\$25,000)	LTF
PCTPA SCCP Cycle 4 Grant Administration (WE50)	\$0	\$32,000	(\$32,000)	LTF
RTP Update consultant (WE 20)	\$20,000	\$100,000	(\$80,000)	LTF
Community Engagement Software (WE20)	\$20,000	\$20,000	\$0	LTF/STIP
SACOG Payment (WE 20)	\$338,250	\$330,000	\$8,250	LTF, RPA
ALUCP Update Consultant (WE 27)	\$50,000	\$50,000	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing, (WE 33)	\$4,500	\$4,500	\$0	LTF
ZEV Plan Consultant (WE33)	\$731,920	\$280,000	\$451,920	CRP Grant
ETRP Consultant (WE34)	\$300,000	\$200,000	\$100,000	Caltrans Sustainable Communities Grant \$630,000
Placer County Staff (WE34)	\$22,750	\$15,170	\$7,580	Placer County
Placer Parkway Consultant (WE40)	\$0	\$0	\$0	Developer Reimb.
SR 65/I80 Interchange Reconfiguration Consultant (WE41)	\$0	\$100,000	(\$100,000)	SPRTA
Caltrans - Construction Support (WE41)	\$60,000	\$0	\$60,000	SPRTA
SR 65 Consultant (WE42)	\$300,000	\$600,000	(\$300,000)	SPRTA
SR 65 Caltrans (WE42)	\$50,000	\$0	\$50,000	SPRTA
SR 65 Widening Permit Fees (WE 42)	\$0	\$15,000	(\$15,000)	SPRTA
I-80 Auxiliary Lanes Permit Fees (WE 43)	\$2,600	\$2,600	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - Construction Management (WE 43)	\$43,964	\$159,833	(\$115,869)	SPRTA
I-80 Auxiliary Lanes - Construction Capital & Support (Caltrans) (WE43)	\$9,397,875	\$9,397,875	\$0	SPRTA
SR 49 Sidewalk Permit Fees (WE 44)	\$0	\$0	\$0	CMAQ
SR 49 Sidewalk Consultant - Design & ROW (WE 44)	\$60,000	\$275,000	(\$215,000)	CMAQ/LTF
SR 49 Sidewalk Consultant - ROW (WE 44)	\$0	\$0	\$0	ATP
SR 49 Sidewalk - ROW Capital - Utility Relocation (WE 44)	\$3,174,000	\$2,787,437	\$386,563	ATP
SR 49 Sidewalk - Caltrans Advertise/Award (WE 44)	\$0	\$150,000	(\$150,000)	LTF
SR 49 Sidewalk - Permit Fees (WE 44)	\$5,000	\$5,000	\$0	CMAQ
Placer Countywide Active Transportation Plan Consultant (WE 48)	\$89,515	\$210,350	(\$120,836)	Caltrans Sustainable Communities Grant \$424,293
South Placer South Sutter Consultant (WE 47)	\$0	\$40,000	(\$40,000)	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 34, 35, 40 through 48, 50,61 80)	\$41,000	\$42,000	(\$1,000)	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 80)	\$20,500	\$20,500	\$0	HPP, SPRTA
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$558,100	\$558,100	\$0	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee On-Call Consultant (WE 100)	\$20,000	\$20,000	\$0	SPRTA
TOTAL	\$ 15,587,593	\$ 15,777,984	\$ (190,392)	

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

**Indirect Cost Budget
FY 2025/26**

CALTRANS ICAP INDIRECT	FY 2025/26	FY 2024/25	Variance	Variance %
	Preliminary	Amend # 1		
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$24,000	\$15,000	\$9,000	60.00%
OFFICE/COMPUTER EQUIPMENT	\$10,000	\$10,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$14,120	\$14,120	\$0	0.00%
FURNITURE	\$5,000	\$5,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$15,000	\$10,000	\$5,000	50.00%
MEMBERSHIP/TRAINING	\$20,000	\$20,000	\$0	0.00%
OFFICE SUPPLIES	\$3,000	\$3,000	\$0	0.00%
POSTAGE & DELIVERY	\$2,500	\$2,500	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$1,000	\$7,000	(\$6,000)	-85.71%
ACTUARIAL	\$10,000	\$8,910	\$1,090	12.23%
FISCAL AUDIT	\$23,000	\$18,400	\$4,600	25.00%
OFFICE SPACE	\$105,213	\$102,149	\$3,064	3.00%
INDIRECT LABOR - Note 1	\$519,458	\$482,517	\$36,941	7.66%
Subtotal	\$781,291	\$727,596	\$53,695	7.38%
INDIRECT COST ADJUSTMENT FROM FY 22/23	(\$59,386)	\$30,361	(\$89,747)	-295.60%
ICAP ALLOWABLE TOTAL	\$721,905	\$757,957	(\$36,052)	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
SUBTOTAL	\$17,000	\$17,000	\$0	0.00%
INDIRECT COST BUDGET TOTAL	\$738,905	\$774,957	(\$36,052)	-4.65%

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

Table 4

Revenue - 2025/26 - Preliminary

Work Element	Current Year LTF 2023/24	Rural Plan Assist	STIP	Caltrans Sustainable Communities Multi-Year Grant	Caltrans Sustainable Communities - PC Evacuation & Transportation Resilience Multi-Year Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other	
5 Agency Admin - Indirect	\$0									\$ 519,458	(1)
10 Agency Admin - OWP	\$28,005	\$35,000									
11 TDA Implementation	\$217,297										
12 Intergovernmental Coordination	\$191,628		\$20,000								
13 Intergovernmental Advocacy	\$246,315									\$10,000	(2)
14 Communications/Outreach	\$136,991						\$50,500				
20 SACOG/MPO Planning Integration	\$156,746	\$387,000	\$60,000								
23 CTSA Administration	\$0							\$209,544			
24 Transit Planning	\$0							\$130,268			
27 Airport Land Use Commission	\$109,130									\$11,000	(4)/(7)
33 Emission Reduction Program	\$112,294						\$2,000			\$801,890	(10)
34 Evacuation Transportation Resilience	\$2,001			\$411,215						\$65,279	(11), (12)
35 Capitol Corridor/Rail	\$13,989						\$7,500			\$0	
40 Placer Parkway	\$0				\$14,029						
41 I-80/SR 65 Interchange	\$0				\$103,542						
42 SR 65 Widening	\$0				\$442,421						
43 I-80 Auxiliary Lanes	\$0				\$9,491,519					\$0	
44 SR 49 Sidewalks	\$0						\$3,309,757			\$0	(3)
47 South Placer South Sutter Fair Share	\$0									\$0	(5)
48 Placer Active Transportation Plan	\$33,767				\$96,385						(9)
50 Project Programming and Reporting	\$0		\$130,000							\$31,216	(6)/(7)
80 Freeway Service Patrol	\$0						\$0	\$513,367		\$128,304	(8)
100 SPRTA Administration	\$0					\$124,843					
Unallocated Revenue/Reserve	\$412,602										
Total	\$1,660,767	\$422,000	\$210,000	\$96,385	\$411,215	\$10,176,353	\$3,369,757	\$513,367	\$339,812	\$ 1,047,689	

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) LTF Ped/Bike; (4) ALUC fees;

(5) Counties of Placer and Sutter, City of Roseville; (6) ZETCP; (7) Local Agency Funding; (8) STBG Funds; (9) Caltrans Sustainable Communities, total grant award \$424,293 (\$339,399.94 remaining);

(10) Carbon Reduction Program Grant; (11) Caltrans Sustainable Communities, total grant award \$630,000, (12) Placer County

Table 5

Expenditures - 2025/26 OWP		P.Y.	Staff	Caltrans		Total Rate (see Table 3)		SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
				ICAP rate	Indirect	Indirect	Indirect							
Preliminary														
5	Agency Admin - Indirect	1.59	\$519,458										\$519,458	see Table 3
10	Overall Work Program	0.13	\$42,288	\$21,224	(\$507)			\$					\$63,005	0.35%
11	TDA Implementation	0.25	\$77,050	\$38,671	(\$923)			\$101,000			\$500	\$1,000	\$217,297	1.22%
12	Intergovernmental Coordination	0.32	\$125,262	\$62,868	(\$1,501)							\$25,000	\$211,628	1.19%
13	Intergovernmental Advocacy	0.28	\$108,541	\$54,476	(\$1,301)			\$75,000				\$19,599	\$256,315	1.44%
14	Communications/Outreach	0.23	\$82,737	\$41,526	(\$992)			\$47,500				\$16,720	\$187,491	1.05%
20	SACOG/MPO Planning Integration	0.45	\$149,335	\$74,951	(\$1,790)			\$40,000			\$1,000	\$2,000	\$603,746	3.39%
23	CTSA Administration	0.43	\$140,642	\$70,588	(\$1,686)			\$338,250					\$209,544	1.17%
24	Transit Planning	0.28	\$87,098	\$43,714	(\$1,044)						\$500	\$500	\$130,268	0.73%
27	ALUC/Aviation Planning	0.12	\$39,351	\$19,750	(\$472)			\$60,000			\$1,000	\$500	\$120,130	0.67%
33	Emission Reduction Program	0.35	\$119,312	\$59,892	(\$1,430)			\$731,920				\$6,500	\$916,184	5.14%
34	Evacuation Transportation Resilience	0.33	\$103,191	\$51,791	(\$1,237)			\$300,000				\$24,750	\$478,495	2.68%
35	Capitol Corridor Rail	0.04	\$13,752	\$6,902	(\$165)						\$500	\$500	\$21,489	0.12%
40	Placer Parkway	0.02	\$7,738	\$3,884	(\$93)			\$0			\$2,000	\$500	\$14,029	0.08%
41	I-80/SR 65 Interchange	0.07	\$27,547	\$13,825	(\$330)			\$60,000			\$2,000	\$500	\$103,542	0.58%
42	SR 65 Widening	0.19	\$61,696	\$30,965	(\$739)			\$350,000			\$0	\$500	\$442,421	2.48%
43	I-80 Auxiliary Lanes	0.08	\$27,572	\$13,838	(\$330)			\$43,964			\$5,000	\$9,401,475	\$9,491,519	53.22%
44	SR 49 Sidewalks	0.13	\$41,786	\$20,972	(\$501)			\$3,234,000			\$7,500	\$6,000	\$3,309,757	18.56%
47	South Placer South Sutter Fair Shar	0.00	\$0	\$0	\$0			\$0					\$0	0.00%
48	Placer Active Transportation Plan	0.10	\$26,604	\$13,352	(\$319)			\$89,515				\$1,000	\$130,152	0.73%
50	Project Programming and Reporting	0.33	\$107,534	\$53,971	(\$1,289)			\$0				\$1,000	\$161,216	0.90%
80	Freeway Service Patrol	0.14	\$48,843	\$24,514	(\$585)			\$558,100			\$1,000	\$9,800	\$641,671	3.60%
100	SPRTA Administration	0.22	\$70,369	\$35,318	(\$843)			\$20,000					\$124,843	0.70%
Total												\$17,834,743	100.00%	
												\$20,500	\$9,517,844	
												\$0	\$5,710,998.50	
												\$338,250	\$18,076	

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

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

Table 6

Summary of Staff Hours and Costs FY 2025/26

	Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
Agency Administration: Indirect	3314	26.22%	1.59		\$519,458	25.62%
Agency Admin - OWP	264	2.09%	0.13		\$42,288	2.09%
TDA Implementation	520	4.11%	0.25		\$77,050	3.80%
Intergovernmental Coordination	660	5.22%	0.32		\$125,262	6.18%
Intergovernmental Advocacy	575	4.55%	0.28		\$108,541	5.35%
Comm/Outreach	475	3.76%	0.23		\$82,737	4.08%
Building Administration	0	0.00%	0.00		\$0	0.00%
SACOG/MPO Plan Integration and Support	945	7.48%	0.45		\$149,335	7.36%
CTSA Administration	890	7.04%	0.43		\$140,642	6.94%
South Placer Transit Project	580	4.59%	0.28		\$87,098	4.30%
ALUC/Aviation Planning	254	2.01%	0.12		\$39,351	1.94%
Emission Reduction Program	726	5.74%	0.35		\$119,312	5.88%
Placer County Evacuation & Transportation Resiliency Plan	680	5.38%	0.33		\$103,191	5.09%
Capitol Corridor Rail	86	0.68%	0.04		\$13,752	0.68%
Placer Parkway EIR	45	0.36%	0.02		\$7,738	0.38%
I-80/SR 65 Interchange	155	1.23%	0.07		\$27,547	1.36%
SR 65 Widening	390	3.09%	0.19		\$61,696	3.04%
I-80 Auxiliary Lanes	164	1.30%	0.08		\$27,572	1.36%
SR 49 Sidewalks	273	2.16%	0.13		\$41,786	2.06%
Placer Active Transportation Plan	210	1.66%	0.10		\$26,604	1.31%
South Placer South Sutter	0	0.00%	0.00		\$0	0.00%
Project Programming and Reporting	686	5.43%	0.33		\$107,534	5.30%
Regional Funding Program	0	0.00%	0.00		\$0	0.00%
Freeway Service Patrol	298	2.36%	0.14		\$48,843	2.41%
SPRTA Administration	450	3.56%	0.22		\$70,369	3.47%
Total	12640	100.0%	6.08		\$2,027,704	100.0%

Table 7

Agency Salary and Pay Range FY 2025/26			
		FY 2025/26 Monthly Salary Range	
Position Title	Classification	Low	High
Executive Director	Executive Director	17843	30000
Deputy Executive Director	Deputy Director	14217	21576
Principal Planner/Director of Planning	Principal Planner	12667	17078
Senior Transportation Planner	Senior Planner	10590	14248
Associate Planner	Associate Planner	8349	12453
Assistant Planner	Assistant Planner	6400	8415
Senior Engineer	Senior Engineer	11108	14716
Associate Engineer	Associate Engineer	9256	12656
Fiscal/Administrative Officer	Fiscal/Administrative Officer	12179	17321
Accounting Specialist	Accounting Specialist	6231	8379
Planning Administrator/Board Secretary II	Executive Assistant II	10718	14644
Planning Administrator/Board Secretary I	Executive Assistant I	8282	10913
		FY 2025/26 Hourly Salary Range	
Position Title	Classification	Low	High
IT Administrator	Associate Planner	48.17	61.47
Planning Intern	Planning Intern	27.69	35.32

Includes 3% COLA

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



**Placer County
Transportation
Planning Agency**

2260 Douglas Blvd., Ste 130
Roseville, CA 95661
530.823.4030



TO: PCTPA Board of Directors

DATE: February 26, 2025

FROM: Mike Costa, Principal Transportation Planner

SUBJECT: **ANNUAL UNMET TRANSIT NEEDS ASSESSMENT REPORT AND FINDINGS FOR FY 2025/26**

ACTION REQUESTED

Staff recommends that the PCTPA Board of Directors adopt Resolution No. 25-10 making the following findings and recommendations regarding the annual Unmet Transit Needs Assessment pursuant to the Transportation Development Act (TDA):

1. There are no unmet transit needs in FY 2024/25 that are reasonable to meet for implementation in FY 2025/26.
2. The *Annual Unmet Transit Needs Assessment Report for Fiscal Year 2025/26* is accepted as complete.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of TDA funds, which include Local Transportation Funds (LTF). While LTF is primarily intended to address transit-related expenses, such as operations and/or capital costs, the funding can be used by jurisdictions for other non-transit purposes such as street and road maintenance. Before LTF can be used by any jurisdiction for these non-transit purposes, PCTPA must conduct the annual Unmet Transit Needs Assessment (UTN Assessment) process and make a finding that there are no unmet transit needs that are reasonable to meet with LTF funds in the year following the assessment (i.e., the next fiscal year). The UTN Assessment process consists of four steps:

1. Soliciting comments regarding potential unmet transit needs that may exist in Placer County, excluding the Lake Tahoe Basin, which is administered by the Tahoe Regional Planning Agency (TRPA),
2. Evaluating potential unmet transit needs in accordance with the PCTPA Board's adopted definitions of "unmet transit needs" and "reasonable to meet" criteria (refer to Attachment 1, Appendix B for PCTPA's definitions and criteria adopted in February 2022),
3. Consulting with PCTPA's Social Services Transportation Advisory Council (SSTAC) regarding the evaluation of comments and staff's recommended finding, and
4. Adopting a finding regarding unmet transit needs that may or may not exist for implementation in the next fiscal year.

PCTPA Board of Directors
Unmet Transit Needs Assessment Report and Findings for FY 2025/26
February 26, 2025
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If, based on the PCTPA Board’s adopted definition and criteria, any unmet transit needs are identified and determined to be reasonable to meet, they must be funded in the next fiscal year prior to any TDA funds being allocated to a jurisdiction for non-transit purposes.

DISCUSSION

For this fiscal year’s UTN Assessment, PCTPA solicited comments and input from the public and various stakeholders via the following methods implemented between September 3, 2024, and October 31, 2024.

- An online survey was made available during this period for the public to evaluate existing transit services and identify potential unmet transit needs. PCTPA, its member agencies and partnering social service agency stakeholders promoted the survey via social media, various public newsletters, PCTPA’s Constant Contact e-mail list, informational materials placed onboard transit vehicles, and agencies’ respective public websites. The survey was translated into Spanish (and into an abbreviated Tagalog version) pursuant to PCTPA’s Language Assistance Plan and Title VI Program, and a hard copy of the survey was made available to receive via mail from PCTPA’s office upon request.
- A public hearing was held by the PCTPA Board of Directors on October 23, 2024, which was noticed in the local newspaper (The Auburn Journal) on September 18, 2024 (refer to Attachment 1, Appendix D).
- PCTPA staff visited the Town/City Council meetings for Colfax, Rocklin, Lincoln, and Auburn, the Placer County Board of Supervisors meeting, and the Roseville Transportation Commission meeting during September and October to provide information about the annual UTN Assessment process and solicit public input and comments.
- Information regarding the unmet transit needs assessment process was shared at various local pop-up events that were attended by PCTPA staff between September and October 2024.

Of the 119 comments evaluated, 15 were identified as unmet transit needs that were not determined to be “reasonable to meet” based on PCTPA’s adopted definitions and criteria. One comment, related to an Americans with Disabilities Act (ADA) service request on the Roseville Arrow on-demand service was determined to be an unmet transit need that was reasonable to meet. However, in January 2025, the City of Roseville adjusted their Roseville Arrow service area’s boundaries to accommodate the ADA service request, which effectively addressed the need moving forward. A comprehensive analysis of all the comments is contained in Appendix A of the *Annual Unmet Transit Needs Assessment Report for FY 2025/26* (refer to Attachment 1). In summary, the following themes were identified from the comments evaluated during this year’s UTN Assessment process:

- Similar to previous years, there were many comments submitted pertaining to a request for services that already exist, which reflects a continued need for education and outreach regarding current public transit services and other social service transportation programs available in the Placer region. The Western Placer Consolidated Transportation Services Agency (WPCTSA), in partnership with the region’s transit operators, local jurisdictions,

and social service agency stakeholders, continue to implement the marketing plan that was adopted by the WPCTSA Board of Directors in January 2023. Over the past year, staff has worked with PCTPA's Transit Operators' Working Group (TOWG), the SSTAC, and other WPCTSA partnering agencies and stakeholders to promote the "South Placer Transit Information (SPTI), Education & Training" program, which brands and consolidates informational resources about the region's transit services and WPCTSA's programs into one unique, promotional identify. The SPTI website launched during FY 2023/24, www.southplacertransitinfo.com, continues to be promoted since it contains, among other things, interactive transit service maps, schedules, and the general operation and fare information for Auburn Transit, Placer County Transit, and Roseville Transit. Additionally, transit outreach/education and training (formerly known as mobility training) practices and tools have been established to better track stakeholder engagement and support more efficient and effective transit education efforts throughout the Placer region. SPTI branded collateral and informational materials have also been produced to promote the SPTI program's many resources and help bring awareness to the Placer region's transit services and WPCTSA programs. Lastly, in January 2025, a SPTI Stories campaign was launched to solicit audio and/or video testimonies from transit riders, drivers, and stakeholders that can be used in educational and promotional efforts within the Placer region. Through all these efforts, staff continue to work with WPCTSA's partners and other transit stakeholders to promote existing transportation solutions and transit opportunities that help address transportation needs in Placer County.

- Several comments pertaining to more direct and frequent transit service connections within and between Lincoln, Rocklin, and Roseville, were received and evaluated. These were not identified as unmet transit needs because both Placer County Transit (PCT) and Roseville Transit currently provide multiple fixed-route and dial-a-ride services that could address the needs identified with transfers between these services. However, PCTPA staff and the respective transit operators will continue to consider and evaluate these comments further as part of the current short-range transit plan (SRTP) planning efforts that have been underway since October 2024, and on-going operational evaluation and improvement measures. These efforts are intended to improve the coordination, delivery, and connection of public transit services provided throughout the south Placer County region.
- Various comments pertaining to interregional service needs were received, which included requests for more direct services from multiple Placer jurisdictions to the Sacramento International Airport, downtown Sacramento and/or the Watt Avenue/Interstate 80 light rail station where Sacramento Regional Transit District's (SacRT's) bus and light rail services can be accessed to travel throughout the greater Sacramento region, the Bay Area via Capitol Corridor passenger rail services, and to the Tahoe-Truckee and/or Grass Valley/Nevada City areas of Nevada County. Existing public bus and rail services operated by different transit providers can address many of these connections between Placer County and other surrounding regions with transfers, which is why these comments were not identified as unmet transit needs. However, the planned Rapid Link service (formerly known as the South Placer Transit Express service) and the Capitol Corridor Third-Track project may help to improve service frequency and direct connections between these

PCTPA Board of Directors

Unmet Transit Needs Assessment Report and Findings for FY 2025/26

February 26, 2025

Page 4

regions upon implementation in the near future. These projects are discussed further in the *Annual Unmet Transit Needs Assessment Report for FY 2025/26* included in Attachment 1.

- Several comments pertaining to a lack of public transit services to/from/within unincorporated areas of Placer County, including Foresthill, and western Placer County outside of Roseville, as well as a lack of any public transit services on Sunday or in the evenings during weekdays in Placer County (outside of Roseville) were identified as unmet transit needs. However, potential services implemented to address these needs did not demonstrate long-term feasibility and/or address all the PCTPA Board’s adopted “reasonable to meet” criteria. Regardless, these unmet transit needs will be further considered and evaluated as part of the on-going SRTP and operational performance enhancement efforts in coordination with the region’s public transit operators.

PCTPA staff presented its evaluation of comments contained in Appendix A of the *Annual Unmet Transit Needs Assessment Report for FY 2025/26* and recommended finding at a joint meeting of the Transit Operators Working Group (TOWG) and SSTAC on January 28, 2025. The TOWG/SSTAC concurred with staff’s analysis and recommended finding. Subsequently, PCTPA staff presented the UTN report and finding for FY 2025/26 at the February 11th Technical Advisory Committee (TAC), which further concurred with staff’s recommendations.

ATTACHMENTS

1. Draft Unmet Transit Needs Assessment for Fiscal Year 2025/26 Report

MC:rc:mbc:ss



DRAFT Annual Unmet Transit Needs Assessment For Fiscal Year 2025/26



EXECUTIVE SUMMARY

Placer County Transportation Planning Agency (PCTPA) analyzed 119 potential unmet transit needs comments that were received this year through online survey responses, email, or at PCTPA's annual public hearing held during the Unmet Transit Needs (UTN) Assessment outreach and engagement period that occurred from September 3, 2024, through October 31, 2024. PCTPA staff also extensively engaged respective stakeholders in their local communities by presenting UTN information and providing opportunities for public input at one of almost every jurisdiction's city/town council meetings, one County Board of Supervisors' meeting, and at various local events held throughout Placer County during September and October of 2024.

Similar to prior years, many of the comments received pertain to needs that can be met with existing transit services, reflecting a continued need for education about current public transit services provided in Placer County. Additionally, those who provided input continue to be interested in more intra-county and interregional service options between cities and unincorporated areas in Placer County and to/from locations outside of the County. Some of the more recurring comments about intra-county and interregional travel needs include better services between Lincoln, Roseville, Rocklin and Sacramento, which could be satisfied by the South Placer Transit Express (referred to a Rapid Link) service, which is anticipated to launch in the Summer of 2025. Additional interregional service comments pertained to services in and around Lake Tahoe and the Truckee region. There were also several comments received pertaining to a lack of public transit services in the unincorporated rural community of Foresthill, as well as a lack of late night and/or Sunday services in certain cities and communities in Placer County. Lastly, several operational and/or service improvement comments were received and will be further evaluated and considered as part of the current Short-Range Transit Plan (SRTTP) planning efforts.

In collaboration with the region's transit operators and Social Services Transportation Advisory Council (SSTAC) representatives, staff analyzed all comments received during this year's UTN Assessment process per the PCTPA Board of Directors' adopted unmet transit needs criteria. One unmet transit need that is reasonable to meet was identified during this year's process. However, the City of Roseville made a minor adjustment to their on-demand (i.e., Roseville Arrow) service area to address this need prior to the report's completion in January 2025. Therefore, there are no unmet transit needs that are reasonable to meet for FY 2025/26. Staff will continue to work with regional stakeholders to evaluate and address transit service and operational issues as part of on-going service improvement and planning efforts.

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ABOUT UNMET TRANSIT NEEDS

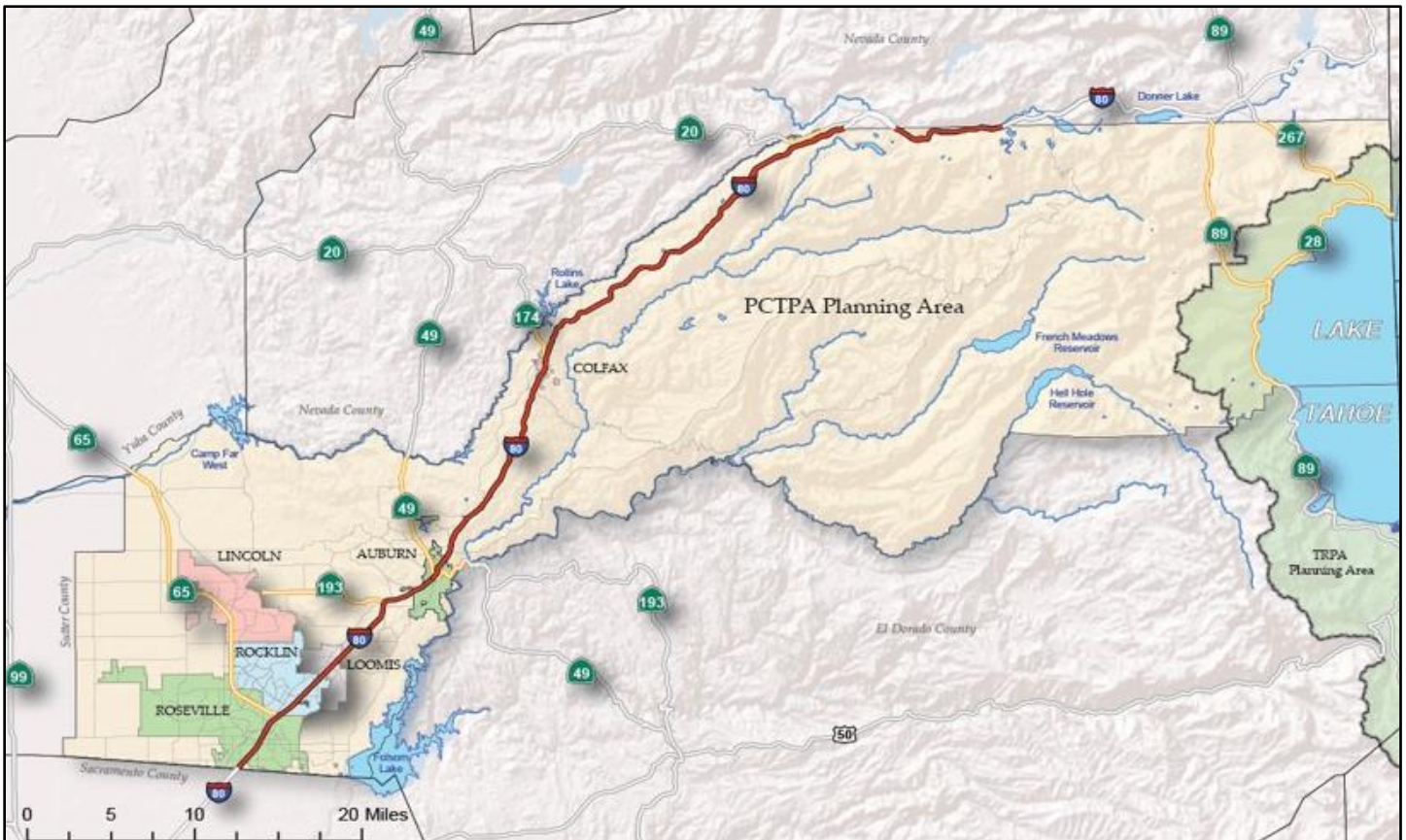
About PCTPA

Placer County Transportation Planning Agency (PCTPA) is the state-designated Regional Transportation Planning Agency (RTPA) for the western slope of Placer County. PCTPA's jurisdiction includes the five cities of Roseville, Rocklin, Lincoln, Auburn, and Colfax, the town of Loomis, and the unincorporated areas and communities in Placer County. PCTPA's jurisdiction does not include the Lake Tahoe Basin, where the Tahoe Regional Planning Agency (TRPA) serves as the RTPA. However, PCTPA does plan for areas along the State Route (SR) 89 and 267 corridors, located between the northern shore of Lake Tahoe and the Town of Truckee in Nevada County. References to Placer County within this report refer only to the portion of Placer County that is within PCTPA's jurisdiction unless otherwise noted.



One of PCTPA's duties is to administer the Transportation Development Act (TDA), which makes Local Transportation Funds (LTF) available to Placer's jurisdictions to spend on transportation projects. While LTF revenues are primarily intended to support public transit operations and capital needs, jurisdictions can spend it for other transportation purposes, such as street and road maintenance/repair, so long as PCTPA annually determines that there are no "unmet transit needs". Thus, each year PCTPA conducts the Unmet Transit Needs (UTN) Assessment process to identify and address potential unmet transit needs before any LTF is used by jurisdictions for other, non-transit purposes. This process involves extensive public outreach and collaboration with PCTPA's partnering transit operators, local jurisdictions, and social service transportation agencies.

PCTPA Jurisdiction Map



UTN Definition

“An Unmet Transit Need 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.”

Adopted February 2022

TDA and ADA Requirements

Per TDA requirements, PCTPA defines how an unmet transit need is evaluated (refer to Appendix B). The PCTPA Board of Directors establishes an unmet transit need as a “request for transit service that is not currently offered”, including requests for services required pursuant to the Americans with Disabilities Act (ADA). PCTPA further evaluates a service request’s proximity to existing public transit services (both fixed-route and demand response services), and considers an area served if it is either located within a general public, demand response/on-demand service area, or if it is within a 0.75-mile walking distance from a fixed-route service.

In addition to meeting the definition, above, a request for transit service must address all the following “reasonable to meet” criteria:

1. The requested service must meet required farebox recovery ratio standards adopted by the PCTPA Board (refer to Appendix C),
2. Funding needed for the service cannot exceed LTF revenues available to the jurisdiction and must be a reasonable use of taxpayer funds,
3. The requested service has strong and broad community support, which is demonstrated by various local community plans,
4. The requested service must be consistent with the goals of the Regional Transportation Plan (RTP), and
5. The service must be consistent with the goals, intent, and implementation strategy of the applicable Short-Range Transit Plan(s) for the jurisdiction(s) where the requested service is located.

These criteria ensure that any requested service that is considered for implementation is both well supported and sustainable if implemented with existing funding available.

ADA regulations require that all public transit buses be accessible to individuals with disabilities and that transit authorities provide origin-to-destination paratransit services to individuals with disabilities within a three-quarter mile boundary around all fixed-route transit services. According to the PCTPA unmet transit needs definition, improvements that are necessary to meet ADA requirements are automatically considered unmet transit needs that are reasonable to meet to comply with these regulations.

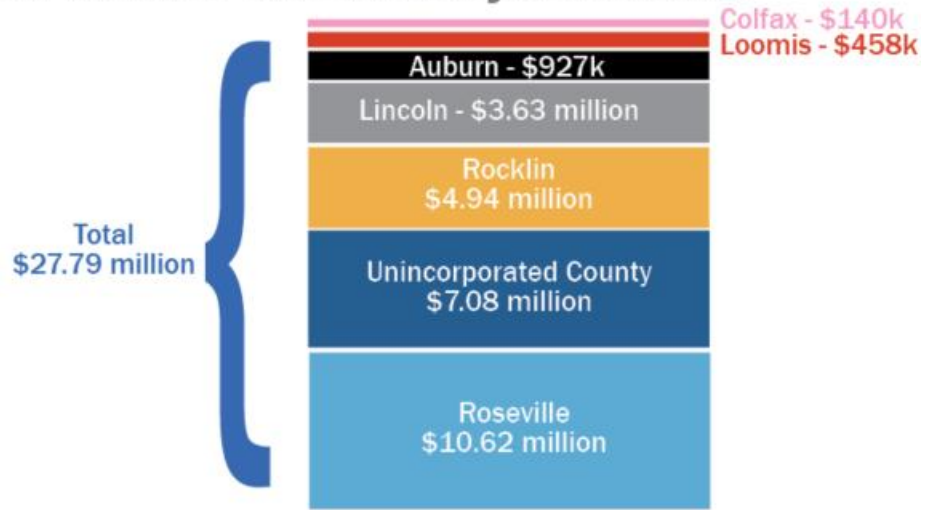
Using these established definitions and criteria, PCTPA staff evaluate every public comment received during the annual UTN Assessment process to determine whether the requested service is a) an unmet transit need and b) reasonable to meet. If it is determined that there are any unmet transit needs that are reasonable to meet, the TDA regulations requires that LTF revenues must be used to meet those needs before they can be used for non-transit services. PCTPA periodically re-examines its unmet transit needs and reasonable to meet criteria in coordination with its partnering agencies to ensure their relevancy and support of on-going planning efforts.



Transit Funding

A variety of federal, state and local funding sources support Placer County's public transit operators. TDA funding is the largest source consistently available that includes not just LTF, but also State Transit Assistance (STA) funds, which are generated from statewide sales tax revenues on fuel and can only be spent on transit-related operations and capital purposes. Because of this, the UTN Assessment process and report only focus on LTF.

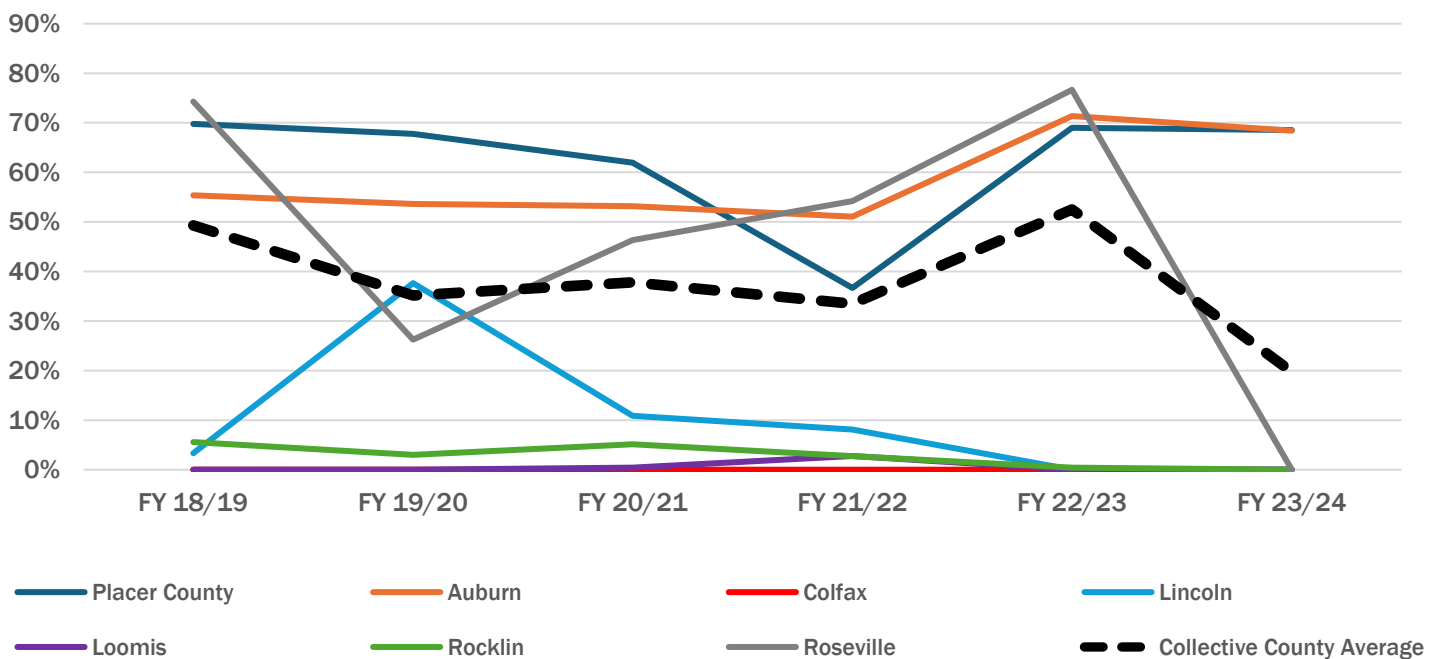
FY 2024 LTF Allocation by Jurisdiction



As shown in the stacked bar chart on the top right of this page, Placer County jurisdictions received approximately \$27.79 million of LTF in fiscal year (FY) 2023/24, which was slightly lower than the amount of LTF received in FY 2022/23 (\$28.87 million). LTF is generated from local sales tax revenues and apportioned to PCTPA's local jurisdictions based on their respective population share. Each jurisdiction may claim all or a portion of their available LTF for non-transit related purposes, so long as there are no unmet transit needs that are reasonable to meet.

The proportions of LTF claimed for transit and non-transit purposes vary each year depending on transportation costs, availability of other funding sources, and local spending priorities. As shown in the line graph, below, Placer County maintained their respective LTF spending on transit this past year, while all of Placer's remaining jurisdictions decreased LTF spending on transit levels compared to prior years. Roseville, in particular, claimed no FY 2023/24 LTF for transit because it had unused carry-over from prior years that was able to accommodate its transit operational and capital needs in FY 2023/24. Cumulatively averaged countywide, approximately 20% of LTF funds were spent on transit in FY 2023/24, down from 53% in FY 2022/23.

Percentage of FY 2023/24 LTF Spent on Transit Annually by Jurisdiction



Outreach Process

Top Participant Zip Codes

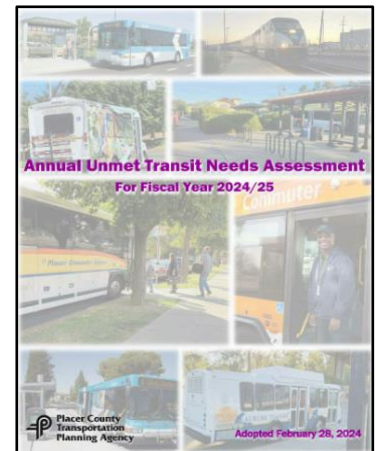
95678: Roseville (Central) - 6%
95677: Rocklin (East) - 6%
95765: Rocklin (West) - 9%
95747: Roseville (West) - 10%
95603: Auburn (South) - 12%
Various Zip Codes - 25%
95648: Lincoln - 32%

Following the success of online surveys in prior years, PCTPA administered and promoted an online survey to solicit most of the potential unmet transit needs comments during this year's UTN Assessment process. Social media platforms, local agency electronic newsletters, onboard flyers, and press releases served as the primary methods for promoting the survey and solicitation process. The survey and some outreach materials were also made available in the Spanish language (with Tagalog translation available upon request) to better gather input from the larger limited English proficient (LEP) communities in the Placer region. PCTPA further presented the UTN Assessment as an informational item and solicited public comments during at least one city council meeting in each jurisdiction and one Placer Board of Supervisors meeting, except for the town of Loomis due to a lack of availability. Pursuant to TDA requirements, PCTPA held one public hearing to gather comments, conducted by the PCTPA Board on October 23, 2024. Lastly, as part of the concurrent general outreach and

engagement, staff hosted several informational booths and/or pop-up events throughout the County at each city/town, and in unincorporated areas such as North Auburn and Foresthill, to further promote the survey and solicit comments regarding potential transit needs. Some of this outreach was directly coordinated with the region's Latino Leadership Council. The majority of the 119 comments received resulted from the online survey.

Last Year's Unmet Transit Needs Assessment

The FY 2023/24 UTN Assessment found that there were no unmet transit needs that were reasonable to meet in FY 2024/25 based on the PCTPA Board's established criteria, which was adopted in February 2022. Under these criteria (contained in Appendix B), "unmet transit needs" and "reasonable to meet" are defined and some examples are provided for what may constitute an unmet transit need. Operational needs, which are not considered unmet transit needs, are further specifically defined to support the evaluation of unmet transit needs comments. Defined operational needs that are not unmet transit needs, include: adding bus stops along existing routes, onboard bus features/design, bus stop amenities, minor bus route, stop, and/or schedule changes, school transportation, service reliability, and broad or vague comments that cannot specify a clear transit need. While these operational comments are not considered unmet transit needs, they are provided to the respective transit operator(s) for review and consideration as part of on-going system and service planning and improvement efforts.



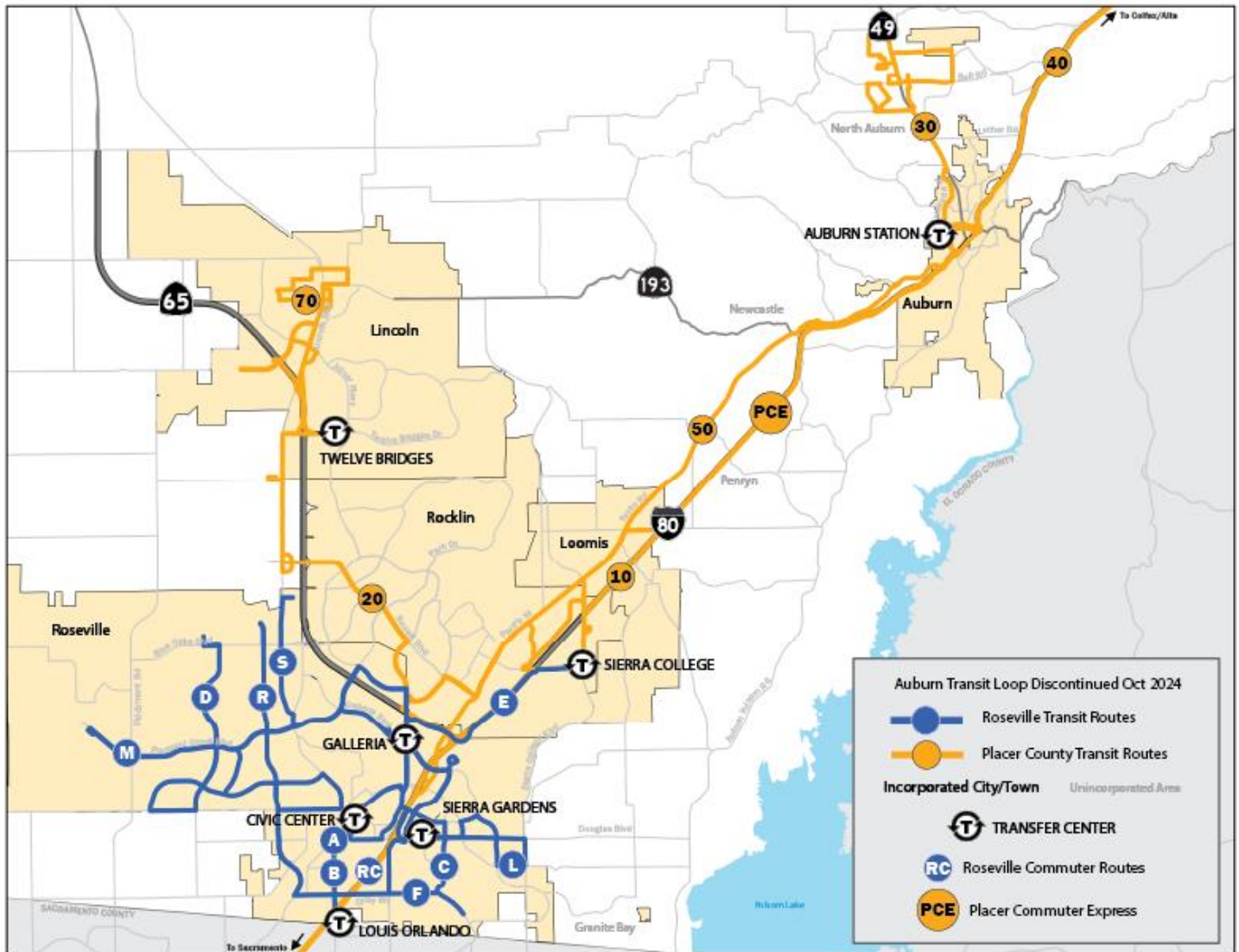
Similar to last year's UTN Assessment process, and per TDA requirements, this report additionally analyzes the locations and demographics of residents who may be "transit dependent". Transit dependent populations generally include youth, seniors, persons with disabilities, low-income residents, and households without access to vehicles. These factors weigh heavily into the development of transit services. The [Existing Conditions Technical Memorandum](#), prepared for PCTPA's Comprehensive Operational Analysis (COA) for Auburn Transit and Placer County Transit in 2024, highlighted the following transit dependency characteristics:

- Youth (children younger than 18): 22% of south Placer's population
- Senior Population (age 65+ years old): 19% of south Placer's population
- Low Income: 9% of South Placer's population
- Persons with a Disability: 11% of South Placer's population
- Zero Vehicle Households: 4% of south Placer's population

Data regarding these populations is further discussed and illustrated in maps contained in Appendix F.

EXISTING TRANSIT SERVICE

Fixed-Route Service in South Placer County



Transit Operators

Most of Placer County's population resides in the southwestern portion of the County (shown in the beige areas within the figure, above), which is served by three transit operators: Auburn Transit, Placer County Transit (PCT), and Roseville Transit. Collectively, these three operators provide coverage to almost all populated areas within the south Placer region. Tahoe Truckee Area Regional Transit (TART) service, which is administered by the County of Placer in partnership with the Town of Truckee, provides service along the northern shore of the Lake Tahoe basin (within TRPA's jurisdiction), between Lake Tahoe and Truckee along the SR 89 and 267 corridors (within PCTPA's jurisdiction), and in the Town of Truckee (within Nevada County Transportation Commission's jurisdiction). The Capitol Corridor Joint Powers Authority (CCJPA) operates passenger rail service between Auburn, Rocklin, Roseville, Sacramento and the Bay Area (known as the Capitol Corridor). The Western Placer Consolidated Transportation Services Agency (WPCTSA) provides additional programs to complement transit services provided in the County. While this section summarizes the types of transit services offered in Placer County, and the ridership on those services, more detailed route and service information can be found on the websites listed to the right on the next page.

Transit Planning

Improvements to transit service in Placer County are governed by three transportation planning documents: the Regional Transportation Plan (RTP), the Long-Range Transit Master Plan (LRTMP), and the Short-Range Transit Plans (SRTPs) prepared for each public transit operator and the WPCTSA. Because the RTP, LRTMP, and SRTPs outline transit service goals and improvement project priorities for Placer County, they are referenced frequently in the evaluation of unmet transit needs comments.

The current SRTPs were last completed in 2018, and provide an important reference for evaluating potential unmet transit needs. They are available for download at www.pctpa.net/resource-library. Additionally, the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015), which can be referenced in review of unmet transit needs, are available for download from the link, above. It is important to note that the assumptions in these planning documents are all being re-examined as part of the COA/SRTP planning efforts currently underway, and both pre- and post- pandemic transit service conditions are being considered for future service planning and implementation efforts.

Auburn Transit, Placer County Transit, and Roseville Transit service information:

www.southplacertransitinfo.com

WPCTSA programs:

www.pctpa.net/western-placer-consolidated-transportation-services-agency-wpctsa

Tahoe Truckee Area Transit services:

www.tahoetruckeetransit.com

Capitol Corridor passenger rail service:

www.capitolcorridor.org

Interregional, Intercity, and Commuter Service

Roseville Transit, PCT, and Capitol Corridor collectively provide transit service between cities and regions. Roseville Transit offers commuter bus service between various pickup locations in Roseville and downtown Sacramento, as well as a Gameday Express service to the Golden One Arena in Sacramento. PCT's Auburn/Light Rail route (10), Alta/Colfax route (40), Taylor Road Shuttle (50), and Sierra College/Rocklin/Lincoln route (20) all provide connections between different cities and towns in Placer County, while PCT's Placer Commuter Express route provides commuter service between pickup locations along Interstate 80 and downtown Sacramento. Capitol Corridor provides passenger rail and thruway bus service from the Auburn, Rocklin, and Roseville stations to Sacramento and the Bay Area. As reflected in Appendix A, despite the COVID-19 pandemic's impact on general commuter services, there is still an expressed need and demand for more interregional service.



Local Service

Local bus route service is available within Auburn, Roseville, Lincoln, and in the Tahoe Truckee area. Roseville Transit provides 10 different bus routes that service the City. PCT's Lincoln Circulator (70) provides local bus service within Lincoln while the Highway 49 bus route (30) provides service to the unincorporated North Auburn and Auburn area. Limited Rocklin bus service is provided through PCT's Sierra College/Rocklin/Lincoln bus route (20) and the Taylor Road Shuttle (50). Auburn Transit operates an app-based, on-demand service within and immediately

adjacent to the City’s jurisdictional boundaries and has discontinued their deviated fixed-route loop service as of October 2024. TART operates three fixed bus routes: Highway 267 service between Truckee and Kings Beach, Highway 89 service between Truckee and Tahoe City, and the Mainline Bus service along Lake Tahoe from Incline Village to Sugar Pine. Several important transfer locations exist within Roseville, Lincoln, Rocklin, and Auburn to connect local services to the interregional services provided by PCT and neighboring transit operators such as Nevada County Connects (NCC) and Sacramento Regional Transit (SacRT).

Demand Response and Paratransit Service

Each transit operator provides some form of demand-response bus service where riders can pre-schedule pickups and drop-offs from locations other than the fixed-route bus stops. While all the operators offer this service to the general public, riders with disabilities who require paratransit service are given priority in these services. PCT offers general public, Dial-a-Ride (on-demand) and paratransit service in Lincoln, Rocklin, Granite Bay, Loomis, and anywhere within a three-quarter mile of the Taylor Road Shuttle or Highway 49 route (30) service. This on-demand service is accessible through an online, mobile phone application (app) branded as GO South Placer, which further provides access to Roseville Transit’s general public, on-demand and paratransit service, branded as the Arrow, that operates within the City of Roseville’s jurisdictional boundaries. As of October 2024, Auburn Transit on-demand and paratransit service, known as the Auburn OnDemand, which operates within and immediately adjacent



to the City’s jurisdictional limits, is also accessible through the GO South Placer app. The Auburn OnDemand service area includes the entire City of Auburn, the Auburn Airport, the Sutter Auburn Faith Hospital, and extends into the unincorporated Bowman area immediately northeast of the City’s limits. TART, through TART Connects, also provides an app-based, general public, on-demand and paratransit service within the North Tahoe area that compliments the TART fixed-route services.

The WPCTSA, through a partnership with Seniors First, provides a trip reimbursement and last resort ride program called Placer Rides. Residents of Placer County who are 60 years or older, individuals with disabilities, and low-income residents who do not have another means to take essential trips or access public transit are eligible to participate in this program. Eligible participants recruit their own volunteers to provide the ride, and the program reimburses the participant up to 200 miles per month (based on Internal Revenue Service (IRS) mileage reimbursement standards), which the participant can use to pay their selected driver. If the participant using this mileage reimbursement program cannot for some reason obtain a ride from their driver, Seniors First can schedule and pay for up to two “last resort” rides per month for the participant on a third-party, non-emergency medical or other private commercial transportation provider’s service.

ANNUAL RIDERSHIP REPORT – FY 2023/24

Auburn Transit

Auburn Transit operates Auburn OnDemand, an app-based, on-demand (microtransit) service within the Auburn city limits and parts of unincorporated Placer County near Bowman. In October 2024, the Auburn Loop, a deviated fixed-route service, was discontinued.

Operating Subsidy per Trip

Operating Cost: \$1,051,412
 Fare Revenue: \$67,447
 Operating Subsidy: \$983,965
 Total Trips: 28,294
 Subsidy per Trip: \$34.78

Annual Trips per Hour

Total Trips: 28,294
 Vehicle Revenue Hours: 8,054
 Trips per VRH: 3.51
 Change from Prior Year: -2%

Placer County Transit

Placer County Transit operates five fixed-route buses connecting south Placer’s cities, four general public, app-based (microtransit) on-demand service areas, and two (formerly four pre-pandemic) Placer Commuter Express weekday peak hour buses to downtown Sacramento.

Operating Subsidy per Trip

Operating Cost: \$9,297,243
 Fare Revenue: \$210,622
 Operating Subsidy: \$9,086,621
 Total Trips: 198,695
 Subsidy per Trip: \$45.73

Annual Trips per Hour

Total Trips: 198,695
 Vehicle Revenue Hours: 41,464
 Trips per VRH: 4.79
 Change from Prior Year: +4%

Roseville Transit

Roseville Transit operates 10 fixed-route buses within the city limits, general public, app-based on-demand (microtransit) service within the City limits, and 13 weekday, peak-hour commuter buses between Roseville and downtown Sacramento.

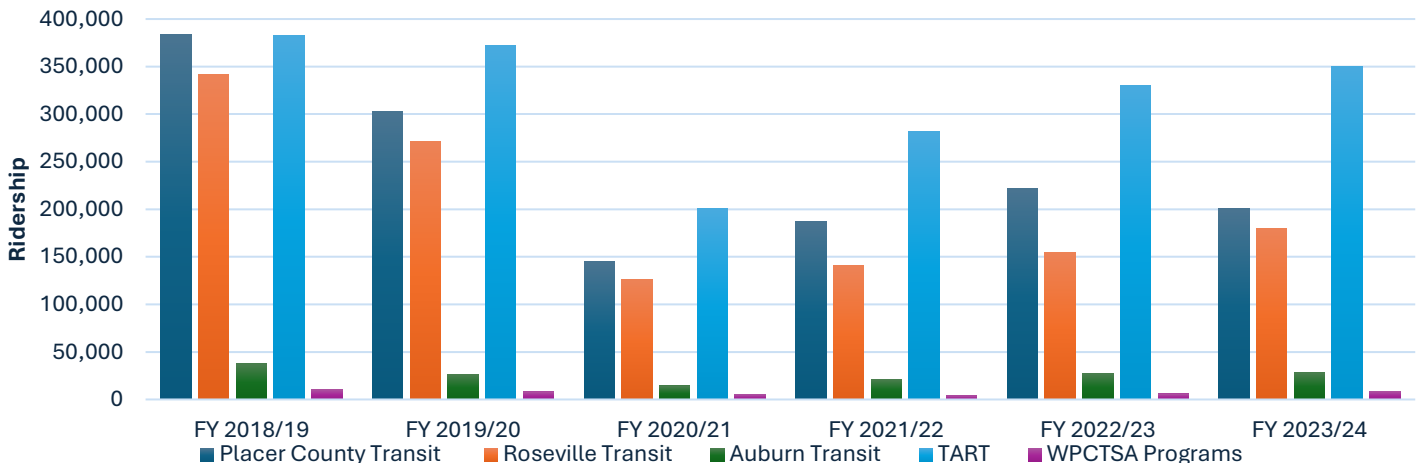
Operating Subsidy per Trip

Operating Cost: \$7,432,385
 Fare Revenue: \$536,888
 Operating Subsidy: \$6,895,497
 Total Trips: 180,195
 Subsidy per Trip: \$38.27

Annual Trips per Hour

Total Trips: 180,195
 Vehicle Revenue Hours: 46,394
 Trips per VRH: 3.88
 Change from Prior Year: +16%

Annual Systemwide Transit Ridership (FY 2018/19 – FY 2023/24)

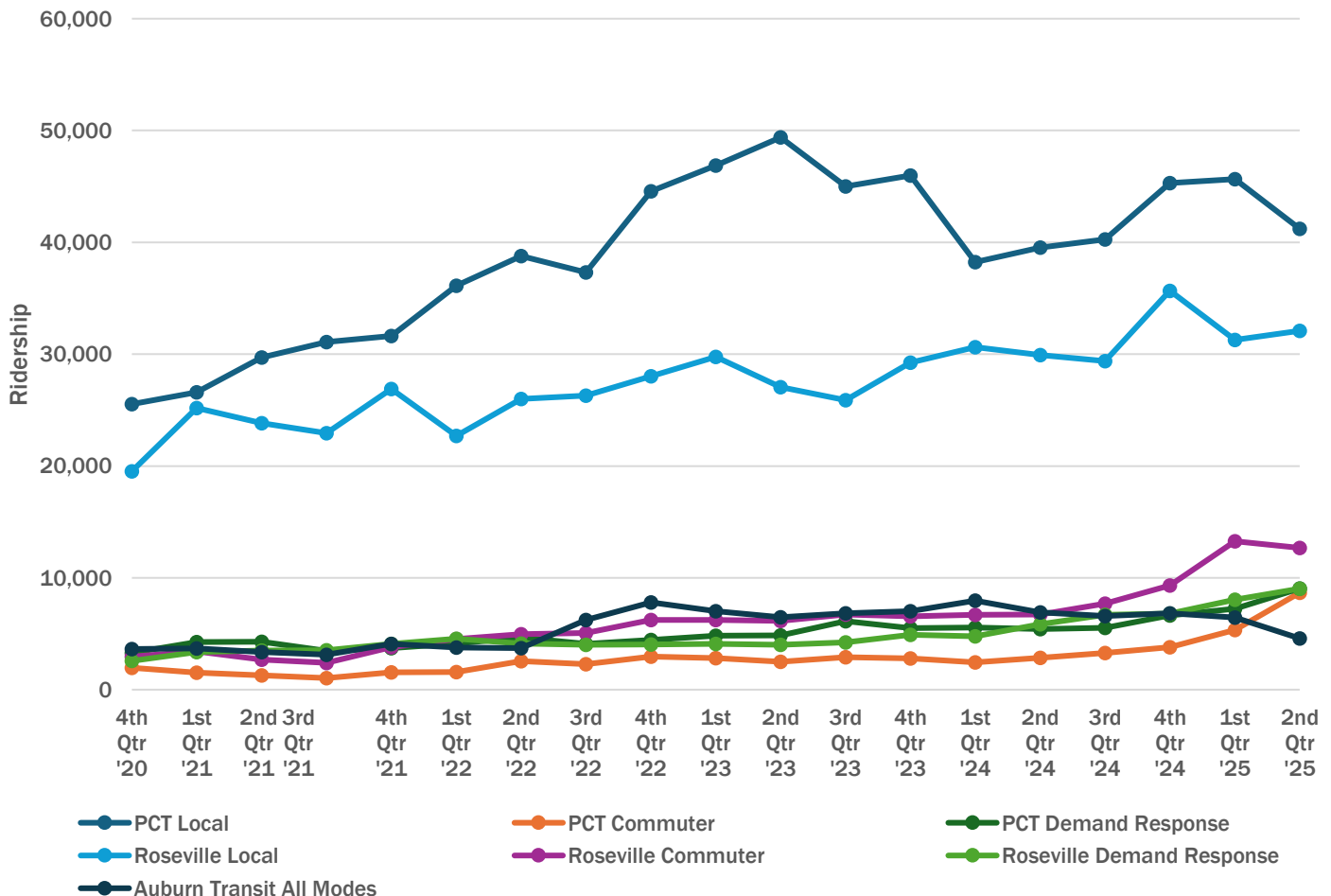


Ridership Recovery Post COVID-19 Pandemic

Staff continue to monitor ridership trends by mode on a quarterly basis for transit providers serving the southwestern portion of Placer County (where most of the population resides) following the COVID-19 pandemic. Since the pandemic’s peak in FY 2019/20 (4th Qtr., '20), ridership and service demand have slowly increased due to return to work policies that have occurred throughout the region. Cumulative local bus and on-demand service ridership has grown approximately 60% and 208%, respectively, since the pandemic’s peak (4th Qtr. '20), recovering to almost 68% and 132% of pre-pandemic (2nd Qtr. '20) levels, respectively. However, commuter service ridership has been slower to recover, currently residing at approximately 38% of pre-pandemic (2nd Qtr. '20) levels, which is up from last year’s respective 17%.

PCTPA and other planning partners in the greater Sacramento region are continuing to monitor ridership trends and how employees are returning to in-office work settings post pandemic. Commuter services, which previously had constituted a large portion of both Roseville Transit’s and PCT’s ridership, are heavily dependent on consistent return to office practices. Many of the region’s largest employers and state offices continue to work on a hybrid home/office work schedule. Since the beginning of FY 2023/24, some downtown Sacramento employers have begun requiring employees to return to work at least two to three days per week. However, there is no consistent schedule to these practices and it is still difficult to determine how, if at all, commuter service demand may be affected. Staff continue to monitor these trends and will report back to the PCTPA Board in subsequent annual UTN Assessments and/or other transit planning efforts. Additionally, staff will consider these trends and conditions as part of the current SRTP planning efforts underway.

Quarterly Transit Ridership by Mode (FY 2019/20 Qtr. 4 – FY 2024/25 Qtr. 2)



ANALYSIS AND RECOMMENDATIONS

Staff Recommendation and Finding

PCTPA staff analyzed this year’s potential UTN Assessment comments and developed the following recommended findings according to PCTPA’s adopted unmet transit needs definitions:

1. There are no unmet transit needs in FY 2024/25 that are reasonable to meet for implementation in FY 2025/26.
2. The Annual Unmet Transit Needs Assessment Report for FY 2025/26 is accepted as complete.

The SSTAC concurred with the recommendations, above, at their meeting held on January 28, 2025.

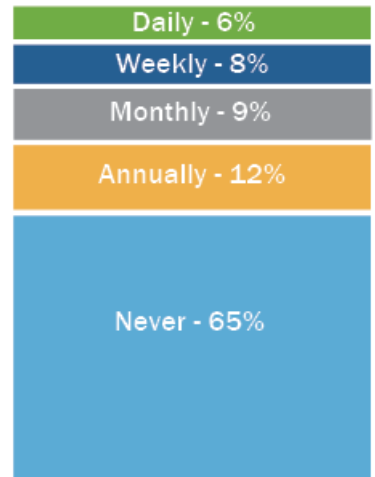
Analysis of Comments

As previously identified, PCTPA solicited most of the potential unmet transit needs comments during this year’s UTN Assessment engagement period through a survey. In addition to questions regarding unmet transit needs, the survey solicited respondents to provide general transit usage information, which is summarized in the figures located to the top, center, and bottom right of this page. A majority of survey respondents who used transit utilized the local route services, with only 65% of those respondents indicating that they did not ride local transit. Of the respondents asked if they used either commuter or demand response services, a majority responded that they never used either of those services. These responses somewhat correlate to the overall ridership trends analyzed previously in this report, which indicate that local bus route services are the primary mode of service by transit riders in the Placer County region.

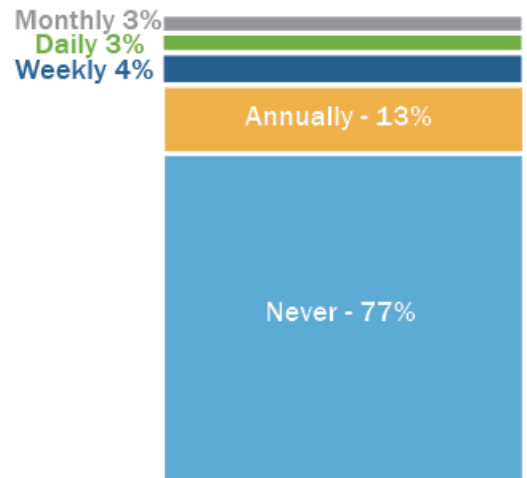
Of the 119 potential unmet transit needs comments analyzed during this UTN Assessment process (refer to Appendix A), 15 were identified as potential unmet transit needs that were subsequently determined to not be reasonable to meet. One comment was identified as an unmet transit need that was reasonable to meet, which will be discussed later in this section, below. Approximately 64% of the comments received pertained to intra-county, intercity, and interregional services, while the remaining comments were related to intracity services, miscellaneous operational issues, or were too broad and/or vague to determine a specific transit need. The following list summarizes the general themes pertaining to the comments received during this year’s UTN Assessment process:

- Better and more frequent connections needed between transit services and areas in Lincoln, Rocklin and Roseville, especially connections between Lincoln, Roseville medical and commercial centers, and/or downtown Sacramento,

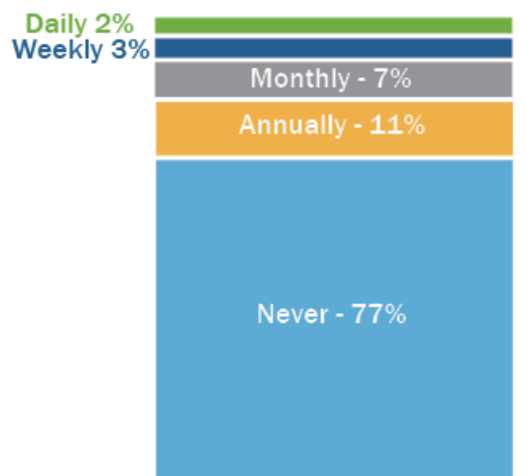
How Often Do You Ride Local Transit?



How Often Do You Ride Commuter Transit?



How Often Do You Ride Demand Response Services?



- More frequent connections and/or evening/late-night transit service to downtown Sacramento needed,
- Sunday transit service needed in Lincoln and Rocklin,
- Transit service needed in Foresthill,
- More frequent and/or direct transit service needed between Colfax, Auburn, Sacramento, and Nevada County,
- More bus and/or train services needed between Auburn, Roseville, Rocklin, Lincoln, Sacramento, and the Bay Area, possibly operating in the earlier morning and/or evening hours,
- Direct transit service needed to the Sacramento International Airport, and
- More transit service needed between Tahoe/Truckee/Reno and the south Placer region.

For the unmet transit need comment that was determined as reasonable to meet based on the PCTPA Board’s adopted criteria, the need consisted of an ADA passenger requesting on-demand services to an unincorporated area in Placer County that immediately bordered the Roseville Arrow’s on-demand service area. PCTPA staff, along with Roseville Transit staff, evaluated the effort to extend the existing on-demand service boundary to accommodate this need. The evaluation effort determined that extending the Roseville Arrow’s current on-demand service area boundary to accommodate this need neither required additional financial, staff or capital resources, nor would result in any overall negative service performance, farebox, or operational impacts. Therefore, the need was determined to be reasonable to meet. In January 2025, Roseville Transit adjusted the Roseville Arrow’s on-demand service area boundary, which effectively eliminated the unmet transit need by providing on-demand service coverage to the subject area previously located outside of the Roseville Arrow’s service area boundaries. Therefore, as of this report’s publication, there are no unresolved unmet transit needs that are reasonable to meet for FY 2025/26.

Current Transit Planning Efforts

Regional Marketing Plan

SOUTH PLACER TRANSIT INFORMATION EDUCATION & TRAINING



In January 2023, the PCTPA Board of Directors adopted a WPCTSA marketing plan and implementation strategy to promote both the WPCTSA’s programs (such as the Placer Rides program) and public transit services provided in the southwestern portion of Placer County.

Over the past two years, staff has worked collaboratively with PCTPA’s Transit Operators’ Working Group (TOWG), the SSTAC, and other WPCTSA partnering agencies and stakeholders to develop and implement a fully branded program, referred to as “South Placer Transit Information, Education & Training”, that consolidates informational resources about the region’s transit services and WPCTSA’s programs into one unique, promotional identity. A corresponding online website, www.southplacertransitinfo.com, has further been launched and contains, among other things, interactive transit service maps, schedules, and the general operation and fare information for Auburn Transit, Placer County Transit, and Roseville Transit. Additionally, transit outreach and training (formerly known as mobility training) practices and tools have been established to better track stakeholder engagement and support more efficient and effective transit education efforts throughout the Placer region. Branded collateral and informational materials have also been prepared and distributed to promote the South Placer Transit Information, Education & Training program and help bring awareness to the Placer region’s transit services and WPCTSA programs. Lastly, on January 6, 2025, the South Placer Transit Information Stories campaign was launched to solicit audio/video testimony from riders about their positive experience utilizing transit in the region that can be used for future marketing efforts. Through all these efforts, staff continue to work with the WPCTSA’s partners and other transit stakeholders to promote

existing transportation solutions and transit opportunities that help address transportation needs in Placer County.

Comprehensive Operational Analysis and Short-Range Transit Plan

In July 2023, a Comprehensive Operational Analysis (COA) of Auburn Transit’s and PCT’s services and operations was launched, with Roseville Transit concurrently launching its own COA planning effort. This planning effort thoroughly examined operations, performance, and demand for the south Placer region’s transit services and resulted in a new service plan for both Auburn Transit and PCT that was completed in September 2024. Along with Roseville’s COA service plan that is anticipated to be completed in February 2025, the Auburn Transit and PCT COA service plans will be incorporated into a joint SRTP that implements transit service integration and operational coordination for all three COA service plans over the next five years. The SRTP will examine, among other things, opportunities and strategies for fare technology and policy integration, schedule coordination, joint marketing and branding, and shared capital procurement. Close collaboration with Auburn Transit, Placer County Transit, Roseville Transit, PCTPA’s non-transit operating member agencies (i.e., Colfax, Loomis, Lincoln, and Rocklin), WPCTSA’s partners (e.g., Seniors First, Placer County Office of Education, Placer County Public Health and Human Services, Placer Independent Resource Services, etc.), and other public stakeholders is currently being led by PCTPA staff to ensure that the joint SRTP achieves its objectives. The SRTP is anticipated to be completed by Spring of 2025, after which PCTPA staff will continue to collaborate with the region’s transit operators and stakeholders to implement the collective service plan.

Sierra College Fare Free Student Transit Pass and TNC Ride Subsidy Pilot Program

Following its launch in August 2022, the “Ride Free with Your Sierra College ID” student fareless transit pass program has delivered approximately 58,400 free student rides in Placer County during its first two years (ridership estimated as of July 2024). This three-year pilot program has continued to demonstrate a successful partnership between Sierra College, PCTPA, and the south Placer region’s transit operators, address student transportation needs, and promote existing transit services provided within Placer County. A second component of this pilot program, which provides a discounted ride subsidy on a transportation network company (TNC) service (i.e., Uber, Lyft, or something similar) to/from a Sierra College campus during the evening hours when public transit service is not available, launched in late January 2023. As of July 2024, over 220 discounted rides were provided by Lyft to Sierra College students through this program. Staff will continue to work with Sierra College and the program’s partnering stakeholders to promote the fare free student transit and TNC subsidy pilot program during its third year. As the program has been favorably received and supported by both internal and external stakeholders thus far, discussions have already begun to continue the program following the pilot period ending in June 2025.

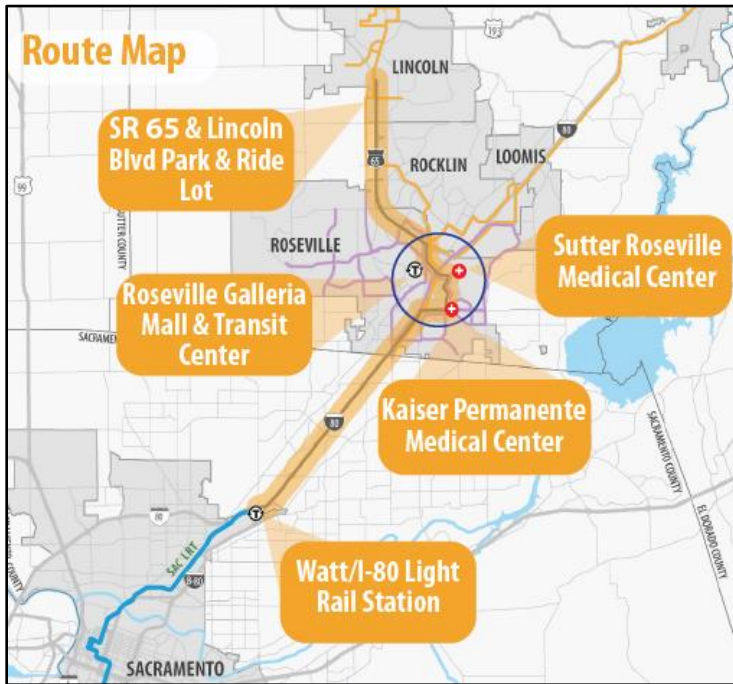
Microtransit in Placer County

Following the successful launch of app-based, on-demand (microtransit) services in Placer County’s TART and Auburn Transit’s OnDemand service areas, both PCT and Roseville Transit launched respective microtransit services within their existing Dial-a-Ride areas during the Spring and Summer of 2023. Both PCT and Roseville use a joint, app-based platform, branded as GO South Placer, to provide access to their on-demand, microtransit services. In October 2024, Auburn Transit discontinued use of their previous app-based platform and joined the GO South Placer app to provide access to the Auburn OnDemand service. At present, all the south Placer region’s on-demand service areas are covered by microtransit service through GO South Placer. Staff continue to monitor both performance and



ridership trends associated with the various microtransit service areas and will evaluate the ongoing demand for these services as part of the present SRTP planning efforts.

South Placer Transit Express Service (known as Rapid Link)



The South Placer Transit Express Service (known as Rapid Link), which was identified in the Placer-Sacramento Gateway Plan and received a subsequent state grant to operate a three-year pilot service, will provide 30-minute weekday transit service between Lincoln, Roseville, Rocklin (through connections with PCT at the Roseville Galleria), and Sacramento (via connections to the SacRT bus and light rail services provided at the Watt Avenue/I-80 light rail station). Using 100% zero-emission battery electric technology, the service will be administered by Roseville Transit. Although originally anticipated to start in 2023, due to some unforeseen bus procurement and manufacturing issues, the service is now anticipated to launch some time in FY 2025/26. Once launched, this service is anticipated to address some of the transportation needs/comment identified in this year's, and in previous, UTN Assessment(s) that express a desire

for more frequent and direct transit service between Lincoln, Roseville, and Sacramento.

Reno Rail Service Planning

The California Department of Transportation (Caltrans) recently completed a feasibility study regarding the types of improvements necessary to extend the Capitol Corridor passenger rail service from its current terminus in Auburn, CA to Reno, NV. To support this effort, PCTPA conducted a complementary study looking at first/last mile connections to six rail stations along the corridor, as well as released a public interest survey about the potential passenger rail service extension. These studies were high-level and intended to support future planning efforts for potential Reno rail service extension, if deemed feasible. These planning efforts complement overall transit service planning efforts for the areas of Placer County (between Auburn, Colfax, and the Tahoe Basin) that are rural and currently have limited intra-county service. Capitol Corridor Joint Powers Authority (CCJPA) was awarded Corridor ID funding from the Federal Railroad Administration (FRA) to conduct further studies on rail corridors throughout Northern California, including the Sacramento to Reno corridor. This planning effort is expected to commence in 2025.

APPENDIX A: PUBLIC COMMENTS & RESPONSES

The tables provided in this appendix identify every comment received during the Unmet Transit Needs Assessment outreach and engagement period, which occurred from September 3, 2024, through October 31, 2024. The table's first column includes the comment received from the public. In most cases the comment is printed exactly as received, but in some cases the original comment has been summarized and/or paraphrased to save space, remove personal information, remove expletives, and/or correct grammar and spelling to accurately describe the potential need. The second column includes one of three findings: this is not an unmet transit need, this is an unmet transit need that is not reasonable to meet, or this is an unmet transit need that is reasonable to meet. The third column includes an explanation for how or why PCTPA and the SSTAC determined whether a request was an unmet transit need that was reasonable to meet. In many cases the explanations refer to various transit plans, all of which are available on the PCTPA website pctpa.net/transit-planning. The fourth column lists the jurisdictions relevant to each comment's requested service or where the comment originated based on the respondent's zip code provided.

The comments are further categorized by tables identified under the following five categories:

1. Intracity comments pertaining to services within one incorporated city/town,
2. Intercity comments pertaining to services between incorporated cities/towns within Placer County,
3. Intra-county comments pertaining to services between incorporated and/or unincorporated areas within Placer County,
4. Interregional comments pertaining to services requests extending beyond Placer County into either neighboring counties or to regions outside of the greater Sacramento area, and
5. Miscellaneous comments pertaining to general statements about operations and/or other non-transit service-related issues that do not identify a specific transit need.

INTRACITY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
1	Galleria Blvd/Kaiser/Douglas Blvd, four times a week between 9am and 7pm to commute to work. I don't use public transit here because there's not enough buses and it takes too long to go a short distance.	This is not an unmet transit need	Roseville Transit currently operates both fixed-route and on-demand/dial-a-ride services that provide a transit service connections between the Galleria Blvd/Kaiser/Douglas Blvd. areas. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Roseville
2	In walking distance of my home to the Roseville Galleria and back. The only bus stop near my house is .5 miles away, too far to walk with packages, and going in the wrong direction, one time a week between 10am and 8pm, for shopping. The bus stops are too few and too far, and the buses run too infrequently to make them of any use to me. I have a house in Truckee and I use TART Connect there, which is perfect.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Current on-demand/dial-a-ride services provided by Roseville Transit through the Roseville Arrow service may be able to accommodate this trip. Additionally, being located within a .5 mile distance from a fixed-route bus stop is considered being served by transit.	Roseville
3	For my teens, riding the bus to school, access to bus on more main roads that cross school path in Rocklin, a bus that goes from Wildcat down Stanford Ranch Road to the top of Whitney down to South Whitney to Five Star to connect. Teen Route, daily between 8:15am and 4pm. Bus stop with weather shelter at Whitney & Midas and another one at Victory Lane & Stanford Ranch and another one at Wildcat and Stanford Ranch (that would go up to Whitney High School). Morning 7am to 9am and afternoon, add 30 min service 4-9pm. I want my teens to ride the bus everywhere. There needs to be bus stops with covered shelters for all stops. App-based easy to use and load bus passes, teens ride free for summer and every 30 minutes: Sunset to Stanford Ranch/Galleria/South Whitney.	This is not an unmet transit need	Existing general public on-demand/dial-a-ride services operated by Placer County Transit (PCT) in Rocklin (i.e., the Rocklin/Loomis Dial-a-Ride) can provide origin to destination service to locations that are not immediately adjacent to PCT's fixed-route service (i.e., PCT Route 20) in Rocklin. Comments pertaining to the bus stops and the mobile phone app are operational in nature, which are not considered unmet transit needs. For more information regarding on-demand/dial-a-ride services provided in Rocklin, or for trip planning and ride scheduling assistance, contact South Placer Transit Information at (916) 745-7560.	Rocklin
4	Leave downtown Roseville at 4:40pm, go to Saugstad or Louis Orlando, then Sunsplash, Monday through Friday, to get to central Roseville from downtown close enough to walk or drive from the park-n-ride without going all the way to Sunsplash first. Love the commuter bus, which I take from Saugstad, but going all the way out to Maidu from Sunsplash for a single fare rider and then fighting our way up Douglas during rush hour is a bummer. I didn't get home until 6pm tonight after leaving work at 4pm.	This is not an unmet transit need	These comments pertain more to scheduling and route alignment operations, which are generally considered unmet transit needs, since service is operated by Roseville Transit within the City of Roseville through various existing fixed-route and general public on-demand/dial-a-ride services that could provide these connections.	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
5	There is no bus service in Sun City to anywhere. I would ride transit if the routes ran through Sun City. There is a bus shelter in front of the lodge. There are frequent trips I would take during daytime hours. We need bus routes in west Roseville.	This is not an unmet transit need	This comment lacks specificity and sufficient information to determine a transit need. Roseville Transit currently operates fixed-route and general public on-demand/dial-a-ride services that provide connections between Sun City and west Roseville. For more information about the Roseville Transit and Roseville Arrow services, contact South Placer Transit Information at (916) 745-7560.	Roseville
6	Rose Bouquet and Del Webb to Lincoln Blvd and 5th Street, two days a week in morning near 9am and 10am, to stop driving the car everywhere, go have breakfast, and maybe do shopping. There used to be a bus shelter at Rose Bouquet and Del Webb. Never used, now removed. False Hope! Would be great to have a convenient "bus around Lincoln" service.	This is not an unmet transit need	Placer County Transit (PCT) currently operates a general public on-demand/dial-a-ride service in Lincoln (i.e., the Lincoln Dial-a-Ride) that provides a transit connection from anywhere within Sun City Lincoln Hills to anywhere within the city limits of Lincoln. This trip can be accommodated by PCT's existing Lincoln Dial-a-Ride. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Lincoln
7	Lincoln to anywhere else without having to make transfers. More direct routes from Lincoln, daily at anytime, for accessibility of services and business-healthcare needs. More routes and transportation in Lincoln.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Existing fixed-route and on-demand/dial-a-ride services operated by Placer County Transit (PCT) provide transit service connections within Lincoln (i.e., Route 70, Route 20, and the Lincoln Dial-a-Ride). For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Lincoln
8	There is no bus service from Sun City to the local groceries and other small business. My granddaughter, who is looking for her first job and cannot afford a car, has no transit options to get from her home to the business areas of town. For my granddaughter, she needs transportation five days a week and I need it one day a week, for work and shopping. There is no good options in Lincoln.	This is not an unmet transit need	Existing fixed-route and on-demand/dial-a-ride services operated by Placer County Transit (PCT) provide transit service connections within Lincoln (i.e., Route 70, Route 20, and the Lincoln Dial-a-Ride). For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Lincoln, Placer County
9	It would start at Nicolaus Rd and Joiner Pkwy in Lincoln and end at Twelve Bridges and Joiner Pkwy, five days a week at varying times since I work in retail and shifts change, to be able to get to work. I can walk or ride when the weather permits, but not in the rain or when it is 100 degrees. I cannot afford a car so if I can't get a bus, I can't get to work. Service in Lincoln is concentrated in the old downtown. There are now many businesses and	This is not an unmet transit need	Placer County Transit (PCT) provides local fixed-route and on-demand services within the City of Lincoln, via Route 70 and the Lincoln Dial-a-Ride, that operate in these areas identified during the weekdays and on Saturday. For more information regarding these services, contact South Placer Transit Information at (916) 745-7560.	Lincoln

Comment #	Comment	Finding	Explanation	Jurisdiction
	service providers west of downtown and even Joiner Pkwy.			
10	From Sun City Lincoln Hills and back to Sun City, once a week in the afternoon, for shopping. Sun City Lincoln is a large community of seniors but there is no bus service through the community. Many seniors would like a bus to pick us up and take us to local shopping.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Current fixed-route and on-demand transit services provided by Placer County Transit (PCT) connect Sun City Lincoln Hills to the rest of Lincoln and neighboring cities (i.e., the Lincoln Dial-a-Ride, Route 70, and Route 20 operated by PCT). For more information regarding PCT's transit services and trip planning assistance, contact South Placer Transit Information at (916) 745-7560.	Lincoln

INTERCITY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
11	There's a spot marked as a "bus stop" outside of my house, but I have never seen any buses stop there. It would start there, and end at the Lincoln Library, weekly on Saturday mornings. I volunteer at the library. Not enough in the Whitney Ranch area.	This is not an unmet transit need	This comment lacks sufficient detail to determine a transit need. Placer County Transit (PCT) currently operates fixed-route and general public on-demand/dial-a-ride services within Lincoln and Rocklin on weekdays and Saturdays. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Lincoln, Rocklin, Placer County
12	Rocklin to my hairdresser on Taylor Rd in Loomis, or my house in Rocklin to Sutter hospital at varied days and times during the week. I live on Oakwood St just off Rocklin Road, but dial a ride will not go out of Rocklin. So every time my son is in the hospital at Sutter, I have to call a Lyft.	This is not an unmet transit need	Existing deviated fixed-route and on-demand/dial-a-ride services provided by Placer County Transit (PCT) via the Rocklin/Loomis Dial-a-Ride and Taylor Rd Shuttle provide connections between Loomis and Rocklin, as well as connections to the Roseville Galleria Mall where a transfer can be made to fixed-route and/or on-demand/dial-a-ride services provided by Roseville Transit for connections to the Sutter medical complex in Roseville. For more information and for trip planning assistance, contact South Placer Transit Information at (916) 745-7560.	Rocklin, Roseville
13	Start at Wildcat Blvd and Whitney Ranch Pkwy and end at the Roseville Galleria Mall to make other bus connections, daily at any time. I don't drive and need the bus for everywhere I go. The closest bus stop is 1.3 miles away. A bus on Wildcat Blvd would meet my need and would also service Whitney High School. Dial-a-ride service is not always available. Current service is excellent, but we need more.	This is not an unmet transit need	Existing general public on-demand/dial-a-ride service operated by Placer County Transit (PCT) via the Rocklin/Loomis Dial-a-Ride can provide this connection between the Wildcat Blvd/Whitney Ranch Pkwy area and the Roseville Galleria Mall weekdays. The service is available based on vehicle availability and some negotiation may be required to confirm a trip. For more information and assistance with securing a ride,	Rocklin, Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
			contact South Placer Transit Information at (916) 745-7560.	
14	Del Webb in Lincoln to the Roseville or Rocklin train stations, or Del Webb in Lincoln to Sacramento Flex bus stop, monthly in the morning, to visit my daughter. Seems like too many obstacles due to Lincoln, Roseville and Rocklin all have different transit services, why not join them seamlessly so we can travel close by? Right now there is no easy transit bus from Lincoln Sun City to Roseville Kaiser.	This is not an unmet transit need	Existing fixed-route and on-demand/dial-a-ride services operated by Placer County Transit (PCT) provide transit service connections, with required transfers, between Lincoln, Rocklin, and Roseville. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Lincoln, Roseville, Rocklin
15	Sun City Lincoln Hills Kilaga Lodge to Roseville (corner of Pleasant Grove Blvd and Gold Coast) Route M, one time a week in the afternoons, to visit my daughter and grandchildren. I anticipate the day when I will no longer be able to drive and would like to have a convenient way to get to Roseville.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Current fixed-route and on-demand transit services provided by Placer County Transit (PCT) connect Sun City Lincoln Hills to the rest of Lincoln and neighboring cities (i.e., the Lincoln Dial-a-Ride, Route 70, and Route 20 operated by PCT can provide connections between Lincoln and the Roseville Galleria, where a transfer can be made to local fixed-route services operated by Roseville Transit such as the Route M). For more information regarding PCT's transit services, with trip planning assistance and information available about Roseville Transit's connecting services, contact South Placer Transit Information at (916) 745-7560.	Lincoln, Roseville
16	My partner rides his bike to work/appointments because Auburn Transit has very few and far between buses. There needs to be more consistent service linking our outlying areas such as Lincoln and Colfax with our more populated areas.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general operational matters, which are not considered an unmet transit need. Both Auburn Transit and Placer County Transit (PCT) operate a variety of existing fixed-route and on-demand services that provide transit connections with transfers between Colfax, Auburn, and Lincoln. For more information regarding transit services currently provided, contact South Placer Transit Information at (916) 745-7560.	Auburn, Colfax, Lincoln
17	Public transit is needed along Del Webb Blvd in Sun City Lincoln Hills. There is no public transit available to us seniors in this community I need to get from Sun City Lincoln Hills to Sierra College and have not found anything. I can't afford Uber.	This is not an unmet transit need	Placer County Transit (PCT) operates the Lincoln Dial-a-Ride on weekdays, from approximately 6:30am to 6:30pm, and Saturdays, from approximately 8:20am to 4:20pm, which provides on-demand transit service to Sun City Lincoln Hills and areas adjacent to Del Webb Blvd in Lincoln. Connections can be made from the Lincoln Dial-a-Ride to PCT's Route 20 service, which provides fixed-route service between Lincoln and Sierra College. For more information regarding these services and for trip planning	Lincoln, Rocklin

Comment #	Comment	Finding	Explanation	Jurisdiction
			assistance contact South Placer Transit Information at (916) 745-7560.	
18	Summarized comments received from phone conversation: transit does not really work because it is generally not convenient and there is no bus stop in Lincoln on Q and 8th streets. These surveys do not lead to significant changes. Cannot get easily from Lincoln to Roseville and beyond. Remove the required transfer or let Roseville serve Lincoln.	This is not an unmet transit need	This comment pertains to an evaluation of general transit service performance and/or operational matters, which are not considered an unmet transit need. Placer County Transit (PCT) currently provides fixed-route and general public on-demand/dial-a-ride services, through the Route 20 and Lincoln Dial-a-Ride, that can accommodate these transit needs throughout Lincoln and with connections to Roseville.	Lincoln, Roseville

INTRA-COUNTY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
19	From the corner of Incline Drive & Hidden Meadows Circle in Auburn to the corner of Richardson Drive & B Ave in Auburn, twice per week between 6am and 6:10am, for work. Keeping the buses and bus stops clean and new looking would be great.	This is not an unmet transit need	Placer County Transit (PCT) provides weekday and Saturday fixed-route and general public on-demand/dial-a-ride services in the north Auburn area that could accommodate this connection. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Auburn, Placer County
20	I think it would be great if there was a bus service that ran on a particular day from Orchard Creek Lodge with a stop at Thunder Valley Casino and then on to the Roseville Galleria Mall and back. I would take that bus once a month for fun and not having to park at the mall. I do wish we had a BART line or some light transit going down the middle to Hwy 65 from Lincoln to Roseville.	This is not an unmet transit need	Placer County Transit (PCT) currently operates fixed-route and on-demand/dial-a-ride services within Lincoln and to surrounding locations like Thunder Valley and the Roseville Galleria (via PCT Route 20 and Lincoln Dial-a-Ride). For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Roseville, Lincoln, Placer County
21	Dutch Flat to Auburn, close to mid-day once a month between 10am - 1:30pm, for work. During election, trips to nearest voting center, for elderly, the infirmed, and disabled.	This is an unmet transit need that is not reasonable to meet	Placer County Transit (PCT) currently operates the Route 40 fixed-route service between Alta/Colfax and Auburn, with a deviation allowed for service connection with Dutch Flat. This service is currently being evaluated for a conversion to a general public on-demand/dial-a-ride service that would offer some more flexibility for riders in Dutch Flat and could potentially accommodate mid-day trips/service that is not operated right now. Existing short-range transit plans and current service planning efforts do not recommend additional fixed-route services to Dutch Flat due to a lack of anticipated ridership and	Placer County, Auburn

Comment #	Comment	Finding	Explanation	Jurisdiction
			demand necessary to sustain a viable transit service.	
22	Foresthill to Loomis, weekly at 2:30pm. My son has music lessons in Loomis and some weeks I can not drive him there. He would also use the bus to visit friends in Auburn with better routes and coverage.	This is an unmet transit need that is not reasonable to meet	There currently is no public transit services operated in Foresthill. Existing short-range transit plans and current service planning efforts do not recommend direct services to Foresthill due to a lack of anticipated ridership needed to viably sustain the service. However, Placer Rides, administered by Seniors First, serves eligible individuals who cannot or do not have access to public transit services. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Placer County, Auburn, Loomis
23	Industrial, past the Sheriff's office and Foothill Blvd in Roseville, Monday through Friday, on August 5th for work.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Potential services provided by both Roseville Transit and Placer County Transit (PCT) could provide connections between areas along Industrial Ave and Foothill Blvd. in Roseville with required transfers.	Placer County, Roseville
24	City of Lincoln to Thunder Valley, monthly during the evening and for concerts, meals, and other entertainment. Reduce unused route. City of Lincoln Circulator runs empty all the time. Drop it.	This is not an unmet transit need	Placer County Transit (PCT) currently operates fixed-route and general public on-demand/dial-a-ride services within Lincoln and to Thunder Valley (via PCT's Route 20, 70 and the Lincoln Dial-a-Ride), which operates during the weekdays and Saturdays. Existing short-range transit plans and current service planning efforts do not recommend evening services to these areas due to a lack of anticipated ridership and demand necessary to sustain a viable transit service.	Placer County, Lincoln
25	Town Center Ave to Galleria Blvd to the Roseville Galleria Mall, one to two times per month during the mid-morning or afternoon, to go to the movies or shopping, so I don't have to look for parking at the mall.	This is an unmet transit need that is not reasonable to meet	Town Center Ave is located within an unincorporated area of western Placer County that is not currently served by any public transit services and this request is for intercounty services to Roseville. While existing short-range transit plans do not recommend a specific transit service to be implemented at this time in the unincorporated areas of western Placer County, current service planning efforts are evaluating this growing area to determine if transit services might be extended into this area within the next five years by either Roseville Transit or Placer County Transit (PCT). It is currently estimated that there is not sufficient ridership or demand to sustain a viable transit service in this location.	Roseville, Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
			In the meantime, the Placer Rides program serves eligible clients, who cannot or do not have access public transit services. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	
26	From Agate Bay in Carnelian Bay to Tahoe City. We have to take two TART Connect buses before 6pm. We're in the Kings Beach TART Connect zone yet we live in Carnelian Bay. So we have to take TART Connect to Garwoods and then another one. Horrible! Need direct connection daily, so would our friends in Agate Bay, between 9am and 5pm, for dropping off the boat at Homewood and then needing a ride home, going to lunch, meeting friends, doctors, dentist, and hair appointments. We were just in the Dolomites. The bus system there is incredible. Most people don't drive in which reduces traffic but they have very nice clean buses and they are on time and run every 15 minutes so you're not waiting long. TART is always late!	This is not an unmet transit need	Existing services provided by Tahoe Truckee Area Regional Transit (TART) fixed-route and TART Connect on-demand services can address this need. This comment is more operational in nature, which is not considered an unmet transit need.	Tahoe, Placer County
27	Downtown Loomis to near Granite Bay High School (GBHS) for my son. We found that it is impossible for my son to take public transit to/from school, so when I have to leave town he has to ride his bike an hour and 15 minutes each direction, five days a week, arrive before 8:30am and leave in the late afternoon, to get to and from school. We tried to figure out how my kids could get to and from school at Sierra College and Granite Bay High and I was really shocked at the lack of service and in western Placer County. It is impossible to get to GBHS and even Sierra is really limited.	This is an unmet transit need that is not reasonable to meet	While current deviated fixed-route and on-demand/dial-a-ride transit services provided by Placer County Transit (PCT) are available in downtown Loomis (i.e., PCT's Taylor Rd Shuttle) and Granite Bay (i.e., PCT's Granite Bay Dial-a-Ride), service times are limited to prevent this trip from occurring. Current transit service planning efforts are examining service in Granite Bay that could potentially allow for more access to Granite Bay High School in the afternoon. However, anticipated transit ridership and demand for more service in Granite Bay are not high enough to viably sustain extending service hours at this time.	Loomis, Granite Bay, Placer County
28	Olympic Valley to Tahoe City and back, three days a week at 8am, for work. TART needs to run more often than every hour, at least during the busy seasons.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) provides daily fixed-route transit service connections, via the Hwy 89 Route, between Olympic Valley and Tahoe City. For more information about TART's service contact (530) 550-1212.	Tahoe, Placer County
29	Foresthill to Auburn, once a year maybe during the business day. Since there is no bus service that I am aware of from Foresthill, I am out of luck when my car breaks down. I would need to get to Auburn	This is an unmet transit need that is not	There currently is no public transit services operated in Foresthill. Existing short-range transit plans and current service planning efforts do not recommend direct services to Foresthill due to a lack of	Foresthill, Placer County, Auburn

Comment #	Comment	Finding	Explanation	Jurisdiction
	to rent a car/get services. I didn't know about many of the different commuter services, so more communication about the fact those services are available would be helpful.	reasonable to meet	anticipated ridership needed to viably sustain the service. However, Placer Rides, administered by Seniors First, serves eligible individuals who cannot or do not have access to public transit services. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	
30	Loomis to Roseville Galleria area, once or twice a month on the weekend, for food, shopping, visit the optician. Would like more commuter service options to Sacramento.	This is not an unmet transit need	Existing fixed-route and general on-demand/dial-a-ride transit services provided by Placer County Transit provide transit service connections, with required transfers, between Loomis and the Roseville Galleria via PCT's Route 50, Rocklin-Loomis Dial-a-Ride, and Route 20 services on weekdays and Saturdays. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Loomis, Roseville, Sacramento County
31	Newcastle and Maidu Park area in Roseville for the dentist. A person like me without a smart phone is out of luck.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more of an evaluation of general transit operations, which are not unmet transit needs. Roseville Transit operates the Roseville Arrow, which is a general public on-demand/dial-a-ride service available to areas within the City of Roseville city limits. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Newcastle, Placer County, Roseville
32	Start at 136 Grape St, Roseville, CA and end at 8902 Mariposa Ave, Roseville, CA. I am legally blind and Roseville Arrow will not go to the address above. I can get close but must walk down streets with no sidewalks (dangerous) to get all the way there. I need a roundtrip, twice a week in the evenings, because I attend a weekly Bible Study and weekly social gathering at this address. Good for my mental health to not be stuck at home all the time. I love Roseville Arrow (now that the app exists) but I wish I could take it into neighboring areas like Rocklin and the unincorporated Roseville addresses since a lot of my activities seem to be just outside the official Roseville city border.	This is an unmet transit need that is reasonable to meet	8902 Mariposa Ave. is located in unincorporated Placer County, immediately outside of the City of Roseville and the Roseville Arrow on-demand/dial-a-ride service area. This area is not served by Placer County Transit (PCT) fixed-route and/or dial-a-ride services. This is a unique unmet transit need involving a person with disabilities that staff is recommending should be met by Roseville Transit through an extension of the Roseville Arrow service into this small area of unincorporated Placer County. Roseville Transit has identified that they are able to accommodate this service request with minimal impact to their operations and financial resources, and made adjustments to their Roseville Arrow on-demand service area to provide coverage that resolved this need in January	Roseville, Placer County, Rocklin

Comment #	Comment	Finding	Explanation	Jurisdiction
			2025. Existing fixed-route and on-demand/dial-a-ride transit services operated by Roseville Transit and PCT provide connections between Roseville and Rocklin with required transfers.	
33	I would like to take the bus from Rocklin to Thunder Valley and not have to leave so early, once a month and be back to Rocklin by about 10pm, for fun because the bus stops running.	This is not an unmet transit need	While Placer County Transit's fixed-route service provides connections between Rocklin Center and Thunder Valley weekdays between 8am and 5pm via Route, there is no late evening services due to a lack of demand that would make the service feasible and viable to sustain. Later evening service is further not currently supported in existing long-range plans and/or current short-range transit plans.	Rocklin, Placer County
34	North Auburn to Roseville Galleria Mall area, four times a week, between 8am and 6pm, for the health club. More options for Capitol Corridor from Auburn.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) operates a combination of fixed-route and on-demand services with transfers that connect North Auburn and Roseville (i.e., PCT Auburn/Hwy 49 Dial-a-Ride or Route 30 services can provide a connection from north Auburn to the Nevada Station in Auburn, with a transfer available to PCT's Route 10 service connecting Auburn to the Roseville Galleria). For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Auburn, Placer County, Roseville
35	Blue Oaks/Fiddymont to the courthouse, two times per week at 7am and 5pm, for work.	This is not an unmet transit need	Roseville Transit currently operates both fixed-route and on-demand/dial-a-ride services that provide a transit service connection between the Blue Oaks Blvd/Fiddymont Rd area and Placer County Courthouse off of Justice Center Dr. If traveling from Roseville to the Placer County Courthouse in north Auburn, a combination of fixed-route and on-demand/dial-a-ride services with required transfers, provided by Roseville Transit and Placer County Transit (PCT), provide transit service connections between these two locations. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Roseville, Placer County
36	Frequent buses from Tahoe City, Kings Beach and Truckee to the main ski areas would be wonderful if there was enough parking at the	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit operational matters,	Tahoe, Placer County, Nevada County

Comment #	Comment	Finding	Explanation	Jurisdiction
	transit stations. I think buses would need to come every 10 minutes for this to be properly utilized.		which are not considered an unmet transit need. Placer County and the City of Truckee provide the Tahoe Truckee Area Regional Transit (TART) service, currently connecting the north shore of Lake Tahoe with Truckee via the Hwy 89 and 267 corridors. For more information regarding TART's fixed-route services contact (530) 550-1212.	
37	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/3/24: Would like TART Connect to serve the Ritz Carlton as there is no direct connection from Truckee but there is a connection from the Tahoe City side.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) operates daily fixed-route transit service connections, via the Hwy 267 Route, between Truckee and Northstar, which provides access to the Ritz Carlton, Lake Tahoe. For more information about TART's service contact (530) 550-1212.	Tahoe, Placer County
38	Summarized comments received from PCTPA Board's unmet transit needs public hearing held on 10/23/24: wants public transit service in Foresthill, has a son with disabilities like others in Foresthill that needs service to Auburn for doctor appointments, work, and shopping. Needs bus service in Foresthill at 8am and return from Auburn around 3pm.	This is an unmet transit need that is not reasonable to meet	There currently is no public transit services operated in Foresthill. Existing short-range transit plans and current service planning efforts do not recommend direct services to Foresthill due to a lack of anticipated ridership needed to viably sustain the service. However, Placer Rides, administered by Seniors First, serves eligible individuals who cannot or do not have access to public transit services. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Foresthill, Placer County, Auburn
39	Summarized comments received from PCTPA Board's unmet transit needs public hearing held on 10/23/24: span of service/service hours do not provide late night service, especially for Thunder Valley (only Roseville provides late night service on the Game Day Express), Sunday and holiday service needed on Placer County Transit, Auburn Transit, and Roseville Transit needs to be considered, Placer County Transit Route 10 does not have a southbound stop at Dominguez Rd or a northbound stop at Bass Pro Dr on Sierra College Blvd, and suggests a microtransit or Via service (similar to West Sacramento) in Foresthill.	This is an unmet transit need that is not reasonable to meet	While Placer County Transit (PCT) provides an existing weekday and Saturday fixed-route service Thunder Valley, the service currently terminates at 6pm. Existing short-range transit plans and current service planning efforts do not recommend extending the service to start earlier due to a lack of anticipated ridership needed to viably sustain the service. Service to Foresthill, holiday, and Sunday services are also not recommended in existing short-range transit plans and current planning efforts. Comments pertaining to bus stop placement along existing fixed-route service corridors are operational in nature, which are not considered an unmet transit need. However, these comments will be provided to the respective transit operators for further consideration in service planning and operational improvement efforts. In addition, Placer Rides, administered by	Placer County, Rocklin, Foresthill

Comment #	Comment	Finding	Explanation	Jurisdiction
			Seniors First, serves eligible individuals who cannot or do not have access to public transit services. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	
40	Summarized comments received from Roseville's Transportation Commission meeting held on 11/19/24: Roseville has Sunday dial-a-ride service, there should be a pilot program operating from the Roseville Galleria to the Watt/I-80 light rail for about a year, parking at Sacramento is a problem. Dial-a-ride service is not equivalent to fixed-route service, with dial-a-ride being at least twice as expensive and fixed-route transit being more scheduled/flexible, which people need to understand. Operators need to do some specialized studies in between short-range transit planning cycles.	This is an unmet transit need that is not reasonable to meet	While Placer County Transit (PCT) operates fixed-route services during the weekdays and Saturdays, these services tend to end around 6pm or 7pm, and no fixed-route services operate on Sunday. Roseville Transit operates its Arrow on-demand/dial-a-ride service on Sundays. However, existing short-range transit plans and current service planning efforts do not recommend late night or additional PCT Sunday services at this time due to an anticipated lack of ridership and demand necessary to viably sustain the transit service. Future transit service pilot programs and/or additional planning efforts may occur between short-range transit planning periods, but depends on available funding to support those operations and planning efforts.	Roseville, Placer County, Sacramento County
41	Summarized comments received from Roseville's Transportation Commission meeting held on 11/19/24: It would be a great addition if Roseville Transit and Placer County Transit provide Sunday service. Light-rail also does not extend up to Auburn. If transit, other than dial-a-ride existed on Sunday, that would encourage more transit service to be used. Look at increasing transit to advertise Roseville as a tourist city.	This is an unmet transit need that is not reasonable to meet	While Placer County Transit (PCT) operates fixed-route services during the weekdays and Saturdays, these services tend to end around 6pm or 7pm, and no fixed-route services operate on Sunday. Roseville Transit operates its Arrow on-demand/dial-a-ride service on Sundays. However, existing short-range transit plans and current service planning efforts do not recommend late night or additional PCT Sunday services at this time due to an anticipated lack of ridership and demand necessary to viably sustain the transit service.	Roseville, Placer County
42	I would like to travel from my home at 1550 Pleasant Grove Blvd. to Olive Ranch School for my daughter's PALS class located at 5280 Stirling Street in Granite Bay, CA. I cannot do this on existing public transportation. The class runs Tuesday and Thursday morning, from 9:30am-11am. Please consider expanding the hours of dial-a-ride and/or Roseville Arrow to assist and make this possible for me and other special needs families that might need help with transportation.	This is an unmet transit need that is not reasonable to meet	While the Granite Bay Dial-a-Ride, operated by Placer County Transit (PCT), currently provides service along Douglas Blvd. from Folsom Lake to Roseville, it does not operate before 9am. Current short-range transit plans and service planning efforts do not recommend extending the service to start earlier due to a lack of anticipated ridership needed to viably sustain the service.	Granite Bay, Placer County

INTERREGIONAL COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
43	Serene Lakes. We have no public transit available at all. A bus service to Truckee from Serene Lakes would be very helpful, as I get older more often, any time, for doctors, food, library, recreation centers, etc. We are the biggest unmet need you have in the county regarding transportation. We have none.	This is an unmet transit need that is not reasonable to meet	Serene Lakes is located in unincorporated Placer County and has no existing transit services. Existing short-range transit plans and current service planning efforts do not recommend new transit services provided to that area. This is an interregional transit request need that will be considered as part of future service planning efforts. However, Placer Rides, administered by Seniors First, serves eligible individuals who cannot or do not have access to public transit services. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Tahoe, Nevada County
44	Start in Kings Beach and end at Emerald Bay or South Lake Tahoe, weekly in the morning. There's not enough parking in those areas and it would be nice to take public transit to Tahoe's major recreational spots. If you focused on more recreational areas you would have more riders. Also the zone restrictions of travel on TART Connect are very inconvenient.	This is an unmet transit need that is not reasonable to meet	There currently are no public transit services operated between Kings Beach and Emerald Bay or South Lake Tahoe. This service request is outside of PCTPA's jurisdictional planning area and will be provided to the Tahoe Regional Planning Agency (TRPA) for their consideration and transit service planning efforts.	Tahoe, Placer County, El Dorado County
45	My home (or near) to both Roseville and Sacramento Amtrak, two times roundtrip per month (i.e., four trips monthly) departing in the morning and returning in the evening. Currently, I drive to Amtrak in both Roseville and Sacramento and prefer public transit (sometimes I use LYFT/UBER). If there was convenient RT to Thunder Valley, I would use it.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Roseville Transit provides both fixed-route and on-demand/dial-a-ride services within the City of Roseville that connect to fixed-route services operated by Placer County Transit (PCT) with a required transfer at the Roseville Galleria. From the Roseville Galleria, connections can be made to either Thunder Valley (via PCT's Route 20) or with Sacramento Regional Transit District's (SacRT's) light rail service at the Watt/I-80 Light Rail station (via PCT's Route 10) that provides connections to Amtrak services at the Sacramento Valley Station.	Roseville, Placer County, Sacramento County
46	Colfax to Grass Valley/Nevada City, seven days a week during the morning and late afternoon/evening, for work and vacation. There is currently not any transportation available between Colfax and Grass Valley/Nevada City. We have many bus/train passengers that get off in Colfax and	This is not an unmet transit need	This is an interregional service request that could potentially be accommodated by using existing Placer County Transit (PCT) fixed-route and on-demand/dial-a-ride services from Colfax to Auburn, with a transfer to Nevada County Connects at Auburn's Nevada Station for service to Grass Valley and Nevada City. It is unknown what specific service is	Colfax, Placer County, Nevada County

Comment #	Comment	Finding	Explanation	Jurisdiction
	need a ride to Grass Valley/Nevada City.		needed and/or how feasible and sustainable a direct service between Colfax, Grass Valley, and Nevada City would be based on unknown ridership/demand for the interregional service.	
47	The trip would start in west Roseville directly connecting to light rail, frankly I want a smart train connection and a light rail station right here in west Roseville. I want a train. I would leave Roseville often on a train and would take the train everyday to the city. Roseville is a small community and it doesn't represent who I am as a person. A smart train connection or a speedy train like a mag train would be most beneficial, and all electric buses. San Francisco and BART are great examples. Give pay raises and better benefits to all public transportation workers they are helping our climate by working long arduous hours dealing with the most vulnerable populations. Instead of cars and trucks and congested highways we can change.	This is not an unmet transit need	Existing fixed-route and on-demand/dial-a-ride transit services, with required transfers, operated by Roseville Transit and Placer County Transit (PCT) provide connections, with required transfers, to Sacramento Regional Transit District's (SacRT's) light rail service (via transfer connections between Roseville Transit and PCT services at the Roseville Galleria and between PCT and SacRT at the Watt/I-80 Light Rail station). For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Roseville, Bay Area
48	Rocklin or Roseville to Truckee and Reno, monthly in the morning or later afternoon, for leisure and regional government needs. Capitol Corridor train cars do not meet all parts of the ADA as locally, not federally defined.	This is not an unmet transit need	This interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by the Amtrak service operated between Roseville and Truckee or Reno (with varying supporting Placer County Transit bus connections between Rocklin and Roseville), or daily passenger rail service via the California Zephyr in Roseville. Existing short-range transit plans do not recommend adding transit and/or additional train service between the south Placer region and Truckee or Reno at this time. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, which could include additional connections to Truckee.	Roseville, Rocklin, Nevada County, Nevada
49	Lincoln to downtown Sacramento, once a month during the morning for daytime or afternoon for evening events. Light rail transportation from Lincoln to Sacramento would enable seniors with limited vision issues and other disabilities to attend activities in Sacramento. Electric rail instead of bigger highways is 21st century thinking. It would reduce carbon emissions and improve air quality. It would enable many more	This is not an unmet transit need	Placer County Transit (PCT) provides existing fixed-route and on-demand/dial-a-ride services that connect Lincoln with downtown Sacramento, via required transfers at the Roseville Galleria and the Watt/I-80 Light Rail station. Existing short-range transit plans and current service planning efforts do not recommend light-rail service extension to Lincoln.	Lincoln, Placer County, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
	people access to services, restaurants, performing arts, museums, etc., in Sacramento.			
50	I only care about more frequent Amtrak service between San Francisco and Sacramento. In Europe I am able to find trains nearly every hour of the day between major cities. California feels like a developing nation when it comes train service.	This is not an unmet transit need	This is an interregional service request for more frequent passenger rail service outside of PCTPA's jurisdiction and will be shared with the Capitol Corridor Joint Powers Authority (CCJPA) for consideration in their service planning and operational improvement efforts.	Sacramento, Bay Area
51	I would really like to have the option of public transit to the train station in Sacramento and to Sacramento International Airport. The trip would start in downtown Lincoln, six times a year at least or more if transit is available at varying times, to visit family and friends and enjoy cultural opportunities. It would be great to have regular bus service to major shopping areas such as the Roseville Galleria, and to restaurants and movie theaters in Rocklin and Roseville.	This is not an unmet transit need	A combination of existing fixed-route, on-demand/dial-a-ride services, and light rail services provided by Placer County Transit (PCT) and Sacramento Regional Transit District (SacRT) provide a transit connection between Lincoln, with required transfers, to the Roseville Galleria, the Watt/I-80 Light Rail station, downtown Sacramento, and the Sacramento International Airport. Existing short-range transit plans and current service planning efforts do not recommend a direct service to the Sacramento airport due to a lack of ridership and demand necessary to sustain a viable service.	Lincoln, Rocklin, Roseville, Sacramento County
52	I have family in the San Luis Obispo area and would like public transportation to that area if possible, every other month during the daylight, for seeing family. As long as I can still drive, I don't anticipate needing or using public transportation.	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address and lacks specificity to determine an unmet transit need. Potential transit services can be made between the south Placer region and Central Coast of California via Amtrak train and bus thruway connections available in Sacramento. Several local and regional fixed-route services provided by both Roseville Transit and Placer County Transit provide available connections to transit services operated in Sacramento.	Unknown
53	Light rail from Roseville to downtown Sacramento, three days a week between 8:30am and 5pm, for work. Get light rail extended to Roseville and Lincoln.	This is not an unmet transit need	Existing transit services provided by Roseville Transit, Placer County Transit (PCT), and Sacramento Regional Transit District (SacRT) provide transit connections, with required transfers, between Roseville and downtown Sacramento during the weekdays and on Saturdays. Existing short-range transit plans and current service planning efforts do not recommend light-rail service extension into Roseville.	Roseville, Sacramento County, Lincoln
54	Auburn to San Francisco, monthly all day, to visit family. Mandatory ranking was irrelevant.	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address. There currently is one, daily roundtrip passenger train service trip provided by the Capital Corridor Joint Powers Authority (CCJPA) between Auburn and the Bay Area, with	Auburn, Bay Area

Comment #	Comment	Finding	Explanation	Jurisdiction
			additional trips provided from Sacramento Valley Station throughout the day. Travel between Auburn and the Sacramento Valley Station can be made via Placer County Transit's (PCT's) fixed-route service (i.e., Route 10) and the Sacramento Regional Transit District's (SacRT's) bus and light rail services with transfers at the Watt/I-80 Light Rail station.	
55	From Lincoln to the Bay Area or from Lincoln to the train in Sacramento, three to four times per year for pleasure.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is for an interregional service that is outside of PCTPA's jurisdiction to address. A combination of existing fixed-route bus, light-rail, and heavy passenger rail services, with required transfers, can connect Lincoln to Sacramento and the Bay Area during weekdays and Saturdays, which are operated by Placer County Transit (PCT), Sacramento Regional Transit District, and the Capitol Corridor Joint Powers Authority (CCJPA).	Lincoln, Sacramento County, Bay Area
56	My home to various doctor offices, on varying days of the week between 8am and 5pm. I have a chronic illness that requires me to attend various appointments at different locations in Lincoln, Roseville, and sometimes Sacramento. I am unaware of what services are offered and what I may be eligible for as someone over 65 years old.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Various existing fixed-route and on-demand/dial-a-ride services provided by Placer County Transit (PCT) may be able to provide these transit connections between Lincoln, Roseville, and Sacramento. For more information, contact South Placer Transit Information at (916) 745-7560.	Lincoln, Roseville, Sacramento County
57	Bus from Sierra College to Truckee and back on weekends during snow season, weekly at 6am, for leisure.	This is not an unmet transit need	This is a request for interregional transit service and is not within PCTPA's jurisdiction to address. However, additional services between Roseville/Rocklin and Truckee can be considered as part of current regional service planning efforts to provide more interregional service connections between Sacramento, the northern Tahoe/Truckee region, and Reno, which are jointly being evaluated by PCTPA, the California Department of Transportation (Caltrans), Capitol Corridor Joint Powers Authority (CCJPA), and other partnering stakeholders in the Tahoe region.	Rocklin, Tahoe, Nevada County
58	My neighborhood, Fiddymont Farms to midtown Sacramento, weekly between 7am and 10pm to attend more events in midtown Sacramento. Public transit has been a failure for 60 +years in the USA. None of the systems are profitable or break even. Most trains/buses are dirty & not maintained. There is	This is not an unmet transit need	This is an interregional service request that can be partially accommodated through existing transit services, with required transfers, operated by Roseville Transit, Placer County Transit (PCT) and Sacramento Regional Transit District (SacRT). Existing short-range transit plans and current service planning efforts do not recommend	Roseville, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
	no consolidation of agencies and they operate poorly. America cannot support these systems.		later interregional service to/from downtown Sacramento due to a lack of anticipated ridership and demand needed to sustain a viable service. The comments regarding transit vehicle cleanliness and consolidation are operational in nature, which are not considered unmet transit needs.	
59	From my house to other parts of the region (i.e., to school, work, or medical appointments), or from anywhere really, at any time I deem necessary on any day, for many reasons, including: car is in the shop or not running, car is not a great choice for a certain trip, airport ride to avoid parking fees, don't want to or can't use my car on certain days, don't want to give up a parking space, etc. There are several areas in Placer County (particularly in the City of Rocklin), that are being overlooked by public transportation. Spare the air days are good reason to take the bus, but many people in the City of Rocklin don't have a bus to take.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Existing fixed-route and on-demand/dial-a-ride services operated by Placer County Transit (PCT) provide transit service connections within Rocklin to several locations within Placer County and to interregional connections with Sacramento Regional Transit District (SacRT), which provides access to downtown Sacramento and the Sacramento International Airport, with required transfers.	Rocklin, Placer County, Sacramento County
60	Lincoln to Yuba City, several times a year during business hours for VA Medical Clinic in Yuba City. Expand Capitol Corridor east from Auburn to Colfax and north Roseville to Marysville. Add more trains between Sacramento and Roseville.	This is not an unmet transit need	These interregional requests for service are outside of PCTPA's jurisdiction to address. Current planning efforts are underway to evaluate expansion of the Capitol Corridor Joint Powers Authority (CCJPA) passenger rail service east of Auburn and provide more service between Sacramento and Reno. In addition, the CCJPA is working on a project to add more passenger rail trips between Roseville and Sacramento with the Third-Track Phase 1 project, which should be completed within the next few years and add two more roundtrips between Roseville and Sacramento.	Lincoln, Auburn, Colfax, Yuba County
61	Reno Airport and Tahoe City, once a month an hour. Please stop paving the forest in Tahoe to make so called transit routes. Now that everyone has an electric bike, the pavement is unnecessary and a hot, reflective, leaching hazard to the environment. The trailhead at Dollar Point has increased car traffic.	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address and will be provided to the Tahoe Regional Planning Agency for further evaluation. Comments regarding the bicycling infrastructure in the north Tahoe region are not considered unmet transit needs.	Tahoe, Reno
62	With crazy development along Hwy 65, the piece-meal transportation options are sad. Light-rail should run from Yuba City to Roseville connecting to Sacramento, Sacramento Airport, Tahoe and the Bay Area. No plan or incentive to get people out of their cars, twice a	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address. Existing transit services, with required transfers, operated by Roseville Transit, Placer County Transit (PCT) and Sacramento Regional Transit District (SacRT) provide transit connections between Rocklin,	Yuba County, Roseville, Sacramento County, Bay Area, Tahoe

Comment #	Comment	Finding	Explanation	Jurisdiction
	week, for shopping, medical appointments, vacations, sports events, and groceries. Build regional transportation now! Get people out of their cars! Don't build after like the Bay Area and then try to connect systems later. The fast pace of approved development but slow inclusion of mass transit is unacceptable. We are California!		Roseville, Sacramento, and the Sacramento International Airport, at various times during the weekdays and Saturdays.	
63	Light rail from the Rocklin/Roseville area to the Sacramento Airport, every time I flew based on flight times, to allow for simple to get to the airport with driving and parking. More light rail access and service locations.	This is not an unmet transit need	Existing transit services, with required transfers, operated by Roseville Transit, Placer County Transit (PCT) and Sacramento Regional Transit District (SacRT) provide transit connections between Rocklin, Roseville, Sacramento, and the Sacramento International Airport, at various times during the weekdays and Saturdays. Existing short-range transit plans and current service planning efforts do not recommend direct bus or light rail services to the Sacramento airport due to a lack of anticipated ridership needed to viably sustain the service.	Rocklin, Roseville, Sacramento County
64	Roseville to Sacramento, Palo Alto, San Francisco, and Los Angeles, one time a month at 9am, to visit family and friends, go to concerts and Giants' games, vacation, and possible work events. I want to be able to ride a train to the City without having to cobble together various bus routes etc. There should be a vast network of trains, exactly like in Germany or Japan.	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address. There currently is one, daily roundtrip passenger train service trip provided by the Capital Corridor Joint Powers Authority (CCJPA) between Roseville and the Bay Area, with additional trips provided from Sacramento Valley Station throughout the day. Travel between Roseville and the Sacramento Valley Station can be made via Placer County Transit's (PCT's) fixed-route service (i.e., Route 10) and the Sacramento Regional Transit District's (SacRT's) bus and light rail services with transfers at the Roseville Galleria and Watt/I-80 Light Rail station. Amtrak passenger rail and thruway bus services are also available to Los Angeles from Sacramento Valley Station.	Roseville, Sacramento County, Bay Area, Southern California
65	North Auburn to Grass Valley, five times per week, on July 5th, to work in Grass Valley. More service on Hwy 49 needed.	This is not an unmet transit need	This is an interregional service request that could potentially be accommodated by using Placer County Transit's (PCT's) existing fixed-route and/or on-demand/dial-a-ride services operated in north Auburn (i.e., PCT Route 30 and the Auburn/Hwy 49 Dial-a-Ride) and transferring to Nevada County Connects fixed-route service at Auburn's Nevada Station for connections to Grass Valley.	Auburn, Placer County, Nevada County
66	Truckee, CA to Reno Airport, three times per year usually early in the morning, to fly out. Southbound	This is not an unmet	Service from Truckee to Reno is an interregional service request that is outside of PCTPA's jurisdiction to	Tahoe, Placer County,

Comment #	Comment	Finding	Explanation	Jurisdiction
	TART bus stop at Brockway/Palisades in Truckee has poor snow removal in the winter and cars use it as parking for the nearby 7-11, which forces passengers to stand in the road. TART not having an app w/ estimated arrivals is pretty pathetic.	transit need	address. Comments pertaining to TART's snow removal and mobile phone app are operational in nature, which are not considered unmet transit needs. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Nevada County, Reno
67	If you look at Google Maps it takes two bus rides, a light rail ride and then another bus ride to get to Sacramento International Airport from Lincoln. Three hours at best. Extend light rail to the Sacramento airport and Lincoln/Rocklin/Roseville, three times a year at random times, for travel. Rail Hub?	This is not an unmet transit need	Existing transit services, with required transfers, provided by Placer County Transit and Sacramento Regional Transit District (SacRT) provide connections between Lincoln, Rocklin, and Roseville at various times during the weekdays and Saturdays. Existing short-range transit plans and current service planning efforts do not recommend direct bus or light rail services to the Sacramento airport due to a lack of anticipated ridership needed to viably sustain the service.	Lincoln, Rocklin, Roseville, Sacramento County
68	Start in Roseville or Rocklin to Sacramento International Airport, several times per year at varying times, for traveling to and from the airport.	This is not an unmet transit need	Existing services operated by Placer County Transit (PCT), Roseville Transit, and Sacramento Regional Transit District (SacRT) currently provide transit service connections, with required transfers, between Rocklin, Roseville, and the Sacramento International Airport via fixed-route and/or on-demand/dial-a-ride services. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Roseville, Rocklin, Sacramento County
69	Mahany to downtown Sacramento with no other stops, I think this is being considered in the upcoming changes, three days a week between 6:30am and 7am. I think this is a great new option for many of the Mahany commuter riders. I appreciate the commuter bus options.	This is not an unmet transit need	This comment pertains to an evaluation of general transit service operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
70	I work in El Dorado Hills. I have looked at transit methods to get to my office in the Latrobe Business Park, but there is no reasonable option as it would take many transfers from one system to another. Then there is the timing of those transfers.	This is not an unmet transit need	This interregional service request lacks specificity and could potentially be accommodated by various transit services operated throughout the region, with required transfers.	El Dorado County
71	From Lincoln or Roseville to the Sacramento International Airport, three times a year in the early morning. Now you have to take the bus to downtown Sacramento and then transfer to a bus to	This is not an unmet transit need	Existing services operated by Placer County Transit (PCT), Roseville Transit, and Sacramento Regional Transit District (SacRT) currently provide transit service connections, with required transfers, between Lincoln,	Lincoln, Roseville, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
	Sacramento International Airport. Sunset Blvd West goes to 99 in 20 miles. Even if the route traveled Baseline it would be better than going downtown.		Roseville, and the Sacramento International Airport via fixed-route and/or on-demand/dial-a-ride services. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	
72	To the Sacramento airport from Lincoln, weekly in the afternoon and mornings, for work. Local bus service to the Roseville Galleria Mall.	This is not an unmet transit need	Existing services operated by Placer County Transit (PCT), Roseville Transit, and Sacramento Regional Transit District (SacRT) currently provide transit service connections, with required transfers, between Lincoln, Roseville, and the Sacramento International Airport. Local fixed-route and on-demand/dial-a-ride service is also provided by Roseville Transit to the Roseville Galleria Mall. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Lincoln, Sacramento County, Roseville
73	Start in Stanford Ranch neighborhood of Rocklin and end in Sacramento anywhere near McKinley Park, once a week on Saturday mornings with an arrival at 10am, for taking children to language classes at the Sacramento Turn Verein on J street in Sacramento. I would like to see light rail access expanded in south Placer County.	This is not an unmet transit need	Placer County Transit (PCT) provides general public dial-a-ride/on-demand service via the Rocklin-Loomis Dial-a-Ride in the Stanford Ranch neighborhood of Rocklin on Saturdays, between approximately 8:00am and 3:55pm. A transfer to PCT's fixed-route service, Route 10, at the Roseville Galleria can be made, which provides connections to Sacramento Regional Transit District's (SacRT's) light-rail service at the Watt/I-80 Light Rail station. SacRT service connections can be made with other SacRT's fixed-route and on-demand services to connect from light-rail to McKinley Park in Sacramento.	Rocklin, Sacramento County
74	Trip to start in Lincoln, and go to UC Davis clinic on Cadillac Drive in Sacramento. Trip to start in Lincoln, and go to UC Davis Medical Center off Stockton Blvd in Sacramento. Trip to start in Lincoln, and go to UC Davis clinic in Roseville, two times per month usually in the early to mid-mornings, for medical appointments at these facilities. Need more public transportation from Placer County into various parts of Sacramento County.	This is not an unmet transit need	Placer County Transit (PCT) provides fixed-route service connections between Lincoln and Sacramento, via Route 20 with a transfer to Route 10, for a connection to the Sacramento Regional Transit District's (SacRT's) light-rail service at the Watt/I-80 Light Rail station. Connections to UC Davis facilities in Sacramento can be accessed via SacRT's light rail, local route, and/or on-demand services through available transfers.	Lincoln, Sacramento County
75	Roseville to San Francisco, weekly at any time, to take advantage of activities offered in the San Francisco Bay Area. Third rail has taken far too long.	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address. There currently is one, daily roundtrip passenger train service trip provided by the Capital Corridor Joint Powers Authority (CCJPA) between Roseville and the Bay Area, with additional trips provided from	Roseville, Bay Area

Comment #	Comment	Finding	Explanation	Jurisdiction
			Sacramento Valley Station throughout the day. Travel between Roseville and the Sacramento Valley Station can be made via Placer County Transit's (PCT's) fixed-route service (i.e., Route 10) and the Sacramento Regional Transit District's (SacRT's) bus and light rail services with transfers at the Roseville Galleria and Watt/I-80 Light Rail station.	
76	Start from Watt/I-80 Light Rail station and end at Roseville Galleria, at least monthly at 11pm on a mix of weekdays or Saturday, for returning from late-evening events in Sacramento. Traveling into Sacramento is feasible during the early evening (e.g., 6pm-8pm) but the return journey to Roseville is impossible by public transport after 9pm. I would implore the local transit agencies to run additional services into the late evening. Many services start at 6am, but almost all services terminate by 9pm. I would like hourly or every-other-hour skeletal service until 2am.	This is an unmet transit need that is not reasonable to meet	While Placer County Transit (PCT) provides an existing weekday and Saturday fixed-route service between the Watt/I-80 Light Rail station and the Roseville Galleria, the service currently terminates between 6pm and 7pm, depending on the service direction. Current short-range transit plans and service planning efforts do not recommend extending the service to start earlier due to a lack of anticipated ridership needed to viably sustain the service.	Roseville, Sacramento County
77	Roseville to the May Lee State Building in Sacramento, five days a week in the early morning and after work.	This is not an unmet transit need	Currently, Roseville Transit provides Commuter service, via Commuter Route 2, at 6am from the Sunsplash Roseville transfer location (Taylor & I-80 Park & Ride) to downtown Sacramento (9th and I Street) by approximately 6:27am. A transfer can be made to the Sacramento Regional Transit District's (SacRT's) Green Line light rail station for service to Richards Blvd. and N 7th Street (May Lee State Building). The same trip can be made in reverse from Richards Blvd. via the Green Line light rail service to downtown to catch the Roseville Transit's PM Commuter services back to the Taylor Rd. & I-80 Park & Ride in Roseville.	Roseville, Sacramento County
78	From Granite Bay - end of Douglas near Folsom Lake to Roseville, every day at 6am, to go to work, shopping, for medical appointments, and to make easier connections to commute from Granite Bay to Amtrak, to Roseville, to Sacramento. Make the road from Auburn/Folsom to Folsom Lake bigger - it's a bottleneck during summer.	This is an unmet transit need that is not reasonable to meet	While the Granite Bay Dial-a-Ride, operated by Placer County Transit (PCT), currently provides service along Douglas Blvd. from Folsom Lake to Roseville, it does not operate before 9am. Current short-range transit plans and service planning efforts do not recommend extending the service to start earlier due to a lack of anticipated ridership needed to viably sustain the service.	Granite Bay, Placer County, Roseville, Sacramento County
79	Lincoln to Auburn without going through Roseville and multiple buses. Lincoln to the Sacramento International Airport with fewer	This is not an unmet transit need	This is an operational matter that pertains to traveling convenience and is not considered an unmet transit need since existing services operated	Lincoln, Auburn, Sacramento County

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	transfers and at more flexible times. Lincoln to the downtown Sacramento with fewer transfers and at more flexible times. Weekly, at varying times, but often includes evenings and weekends, for events (in Auburn), out of state travel (the airport), and events that come up in downtown Sacramento. Getting from Lincoln to anywhere outside of Lincoln by transit is not convenient and we usually end up driving instead. Having a viable airport option would be a huge benefit and would probably bring many current non-transit users onto the bus.		by Placer County Transit (PCT), Roseville Transit, and Sacramento Regional Transit District (SacRT) currently provide transit service connections, with required transfers, between Lincoln, Auburn, and the Sacramento International Airport.	
80	Live near Kings Beach and need to get to Hospital in Truckee. The ADA bus has limitations and TART Connect won't cross Brockway summit. Hope you could work with Tahoe Forest Hospital district (foundation), Tahoe-Truckee Community Foundation and Sierra Community to set up consistent transport over Hwy 267 sharing Placer and Nevada counties.	This is not an unmet transit need	Current fixed-route and on-demand services provided by Tahoe Truckee Area Regional Transit (TART) provide transit service connections, with required transfers, between Kings Beach and the Tahoe Forest Hospital in Truckee. Americans with Disabilities Act (ADA) accessibility is provided on all TART vehicles if a transfer from TART Connect is required. For more information about TART's service contact (530) 550-1212.	Tahoe, Placer County, Nevada County
81	Thank you for being open to our needs for transportation as we're getting close to that senior age when we won't be able to drive on our own. Due to the fact that I can't get a primary care physician with UC Davis and had to go to UCSF for my needs, I've noticed that there is no direct transportation that can get me there and on time for a morning appointment as what's available is a train from Roseville, bus transfers then BART, which will take about 6 hours one way. Can Placer County work with other regional offices to make it easy for us here in Lincoln to commute to UCSF more efficiently? We're so behind in terms of public transportation here in the US as compared to Europe that we really need to step up in this area. Thank you so much for your consideration.	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address. There currently is one, daily roundtrip passenger train service trip provided by the Capital Corridor Joint Powers Authority (CCJPA) between Roseville and the Bay Area, with additional trips provided from Sacramento Valley Station throughout the day. Travel between Roseville and the Sacramento Valley Station can be made via Placer County Transit's (PCT's) fixed-route service (i.e., Route 10) and the Sacramento Regional Transit District's (SacRT's) bus and light rail services with transfers at the Roseville Galleria and Watt/I-80 Light Rail station.	Lincoln, Bay Area
82	I am contacting you because of the terrible traffic issue during the winters in Truckee California. As a local it is nearly impossible for me to drive to work, school, or even to the grocery store during a holiday weekend. Although I don't have statistics for it, I assume it is very dangerous for emergency vehicles to navigate through this traffic as well.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more of an evaluation of general traffic issues and a request for an interregional service that is outside of PCTPA's jurisdiction. However, additional services between Auburn and Truckee can be considered as part of current regional service planning efforts to provide more interregional	Auburn, Placer County, Nevada County

Comment #	Comment	Finding	Explanation	Jurisdiction
	<p>To fight against this I would propose a cheap state sponsored bus ride from Auburn to ski resorts. This is very beneficial as Auburn has abundant parking during the winter and many people would be willing to pay ten to twenty dollars for a bus ride with their ski gear to a resort. These buses could run hourly with only about three or four buses. One example of this working is on Interstate 70 in Colorado where traffic has been reduced by over 2000 cars from their bus system as well as reducing many thousands of pounds of carbon dioxide emissions from the air. Please pass legislation oriented around these policies and other traffic reducing laws. Thank you for considering my policy ideas.</p>		<p>service connections between Sacramento, the northern Tahoe/Truckee region, and Reno, which are jointly being evaluated by PCTPA, the California Department of Transportation (Caltrans), Capitol Corridor Joint Powers Authority (CCJPA), and other partnering stakeholders in the Tahoe region.</p>	
83	<p>Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/3/24: Alpine Meadows residents have more interest for transit. Mountaineer transit service runs in the winter but there is only transit to the base in summer. Night service provided between Truckee and Northstar in the peak winter season is not provided throughout the whole year. Hourly headways on TART are not conducive and the last bus leaves from Tahoe City too early at 4:50pm.</p>	<p>This is not an unmet transit need</p>	<p>These comments pertain more to operational matters, which generally are not considered unmet transit needs. Mountaineer transit service is a private service that is provided to Alpine Meadows seasonally. Current short-range transit plans do not recommend additional services to be provided to this area during the off-season at this time. Tahoe Truckee Area Regional Transit (TART) provides service throughout the year between Northstar and Truckee and increasing its hourly headways is an operational matter determined by available funding.</p>	<p>Tahoe, Placer County, Nevada County</p>
84	<p>Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/3/24: Areas of Placer County directly adjacent to Truckee are not served by Truckee TART Connect (like Hopkins Village and Meadowview Place) with some of those areas covered by paratransit service that is not open to the general public.</p>	<p>This is not an unmet transit need</p>	<p>Tahoe Truckee Area Regional Transit (TART) operates daily fixed-route transit service connections, via the Hwy 267 Route, between both Truckee and north Tahoe. The route is within walking distance from both the Hopkins Village and Meadowview Place neighborhoods, and is considered served. For more information about TART's service contact (530) 550-1212.</p>	<p>Tahoe, Placer County, Nevada County</p>
85	<p>Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/3/24: One-hour frequency headways on TART are challenging and would like to see 30-minute frequency headways during the peak periods of the day and later service beyond 5pm. There is no service between the north and south shores of Tahoe. Would love to see more reliable public transit service option between the north short of</p>	<p>This is not an unmet transit need</p>	<p>Most of these comments pertaining to Tahoe Truckee Area Regional Transit (TART) headways and frequencies are operational in nature, which are not considered unmet transit needs. Service connections between the northern and southern shores of Lake Tahoe, Truckee, and Reno, are interregional and outside of PCTPA's jurisdiction to address. However, current regional service planning efforts to provide more interregional service connections between Sacramento, the northern</p>	<p>Tahoe, Placer County, Nevada County, El Dorado County</p>

Comment #	Comment	Finding	Explanation	Jurisdiction
	Tahoe, Truckee, and Reno, for medical and other appointments.		Tahoe/Truckee region, and Reno, are jointly being evaluated by PCTPA, the California Department of Transportation (Caltrans), Capitol Corridor Joint Powers Authority (CCJPA), and other partnering stakeholders in the Tahoe region. This could lead to future service improvements within the Lake Tahoe basin region.	
86	Summarized comments received from Roseville's Transportation Commission meeting held on 11/19/24: Placer County Transit (PCT) needs to offer fixed-route services seven days a week and expand late night service especially events for downtown Sacramento and at The Venue at Thunder Valley casino.	This is an unmet transit need that is not reasonable to meet	While Placer County Transit (PCT) operates fixed-route services during the weekdays and Saturdays, these services tend to end around 6pm or 7pm, and no fixed-route services operate on Sunday. Roseville Transit operates its Arrow on-demand/dial-a-ride service on Sundays. However, existing short-range transit plans and current service planning efforts do not recommend late night or additional PCT Sunday services at this time due to an anticipated lack of ridership and demand necessary to viably sustain the transit service.	Placer County, Sacramento County

MISC COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
87	The whole transit process needs to be more user friendly and translate materials, instruction, and routes in Spanish.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
88	I don't use transit but I may need it in the future.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
89	I don't ride transit. But I've seen people who have no car try to get to different locations for work and it takes a long time to get there. And only if, the bus comes early or late enough.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown
90	I would love for us to have a light rail like Folsom does. It would be a more efficient way of getting between cities.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
91	I remember trying to use the bus to get to Sierra college and the service frequency was so poor that I never took the bus after the 1st day.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going	Unknown

Comment #	Comment	Finding	Explanation	Jurisdiction
			operational and transit system improvements moving forward and will be provided to the transit operators for review.	
92	Wish it was easier to use, especially for seniors, and with more frequent regular reliable routes. A traffic delay or missed connection can add hours to a trip when regular routes are so infrequent.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown
93	Need transit often at 6pm	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
94	I own a car, but I would prefer to use public transit. I would like to see the following in Placer County: 1. Greater bus frequency (15 minutes) 2. Safer pedestrian infrastructure 3. Dedicated bus lanes in Roseville 4. Expanded commuter rail	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and pertains to an evaluation of general transit infrastructure and/or operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review. This can also be considered in current and future planning efforts.	Placer County, Roseville
95	I used to work in Sacramento before retiring from that career last summer. For years, I drove from Lincoln to Roseville and then took the train. If there had been a direct commuter bus from Lincoln to Sacramento I would likely have taken that.	This is not an unmet transit need	This comment lacks sufficient detail to determine a transit need. Placer County Transit (PCT) currently operates fixed-route and general public on-demand/dial-a-ride services within Lincoln and to Sacramento, with required transfer connections to other services provided by PCT and Sacramento Regional Transit District (SacRT). For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560. Additional, a new express service, known as Rapid Link, is anticipated to begin operations in Summer 2025, which should provide more frequent service between Lincoln and the Watt/I-80 Light Rail station for service connections via SacRT to downtown Sacramento.	Lincoln, Sacramento County
96	I have considered the option of public transit but have not really looked into it.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
97	Downtown Sacramento-Roseville Commuter #1 is the first bus into Sacramento to go to Roseville, but it does not go to Sunsplash-Taylor Road. We would all love to see	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going	Roseville, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
	Roseville Commuter Bus #1 go to Sunsplash. That bus is never full, it should go to Sunsplash, Mondays through Thursdays at 3:40pm, just so we do not have to stand at the bus stop in downtown Sacramento. All downtown Sacramento commuter buses should stop at Taylor Road. Thank you.		operational and transit system improvements moving forward and will be provided to the transit operators for review.	
98	Please, for the love of God bring back the Roseville Commuter PM #3 and #4. You have a hole in the early-mid afternoon downtown schedule. This is why consistently you have 10 people standing on the Roseville Commuter PM #5, every week day, for working in downtown Sacramento and living in Roseville. If Roseville is to be a desirable area to live, and most jobs in this area are in Sacramento, please bolster, not reduce, the Roseville Commuter service.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
99	Not everybody has a smart phone for app-based on-demand service. I would use the transit system more often if it was easier to use on-demand service between Lincoln and Roseville for my medical appointments.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Lincoln, Roseville
100	The steps on dial-a-ride are very high for seniors. There should be steps that are lower for the seniors. Why can't there be low steps for the seniors? These steps can cause a senior to fall and there might be injury. I would love to see low steps.	This is not an unmet transit need	This comment pertains to an evaluation of general transit infrastructure and/or operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown
101	If more services are available (possibly at reduced fares) for large events, it would hopefully help alleviate congestion and frustrations.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
102	Can we take some of the money that funds the empty buses and fix/repair the roads?	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit performance matters, which are not considered an unmet transit need.	Unknown
103	At my house, once a week. I don't drive.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
104	I think we could improve on our routes.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown

Comment #	Comment	Finding	Explanation	Jurisdiction
105	Some routes have been canceled for the Roseville Transit Commuter, two times a week at 7am and 4:30pm, which serves as my transportation to work in downtown Sacramento. The commuter buses are getting very crowded now that state workers have returned to the office. More times and buses should be added to the route.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit performance matters, which are not considered an unmet transit need. Roseville Transit operates commuter services directly into downtown Sacramento, with transferring connections available to other Sacramento Regional Transit District (SacRT) bus and light-rail services.	Roseville, Sacramento County
106	Bus stop shelters on M Route, no place to sit and wait, and no shade from the sun! Need lighting at night to feel safe.	This is not an unmet transit need	This comment pertains to an evaluation of general transit infrastructure and/or passenger amenities, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville
107	The 6:50am bus gets too crowded in mornings especially on Tuesdays. And when the Roseville commuter bus is late their passengers get on the Placer County Commuter Express bus making it too crowded. We need an additional bus to accommodate the overflow.	This is not an unmet transit need	This comment pertains to an evaluation of general transit service operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville
108	More senior services to hospitals/clinics and grocery, etc., weekly and daily at different times, for medical needs and shopping due to not being able to drive. Cannot walk to bus stops. County needs to meet the needs of seniors who are home bound and cannot drive or walk far.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Various public transit services exist in the south Placer region that provide seniors with connections to medical and shopping centers for their daily needs. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Unknown
109	We need more transportation options for high school students. The amount of money provided by the state for school transportation is 60% of the cost, and we basically do not charge for service anymore since California instituted universal feeding. Students need a way to get to school. We could use some collaboration between Mid Placer and public transportation to help assist with student transportation to school.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Various public transit services exist in the south Placer region that provide current service options for students. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Unknown
110	There are usually people standing on Roseville Commuter PM #5 bus probably due to not having the #3 or #4 bus available any more.	This is not an unmet transit need	This comment pertains to an evaluation of general transit service operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
			and will be provided to the transit operators for review.	
111	There is a total lack of convenience. Why should I take public transit when I can get in my car and drive. Take a page out of the movie "Field of Dreams": "If you build it, they will come." Make it convenient and efficient.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit performance matters, which are not considered an unmet transit need.	Unknown
112	Public transportation should directly compete with the private vehicle industry for ridership. I am willing to pay higher fares since I choose not to pay \$700+/month maintaining a 2nd car. Public transportation should aim to be primary transportation.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit performance matters, which are not considered an unmet transit need.	Unknown
113	I don't see increased need for transit services. Please don't expand services that are not needed.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit performance matters, which are not considered an unmet transit need.	Unknown
114	As I'm aging, public transportation is becoming more important. I tried making an on demand reservation for a medical appointment, but they couldn't confirm I'd get there on time. So I passed. If buses were more regular I'd use it more.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown
115	Many stops, especially in the Rocklin portion, don't have any coverage or shade, which can be very rough in the hot summer months. Later bus service could also make things safer for college students like myself with late classes and inconsistent ride.	This is not an unmet transit need	This comment pertains to an evaluation of general transit infrastructure and/or passenger amenities and operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Rocklin
116	Existing transit services are underutilized and I am currently not in favor of any increases not related to physical or mental needs.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit performance matters, which are not considered an unmet transit need.	Unknown
117	La seguridad en los autobuses o en los metros (safety on buses or subways).	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown

Comment #	Comment	Finding	Explanation	Jurisdiction
118	Pidiendo de favor a familiares o amigos llevarme (asking family or friends as a favor to transport me)	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
119	Drop the whole program and sell the air polluting buses. They are running around town mostly empty and it would be cheaper to hire uber drivers for the few who do not have transportation. It's a huge waste of tax payer dollars!	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit performance matters, which are not considered an unmet transit need.	Unknown

APPENDIX B: ADOPTED DEFINITIONS

This appendix contains the latest adopted definitions and criteria established for “unmet transit needs” and “reasonable to meet”, which were established by PCTPA’s Board of Directors in February 2022. These definitions and criteria were formulated through extensive collaboration and input with PCTPA’s transit operators and the Social Services Transportation Advisory Council (SSTAC).

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.¹
- 2) Could be fully funded without exceeding existing Local Transportation Fund revenues² and is a reasonable use of taxpayer funds.
- 3) Has strong and broad community support, whether documented in a short-range transit

¹ 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.

² 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

APPENDIX C: TDA FARE REVENUE RATIOS

This appendix contains the latest adopted farebox recovery ratios for each transit operator, which were last adopted by PCTPA's Board of Directors in September 2016. Farebox recovery is used as part of evaluating unmet transit needs and whether requested services to address these needs are reasonable to meet (i.e., can achieve farebox recovery among other service efficiency standards)

**TDA FARE REVENUE RATIOS FOR PUBLIC TRANSIT OPERATORS
SERVING WESTERN PLACER COUNTY**

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

Amended and Effective September 28, 2016

Public Transit Operator	Systemwide Fare Revenue Ratio	Findings	PUC Section
Auburn Transit	10%	Serves the City of Auburn located within the non-urbanized area of western Placer County; a county which has a population of less than 500,000.	99268.2
Lincoln Transit	10% until July 2016 - 15% post July 2016	Serves the City of Lincoln located within the Sacramento urbanized area of western Placer County; a county which has a population of less than 500,000. TDA allows PCTPA to grant a transit operator within a new urbanized area five years from July 1 of the year (2011) following the Census (2010) before the transit operator is subject to urbanized fare revenue ratio requirements. Therefore, it is recommended that until July 2016, the fare revenue ratio for Lincoln Transit remain at 10 percent.	99268.2, 99268.12 & 99270.2
Placer County Transit (PCT)	13.2% 12.94%	Serves both the Sacramento urbanized area (64%) (58.8%) and the non-urbanized area (36%) (41.2%) of western Placer County; a county which has a population of less than 500,000. The service area includes contract services provided for the cities of Colfax, Lincoln and Rocklin and the Town of Loomis.	99268.2, 99268.12 & 99270.1
Roseville Transit	15%	Serves the City of Roseville located within the Sacramento urbanized area in western Placer County; a county which has a population of less than 500,000.	99268.12
Tahoe Area Regional Transit (TART)	10%	Serves the north Lake Tahoe area located within the non-urbanized area of unincorporated Placer County, and excludes that portion of the TART service area that is within the jurisdiction of the Tahoe Regional Planning Agency (TRPA).	99268.2
Western Placer CTSA (WPCTSA)	10%	Serves both the Sacramento urbanized area and the non-urbanized areas of western Placer County for the exclusive use of elderly and disabled individuals; a county which has a population of less than 500,000.	99268.5(c)(4)

Notes:

1. The systemwide ratio applies to a public transit operator's entire service area, including areas served under contract service. The systemwide ratio is calculated combining fixed route and dial-a-ride services, as applicable.
2. The Sacramento urbanized area is defined per the 2010 federal census. Definitions for urbanized and non-urbanized areas are consistent with TDA.
3. Western Placer County excludes the Tahoe Basin within Placer County, as defined by the State Department of Finance.
4. The State Department of Finance estimates the population for western Placer County, excluding the Tahoe Basin, as of ~~January 1, 2012, at 344,730.~~ **January 1, 2016, at 363,377.**

APPENDIX D: PUBLIC HEARING NOTICE

Pursuant to the TDA regulations, PCTPA must conduct at least one public hearing during the annual UTN Assessment process, which must be noticed at least 30 days prior to the hearing date in a publication of general circulation. PCTPA noticed its October 23, 2024 public hearing date in the Auburn Journal, which was published on September 18, 2024.

116514

PUBLIC NOTICE

116514

PLACER COUNTY TRANSPORTATION

PLANNING AGENCY

2260 Douglas Blvd., Suite 130, Roseville, CA 95661

**NOTICE OF PUBLIC HEARING
UNMET TRANSIT NEEDS**

NOTICE IS HEREBY GIVEN that Placer County Transportation Planning Agency (PCTPA) will hold a public hearing to accept testimony identifying or commenting on "unmet transit needs" that may exist, which may further be determined as "reasonable to meet," pursuant to the definitions enacted by PCTPA in accordance with the Transportation Development Act (TDA) regulations. When assessing any unmet transit needs, PCTPA must consider the adequacy of existing transportation for groups such as the elderly, persons with disabilities, and low-income populations. Both public and private transportation services will be evaluated. Prior to allocating TDA funds for purposes other than transit, such as street and road repair/maintenance projects, PCTPA must make a finding that there are either "no unmet transit needs" or there are "no unmet transit needs that are reasonable to meet", per PCTPA's adopted definitions. The public hearing will be held on:

WEDNESDAY, OCTOBER 23, 2024, at 9:00 AM.
(or as close to this time as possible)
Placer County Board of Supervisors Chambers (The Domes)
175 Fulweiler Avenue, Auburn, CA 95603

The public may participate in the PCTPA Board of Directors Meeting, including this public hearing, by accessing the following web link: <https://placer-ca-gov.zoom.us/j/91467525092> or by calling +1 669 900 6833, and entering Webinar ID: 914 6752 5092. Remote participation is provided for convenience only and if the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access.

All members of the public shall be allowed to address the Board on any item that is regarded as a public hearing item on the agenda. The Board may limit any person's input to not more than three minutes. Any person may provide a written statement in lieu of or in supplement to any oral statement made during a public hearing. Written statements shall be submitted to the Board Secretary at ssabol@pctpa.net. For more information about PCTPA's unmet transit needs process, visit <https://www.pctpa.net/unmet-transit-needs>.

PUBLISHED IN AUBURN JOURNAL ON SEPTEMBER 18, 2024

The above space is reserved for Court/County Filed Date Stamp

**PROOF OF PUBLICATION
(2015.5 C.C.P.)**

**STATE OF CALIFORNIA
County of Placer**

I am a citizen of the United States and employed by a publication in the County aforesaid. I am over the age of eighteen years, and not a party to the mentioned matter. I am the principal clerk of The Auburn Journal, a newspaper of general circulation, in the City of Auburn, which is printed and published in the County of Placer. This newspaper has been judged a newspaper of general circulation by the Superior Court of the State of California, in and for the County of Placer, on the date of May 26, 1952 (Case Number 17407). The notice, of which the attached is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

SEPTEMBER 18, 2024

I certify, under penalty of perjury, that the foregoing is true and correct.



CHRISTINE WERNER

Dated in Auburn, California

SEPTEMBER 18, 2024

**PROOF OF PUBLICATION
AUBURN JOURNAL
1030 High Street
Auburn, CA 95603
P.O. Box 5910
Auburn, CA 95604**

APPENDIX E: UTN FINDINGS FOR FY 2025/26

On February 26, 2025, the PCTPA Board of Directors adopted the UTN Assessment finding that there were no unmet transit needs that were reasonable to meet in FY 2025/26, which is contained in this appendix. However, one unmet transit need that was determined to be reasonable to meet was identified during this year's assessment. That need was addressed by the City of Roseville's adjustment to its on-demand (i.e., Roseville Arrow) service area in January 2025, which effectively eliminated the unserved area with a reasonable service accommodation. Therefore, there are no unresolved unmet transit needs that are reasonable to meet for FY 2025/26.

**RESOLUTION TO BE ADDED FOLLOWING THE PCTPA BOARD'S
ADOPTION ON FEBRUARY 26, 2025**

APPENDIX F: TRANSIT DEPENDENT ANALYSIS

Transit Dependency in Placer County

Transit planners consider the location of existing residents and activity centers and the likely users when developing transit routes and systems. Transit system ridership is drawn largely from various groups of persons who make up what is often referred to as the “transit dependent” population. The recently completed Comprehensive Operational Analysis (COA) for Auburn Transit and Placer County Transit in 2024, evaluated the location and density of groups that may have a higher likelihood of using transit as a mobility option in the southwestern Placer region, which helped establish an appropriate service plan for those operators.

Per TDA requirements, the Unmet Transit Needs Assessment process must identify and analyze the size and location of groups that may be transit dependent and the general services provided to them. 2021 American Community Survey (ACS) 5-year estimates data for each of the following groups is summarized on the subsequent pages of this appendix:

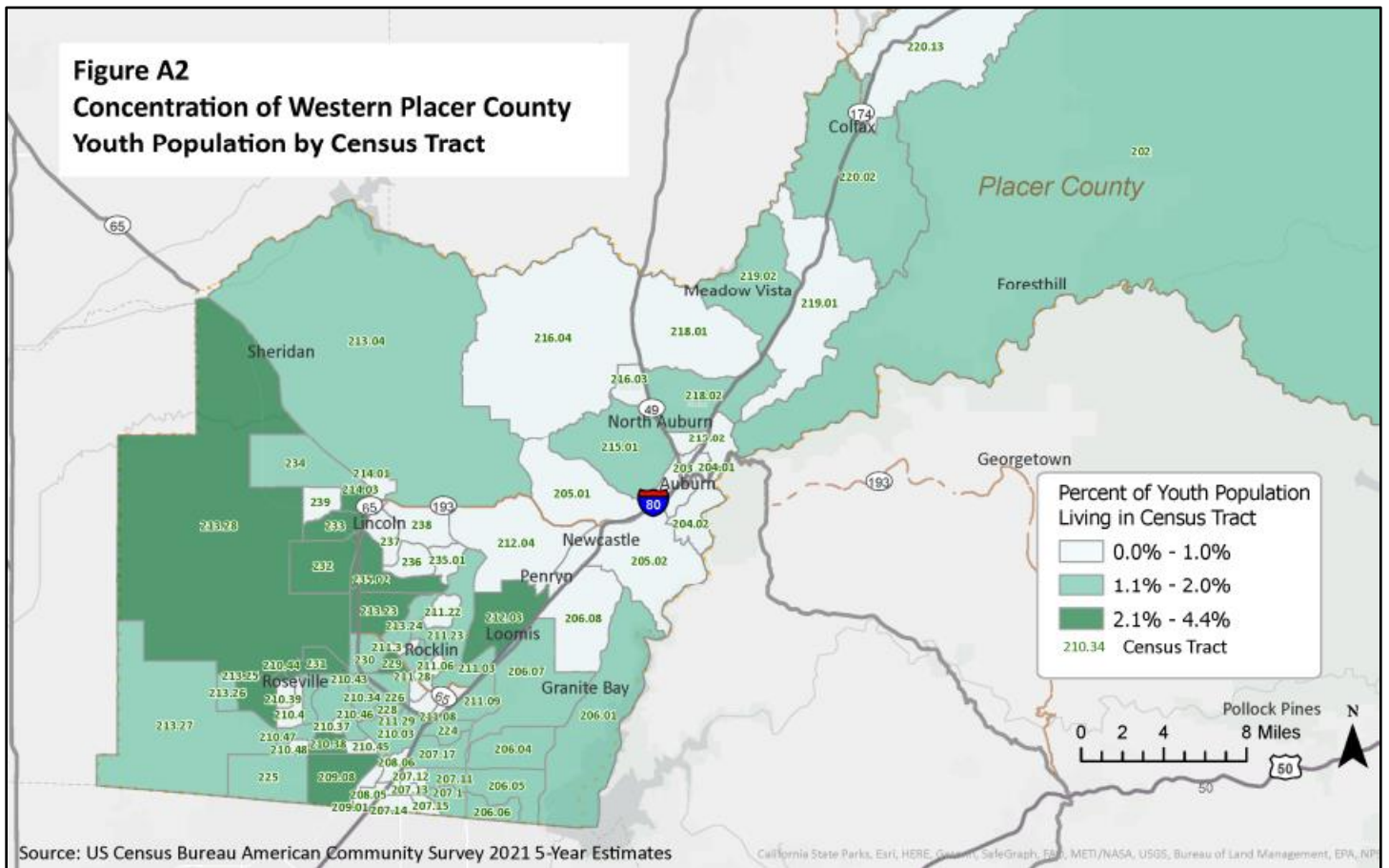
- **Youth Population (under 18 years old):** Many youths have commitments outside of home but are not old enough to drive, do not have a parent/guardian available to give them a ride, or do not have a car available for them to use.
- **Senior Population (65+ years old):** As residents age, they may become more likely to depend on public transit for shopping trips, medical appointments, and other activities.
- **Low-Income Residents:** Individuals with limited means may have a higher reliance on biking, walking, and transit for daily activities due to the maintenance and operating costs of personal vehicles.
- **Persons with a Disability:** Certain types of disabilities may limit the mobility of individuals and/or prevent them from driving, thus requiring assistance from others or reliance on public or other specialized transit services.
- **Zero Vehicle Households:** Zero vehicle households may be the greatest indicator of transit dependency in suburban communities due to their lack of a personal vehicle.

Youth Population Location and Density

Youth, 18 years or younger, total 86,557 individuals in the south Placer region, representing approximately 22% of the region’s population as of 2021. For PCT’s service area, the largest concentrations of youths are in the residential neighborhoods located between Lincoln and Rocklin, near Whitney High School, west and southwest of central Lincoln and SR 65, and the westernmost tract within unincorporated Placer County, immediately west of Lincoln and north of Roseville. Most of these areas are served by PCT’s fixed-routes (i.e., Routes 20, 70, and 80) and/or Dial-a-Ride (on-demand) services.

In the Auburn area, high proportions of youth reside south of Maidu Drive and in the unincorporated North Auburn area. Both the City of Auburn’s OnDemand service and PCT’s Route 30 and complementing on-demand service provide coverage in a large portion of these areas.

In Roseville, concentrations of youth populations are located in the southwestern and western portions of the City, which are served by Roseville Transit’s fixed-routes service and/or the Arrow on-demand service.

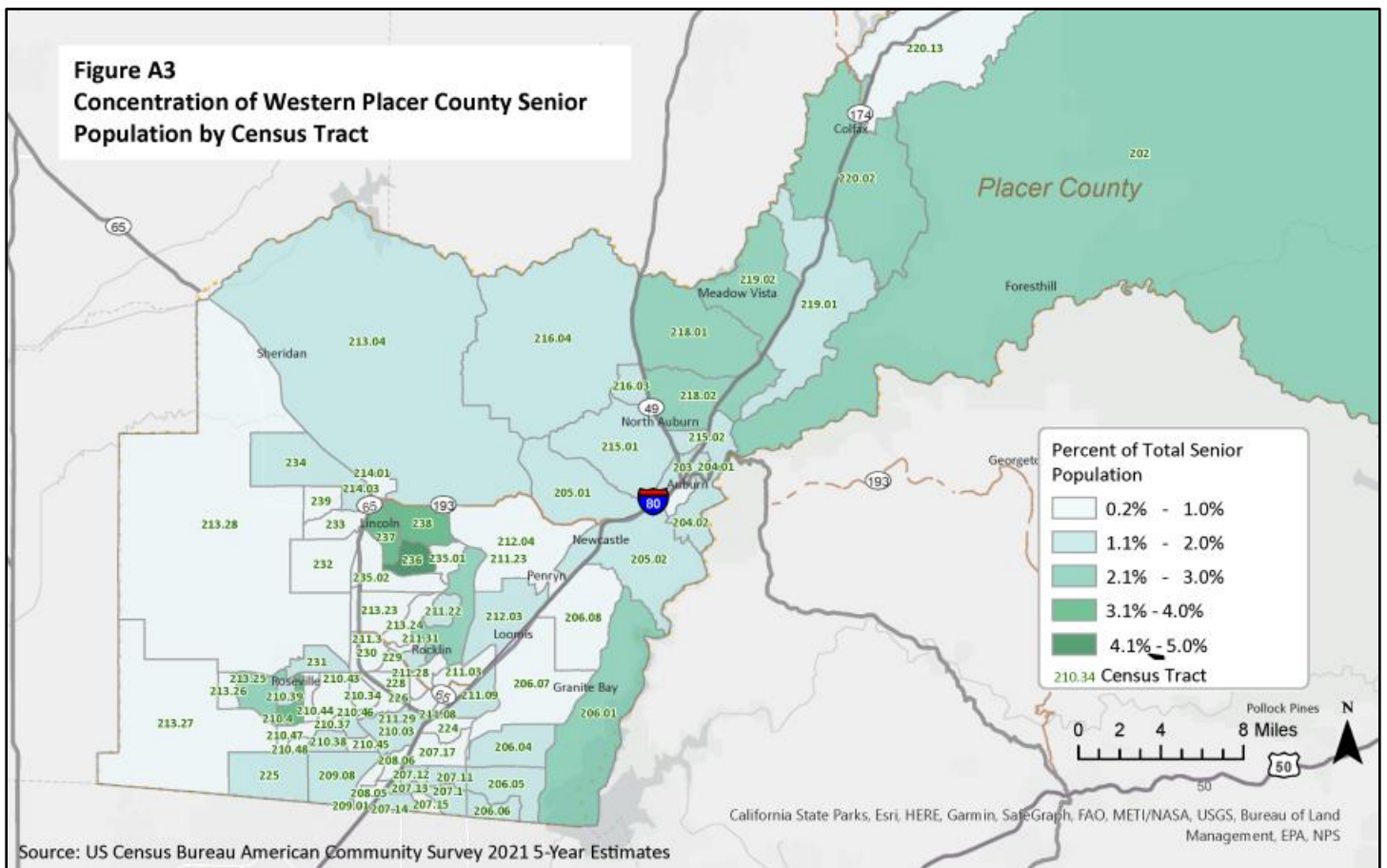


Senior Population Location and Density

Seniors, 65 years or older, total 75,059 individuals in the south Placer region, representing approximately 19% of the region’s population as of 2021. For PCT’s service area, the largest concentrations of seniors are in the residential tracts of the City of Lincoln along Sun City and Del Webb boulevards. General public, on-demand and paratransit microtransit services are provided in many of these areas by PCT where fixed-route services are not available.

Seniors make up approximately one-quarter of the population in the Auburn area, with high concentrations living near Dairy Road, north of Maidu Drive, and south of Rogers Lane. Many of these areas are covered by either Auburn OnDemand and/or PCT’s fixed-route and on-demand services.

In Roseville, the greatest number of seniors per square mile are found in western regions of the City, adjacent to the unincorporated southwestern Placer County. Except for some unincorporated areas along Placer and Sacramento counties’ shared boundary, Roseville Transit’s fixed-route and Arrow, general public, on-demand microtransit services provide coverage for these areas.



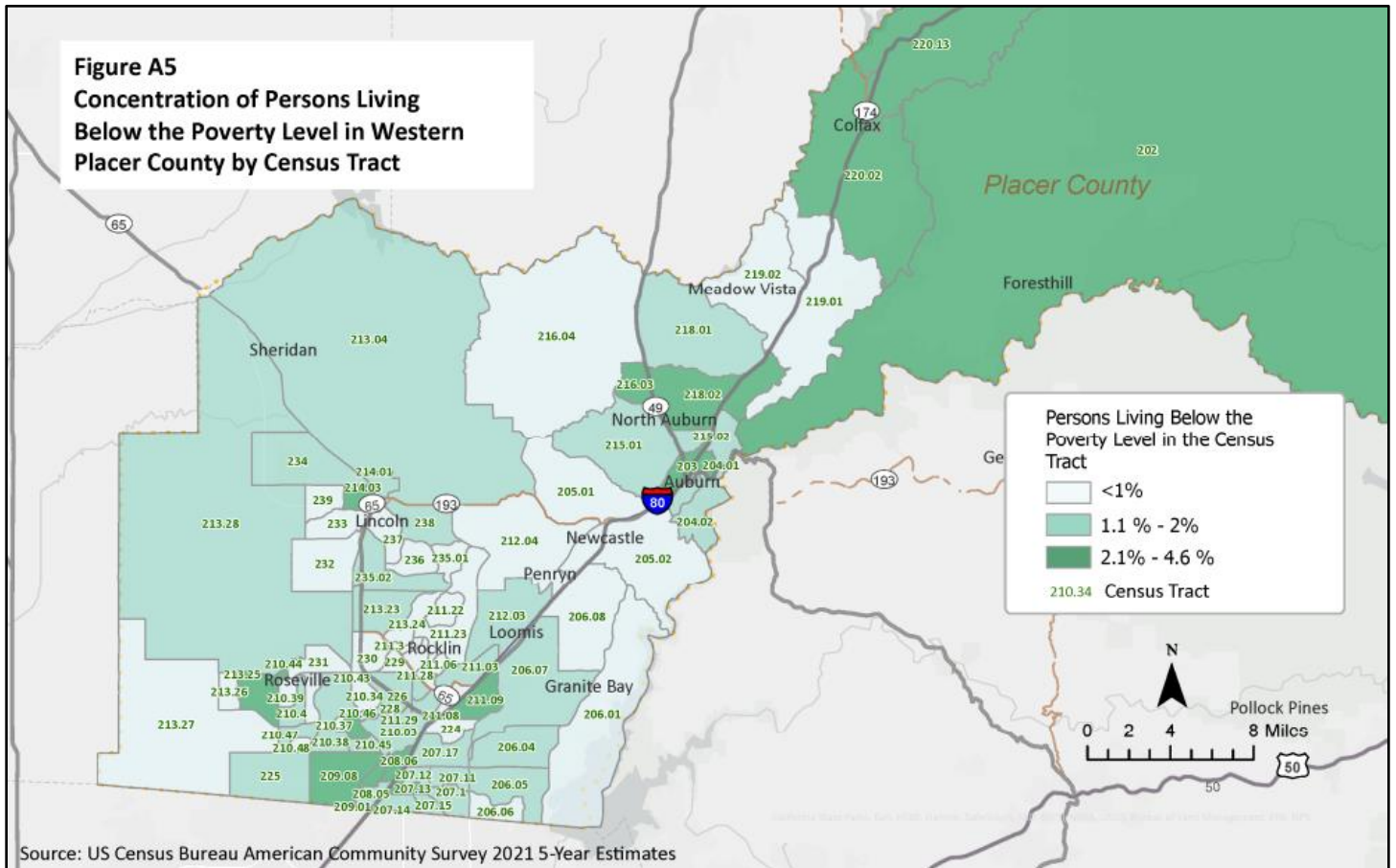
Low-Income Population Location and Density

Approximately 26,600 individuals, or 7% of the population, in the south Placer County region area are living below the poverty line as of 2021. There is likely a significant overlap between low-income households and zero vehicle households.

For PCT's service area, central Lincoln has the greatest concentration of low-income individuals followed by an area in southeastern Rocklin. These areas are generally served by both local fixed-route and general public, on-demand services.

Central Auburn has the largest concentration of low-income individuals living in the Auburn Transit area, followed by areas in North Auburn, adjacent to the Highway 49 corridor. These areas are served by both the Auburn OnDemand and PCT's adjacent fixed-route and on-demand services.

Within the Roseville Transit service area there are multiple concentrations of low-income populations within the central, southern and western areas of the City: between Dry Creek and Cirby Way, near the Eastwood Park area south of Atlantic Avenue, and in areas west of Fiddymnt Road. If not served by fixed-route services, these areas within Roseville are served by the Arrow on-demand service.



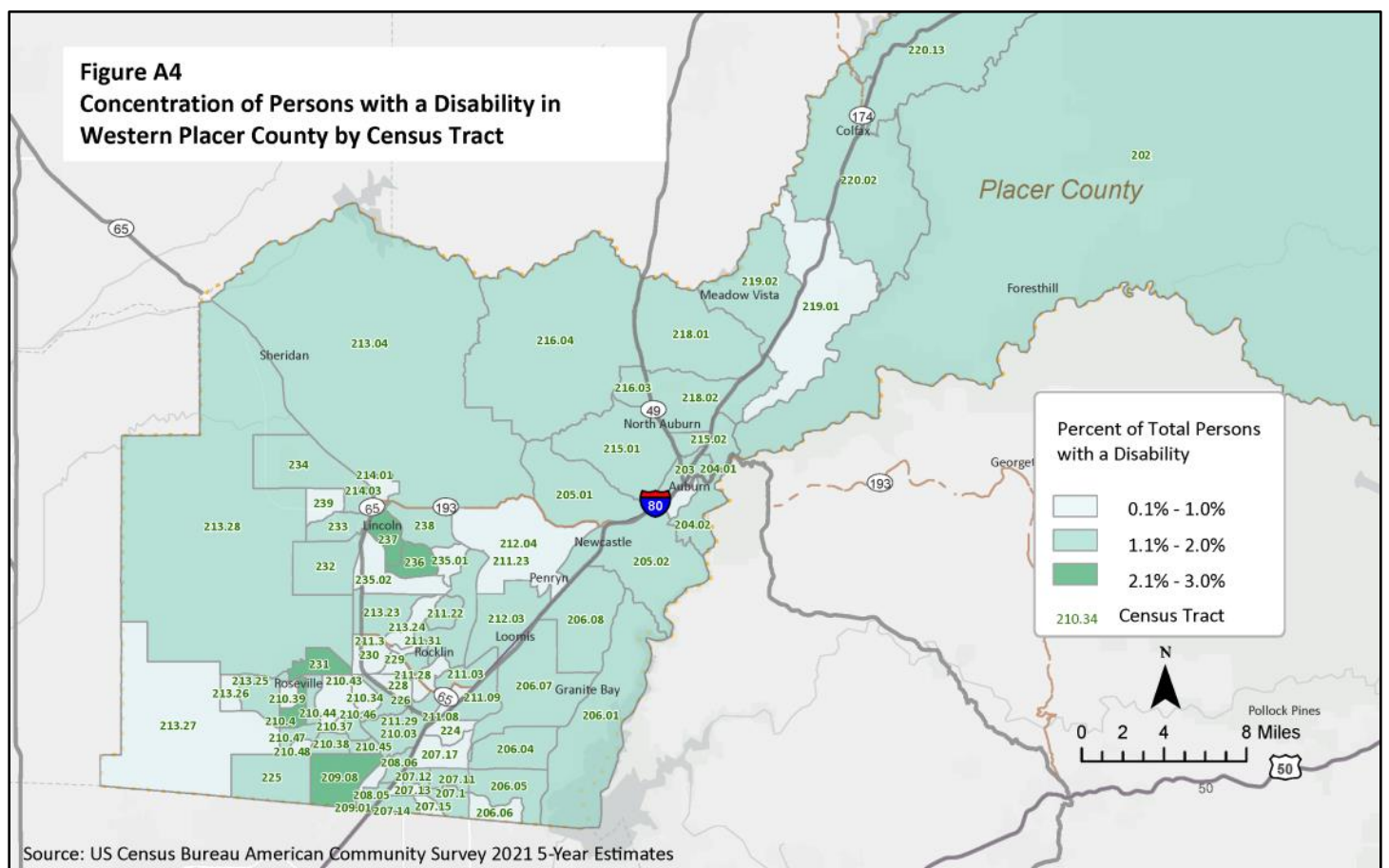
Persons with a Disability Location and Density

Persons with a disability make up 40,681, or approximately 11%, of the south Placer region’s population as of 2021.

For PCT’s service area, the census tracts with the greatest concentration of disabled residents are in the City of Lincoln (both central and eastern areas) near Sun City Lincoln Hills. Some PCT fixed-routes provide service to these areas, while all these areas are served by PCT’s general public, on-demand service provided in the area.

Central Auburn, near the Sunrise Ridge Circle area, and North Auburn, between Vernon Road and Wise Road, have the largest concentration of disabled residents with respect to the Auburn Transit service area. Both these areas are served by either Auburn OnDemand or PCT’s fixed-route and/or on-demand services.

In the Roseville Transit service area, a large concentration of disabled population resides in the southern and western portions of the City, particularly, adjacent to Blue Oaks Boulevard. These areas are served by both the City’s fixed-route and Arrow on-demand services.



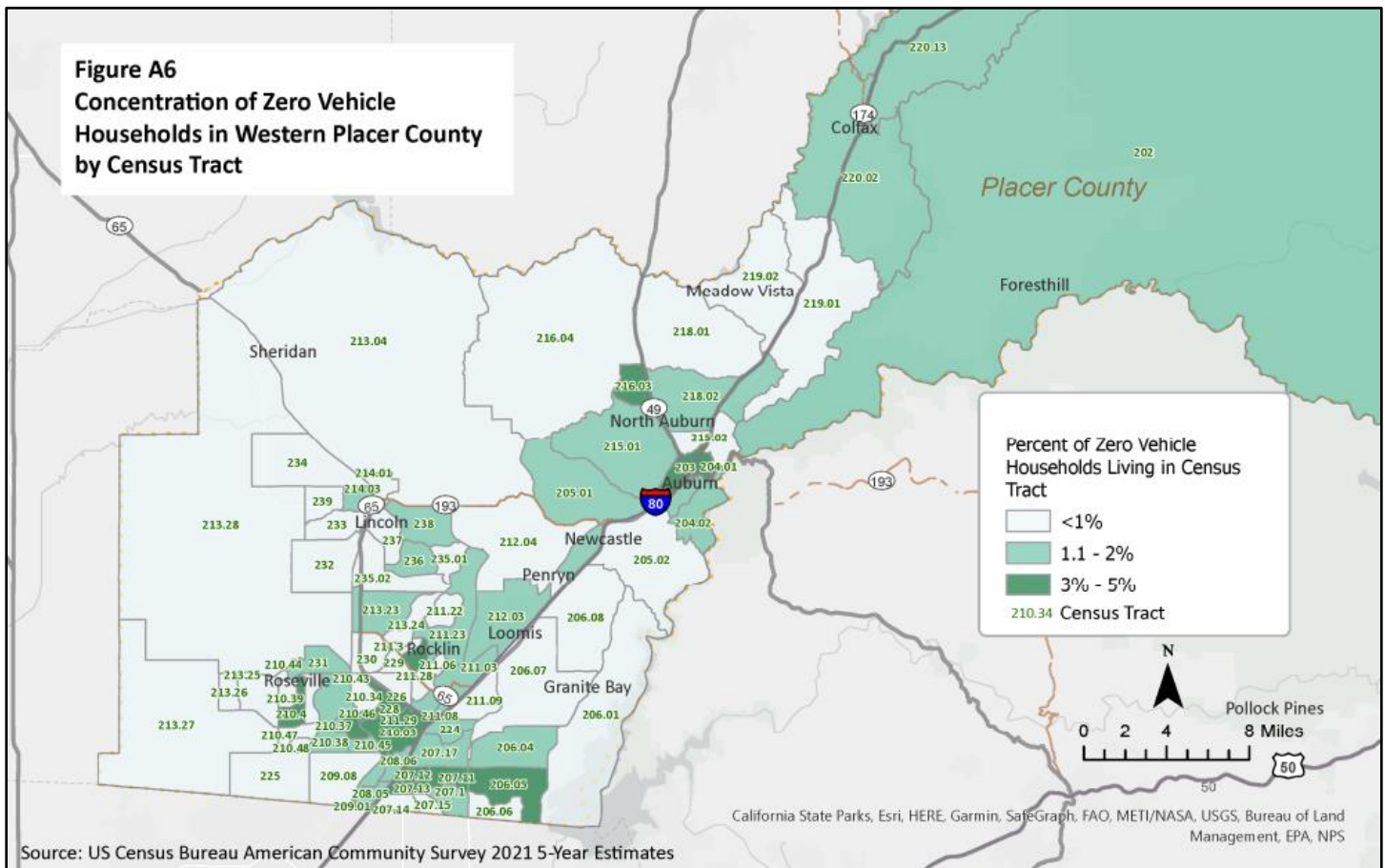
Zero Vehicle Households Location and Density

Perhaps the greatest indicator of transit dependency is households with no vehicle available. The south Placer region has 5,165 zero vehicle households, or approximately 4% of the region’s total households as of 2021. The census tracts with the largest concentration of zero vehicle households in the region are found in Roseville and Rocklin.

With respect to the PCT service area, central and eastern Lincoln, near the Lincoln Crossing and Sorrento developments adjacent to Twelve Bridges Drive and Whitney Ranch Parkway, and the commercial core area of Rocklin northeast of Sunset Boulevard have the highest concentrations of zero vehicle households. Areas of Loomis and Newcastle, along Taylor Road, also have higher concentrations of zero vehicle households. However, all these areas are generally served by either PCT’s fixed-route or general public, on-demand services.

For the Auburn Transit service area, central and North Auburn have the greatest concentration of zero-vehicle households, specifically between Hidden Creek Road and Auburn Ravine Road, and around the Lincoln Way/US Post Office area. These areas are generally served by the Auburn OnDemand service and/or PCT’s fixed-route and on-demand services.

In the Roseville Transit area, concentrations of zero vehicle households can be found in the Kaseberg-Kingwood neighborhood, the Johnson Ranch area near Maidu Regional Park, and the Meadow Oaks neighborhood, adjacent to Cirby Way and Interstate 80. Most of these areas are well served by the City’s fixed-route and/or Arrow on-demand services, making it possible for residents to live in these areas without having a vehicle.





RESOLUTION #25-10 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: A RESOLUTION MAKING FINDINGS REGARDING THE ANNUAL UNMET TRANSIT NEEDS ASSESSMENT IN PLACER COUNTY

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held February 26, 2025, by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

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, pursuant to Public Utilities Code, Section 99401.5(d), PCTPA must adopt by resolution a finding on unmet transit needs prior to allocating Transportation Development Act (TDA) funds for non-transit purposes in the next fiscal year; and

WHEREAS, PCTPA has solicited testimony regarding unmet transit needs from transit operators, social service agencies, transit users, and the general public via a public hearing and survey promoted at local governing body meetings and various pop-up events held throughout the Placer County region, distributed through PCTPA's email contact list, and through various newsletters, online websites, and social media platforms, and posted onboard transit vehicles and at bus stops/stations; and

WHEREAS, each item of testimony received was analyzed and compared with the definitions of "unmet transit need" and "reasonable to meet" as adopted by the PCTPA Board of Directors on February 23, 2022, and is documented in the Annual.Unmet.Transit.Needs.Assessment.Report.for.Fiscal.Year 2025/26; and

WHEREAS, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 28, 2025, regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

NOW, THEREFORE, BE IT RESOLVED that the Placer County Transportation Planning Agency Board of Directors, upon completion of this year’s Unmet Transit Needs Assessment, makes the following findings:

1. There are no unmet transit needs in Fiscal Year (FY) 2024/25 that are reasonable to meet for implementation in FY 2025/26.
2. The Annual Unmet Transit Needs Assessment Report for FY 2025/26 is accepted as complete. |

Signed and approved by me after its passage:

Suzanne Jones, Acting, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board



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

February 11, 2025 – Noon

ATTENDANCE

Technical Advisory Committee (TAC)

Natalie Hampton, Administrative Analyst
Ron Walker, City Manager
Vin Cay, City of Lincoln
Matthew Medill, City of Lincoln
Richard Ly-Lee, Town of Loomis
Katie Jackson, Placer County
Rich Moorehead, Placer County
Megan Bressemer, City of Rocklin
Justin Nartker, City of Rocklin
Lainie Anderson, City of Roseville
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville

Staff

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

Preliminary Draft FY 2025/26 Overall Work Program and Budget

Jodi explained that February marks the beginning of budget season for the next fiscal year. She noted that while not all assumptions are finalized, a detailed review of the numbers will take occur with the final FY 2025/26 OWP and Budget that's presented in May. The preliminary budget includes seven full-time employees, with two retiring at the end of December. No staff replacements are planned for the remainder of the fiscal year.

Work Element 47, South Placer South Sutter Fair Share, concluded in FY 2024/25 and has been removed from this OWP. Local Transportation Fund (LTF) planning funds are currently projected as flat and will be updated in the final budget. Grant carryovers are accounted for in this budget, and the estimated indirect cost rate is 47.86%, reflecting a 1.76% increase. Jodi noted that the preliminary budget is just under \$18 million, with a projected surplus of \$412,502. The fund balance remains within the guideline of covering at least two months' expenses, ensuring stable cash flow throughout the year.

Jodi also presented the list of 22 work elements, highlighting that the I-80 Auxiliary Lanes and Highway 49 Sidewalk Gap Closure Project represent the largest expenditures, as they include Caltrans construction and support costs.

Additionally, a formula error was identified in direct costs related to (1) legal services and (2) meeting supplies, travel, and notifications; these will be corrected.

The TAC concurred with bringing the Preliminary Draft FY 2025/26 OWP and Budget to the Board for approval this month.

Annual Unmet Transit Needs Report & Assessment Findings for FY 2025/26

Mike explained that as the Regional Transportation Planning Agency, PCTPA administers Transportation Development Act (TDA) funding. Before Local Transportation Funds (LTF) can be used for purposes such as streets and roads, we must ensure there are no Unmet Transit Needs (UTN) that are reasonable to meet each year.

The UTN process began in September and continued through October 2024, involving extensive public outreach, including a UTN Public Hearing at the October PCTPA Board meeting. A total of 119 comments were received, with 16 identified as UTNs, though only one was deemed reasonable to meet. However, this need was addressed through an expansion of Roseville's Arrow service.

Key UTN themes included requests for more frequent service in the south Placer region, extended hours, Sunday service, transit connections to Foresthill, improved service in Colfax, Auburn, and Nevada County, and connections to Tahoe/Truckee and Sacramento International Airport. No Unmet Transit Needs were found to be reasonable to meet for FY 2025/26.

The report has been reviewed and approved by the Transit Operators Working Group (TOWG) and the Social Services Transportation Advisory Committee and is now being presented to the PCTPA Board for acceptance.

It was also noted that post-COVID, fare box standards are suspended through 2027, with Placer County currently the only transit provider meeting fare box requirements.

FY 2025/26 Preliminary LTF, STA, and SGR Apportionments

Cory presented the preliminary apportionment findings for Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR). He explained that LTF, funded by a ¼ cent sales tax and distributed based on population, saw an 8% increase from last year, with a total allocation of \$32.1 million. SGR funding remained steady at \$641,000, while STA, funded by a sales tax on diesel fuel, decreased 16% to \$3.6 million. The TAC concurred with bringing the FY 2025/26 TDA preliminary apportionments to the Board for approval this month.

Bicycle Pedestrian Five Year Cash Flow

As required by TDA law, 2% of Local Transportation Funds (LTF) must be allocated for pedestrian and bicycle facilities. PCTPA manages these funds through a five-year cash management plan, which is set to expire at the end of this fiscal year. On average, approximately \$650,000 is

received annually, and distributed based on population. This formula results in smaller jurisdictions, such as Colfax and Loomis, receiving minimal allocations, often insufficient for standalone projects. Cory brought an item for discussion to explore the formation of a rotating match fund that would help PCTPA's member jurisdictions apply for grants for bicycle and pedestrian projects. The TAC agreed it would be worthwhile to explore this option. Staff will bring this back as a future item with recommendations.

SACOG Mobility Zone Presentation

Mike explained that Kathleen Hanley from SACOG will be providing a presentation on Mobility Zones. This project supports efforts to improve transportation access and sustainability in historically underserved areas. The project team has been actively involving stakeholder and community committees in guiding project development process. SACOG has identified ten draft Mobility Zones across the region, one of which is in North Auburn. Katie Jackson, Placer County, noted they are considering a sidewalk gap project as a potential project under this program. If a Mobility Zone is ultimately selected to move forward for further development as part of SACOG's project, potential funding from SACOG would be available to that zone for program planning and/or project development efforts.

SACOG Blueprint Presentation

Cory explained that SACOG is wrapping up the Blueprint process. As part of this, SACOG is presenting to city and town councils, county boards, and RTPA Boards within their MPO planning area. These presentations will provide findings from the outreach process and the land use analysis. James Corless, SACOG, will be presenting the PCTPA Board this month.

Other Info / Upcoming Deadlines

- a. Title VI Update:** Mike explained that as a recipient and administrator of federal funding through FHWA, PCTPA is required to maintain a Title VI Program. This program ensures translation services are available for Limited English Proficient (LEP) populations during public outreach efforts. Currently, Spanish and Tagalog meet the LEP threshold in the PCTPA service area. PCTPA's Title VI Program has recently been updated with minor changes that will be provided to the Board in February as an informational item.
- b. Active Transportation Plan:** Cory updated the TAC on the Countywide ATP Plan process. Cory will set up individual meetings Lincoln, Colfax, Loomis to review the recommended network. Coordination with the County is already occurring.
- c. Federal and State Priorities:**
Matt explained that due to the evolving federal landscape under the new administration, the presentation of federal and state priorities has been postponed until March. This timing aligns with our federal lobbyist's efforts in Washington, D.C., ensuring stronger advocacy for agency priorities. Additionally, a spot bill will be introduced in February, and efforts are underway to increase minimum HUTA funding from \$50,000 to \$150,000–\$200,000, benefiting smaller jurisdictions with minimal impact on larger ones.
- d. Evacuation Transportation Resiliency Plan (ETRP):** David explained that the consultant procurement process for the ETRP is underway, with the RFP currently open. This \$730,000 project includes \$100,000 in funding from Placer County OES. The final consultant selection will occur in April, with the contract slated for Board approval in late April.
- e. Zero Electric Vehicle (ZEV) Infrastructure Plan:** David stated that ICF is currently developing the ZEV Infrastructure Plan, which includes a fleet transition component. He

has a meeting with ICF and Rocklin to discuss this effort and that if interested jurisdictions want to contact ICF for similar planning David will assist in facilitating the process.

- f. **Comprehensive Operational Analysis (COA) and Short-Range Transit Plan (SRTP):** Mike explained that following the COA service plan adoptions by each of the region's transit operators, a joint SRTP is currently being developed to guide an integrated and coordinated approach for implementing those respective transit service changes over the next five years. A public survey will be launched in mid-February and available through March to gather input that helps inform the SRTP's planning efforts, which local jurisdictions and stakeholders are encouraged to share through their respective outreach and engagement platforms.
- g. **PCTPA Board Meeting:** February 26, 2025
- h. **PCTPA Meeting:** March 11, 2025

The TAC meeting concluded at approximately 1:35 PM.

ss:rc:mbc

TO: PCTPA Board of Directors

DATE: February 26, 2025

FROM: Mike Costa, Principal Transportation Planner

SUBJECT: STATUS REPORT

Title VI Program Update

As a recipient of federal funds from the Federal Highway Administration, PCTPA must ensure that its services, programs, and all activities and functions are distributed in an equitable manner and do not discriminate against any individual or populations, specifically on the grounds of race, color, national origin, sex, disability, and/or age. On June 22, 2022, the PCTPA Board of Directors adopted the agency's Title VI Program, Public Participation Plan (PPP), and Limited English Proficiency (LEP) Language Assistance Plan, pursuant to guidelines and regulatory provisions established by the California Department of Transportation (Caltrans) and FHWA. As part of this action, the Board provided PCTPA's Executive Director with the authority to administer, implement, and update these documents, as necessary, to maintain compliance with all applicable state and federal requirements relevant to Title VI of the Civil Rights Act of 1964, as amended, and Presidential Executive Orders 12898 and 13166. PCTPA's Title VI Program describes how the agency ensures non-discrimination in its various administrative functions and includes the PPP and LEP Language Assistance Plan within the Title VI Program to address environmental justice in minority and low-income populations and services to populations with limited English proficiency required by the respective Presidential Executive Orders.

PCTPA has recently updated its Title VI Program, PPP, and LEP Language Assistance Plan (which can be found online at <https://www.pctpa.net/title-vi>) to incorporate some minor changes in the following topic areas:

- Current staffing roles/titles,
- Agency contact information and Title VI complaint procedures reflecting PCTPA's Roseville office location,
- The agency's administrative functions for its federally funded Freeway Service Patrol (FSP) program,
- Digital outreach and engagement methodology, and
- An updated four-factor analysis assessment to verify current limited English populations and language translation requirements for the agency's LEP Language Assistance Plan.

Staff is providing this item to the PCTPA Board for information only, as the Executive Director will continue to administer the agency's Title VI Program, along with the agency's Title VI Program Coordinator and staff, to ensure continual compliance with applicable state and federal regulations and non-discriminatory practices within PCTPA's various administrative programs and services.

PCTPA Board of Directors
Status Report
February 26, 2025
Page 2

Transit Ridership and WPCTSA Call Center Operations Quarterly Report

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

Quarterly Ridership Trends for Placer County Transit Operators

Transit Operator	FY 2023			FY 2024					FY 2025		
	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2023	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2024	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	Total FY 2025
Auburn Transit											
Total (all services)	6,827	7,021	27,355	7,960	6,921	6,587	6,826	28,294	6,441	4,584	11,025
Placer County Transit											
Fixed Route	44,992	45,989	187,231	38,233	39,532	40,267	45,298	163,330	45,643	41,199	86,842
Dial-A-Ride	6,118	5,499	21,302	5,565	5,430	5,533	6,633	23,161	7,234	9,041	16,275
Vanpool	456	476	2,084	426	390	390	390	1,596	396	240	636
Commuter	2,898	2,797	11,037	2,456	2,845	3,273	3,800	12,374	5,352	8,668	14,020
Total (all services)	54,464	54,761	221,654	46,680	48,197	49,463	56,121	200,461	58,625	59,148	117,773
TART											
Total (all services)	136,932	44,990	330,249	52,042	77,658	154,845	65,693	350,238	70,896	69,274	140,170
Roseville Transit											
Fixed Route	25,889	29,259	111,970	30,618	29,915	29,378	35,674	125,585	31,272	32,092	63,364
Dial-A-Ride	4,235	4,908	17,250	4,761	5,851	6,703	6,801	24,116	8,036	9,030	17,066
Commuter	6,731	6,570	25,683	6,696	6,710	7,702	9,314	30,422	13,270	12,689	25,959
Total (all services)	36,855	40,737	154,903	42,075	42,476	43,783	51,789	180,123	52,578	53,811	106,389
Western Placer CTSA											
Placer Rides - Volunteer	1,253	1,418	5,051	1,776	1,980	1,903	2,138	7,797	2,135	2,755	4,890
Placer Rides - Last Resort	193	349	1,000	410	82	228	283	1,003	213	184	397
Total (all services)	1,446	1,767	6,051	2,186	2,062	2,131	2,421	8,800	2,348	2,939	5,287
Region-Wide											
Total (all services)	236,524	149,276	740,212	150,943	177,314	256,809	182,850	767,916	190,888	189,756	380,644

Quarterly South Placer Transit Information Center (Call Center) Statistics

Call Summary Data	FY 2023			FY 2024					FY 2025		
	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2023	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2024	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	Total FY 2024
Calls Answered	8,712	8,422	34,174	10,364	9,709	9,183	10,042	39,298	9,744	10,154	19,898
% Calls Answered within 90 seconds	76%	70%	77%	78%	87%	93%	91%	87%	94%	96%	95%
% Calls Answered within 3 minutes	85%	81%	86%	88%	93%	97%	96%	94%	90%	98%	94%
% Calls Answered within 6 minutes	99%	99%	98%	99%	100%	100%	99%	100%	100%	100%	100%
Calls Abandoned	1,437	1,755	5,316	1,221	888	457	742	3,308	423	439	862
Average Speed Calls Answered	1.08	1.31	0.94	0.91	0.46	0.21	0.33	0.48	0.19	0.16	0.18
Average Incoming Call Time	1.52	1.62	1.57	1.48	1.49	1.96	1.68	1.65	1.95	1.76	1.86
Calls Transferred Out	2,261	2,381	9,140	2,426	2,591	2,734	2,648	10,399	2,645	2,714	5,359



DKS WORK SUMMARY

DATE: February 6, 2025

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

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

SUBJECT: January 2025 Work Summary for Task Order 3

P#23049-003

DKS WORK COMPLETED IN JANUARY 2025

TASK ORDER 3: CTSA SUPPORT

- Attended project coordination meetings with staff and other consultants for the StoryPrompt Video Campaign and the South Placer Information, Education, and Training (SPTI) Marketing Toolkit.
- Provided website and social media post content for the StoryPrompt Video Campaign.
- Created a production and review schedule for the SPTI Marketing Toolkit to have all materials completed by March 3, 2025.
- Developed the following materials for the SPTI Marketing Toolkit:
 - Long Narrative Descriptions – General, Information, Education, and Training
 - Short Narrative Descriptions – General, Information, Education, and Training
 - Press Release Description
 - FAQ

MARK WATTS ADVOCACY
Consulting & Governmental Relations

February 3, 2025

Memorandum

To: Matt Klick, PCTPA

From: Mark Watts, Legislative Advocate

Re: State Advocacy & Association Activities –January Monthly Update

I am pleased to provide the following memo to you on my recent state advocacy efforts and administration activities of interest.

Legislative Matters

The Legislative session has officially been underway since early December. I continue to monitor bill introductions, with some dating back to December 6, 2024, and have targeted a series of bills of interest to the statewide transportation delivery and planning industry. Once introduced, bills must be in print for 30 days before they can be amended or heard by a committee. As a result, legislative committee hearings on bills typically begin in earnest in late March and early April in advance of the May 2 deadline for bills to be approved by legislative policy committees.

Legislative Leaders Announce Committee Assignments:

President pro Tempore McGuire announced the chairs and membership of Senate policy and fiscal committees in early January.

Assembly Speaker Rivas had previously announced committee chairs in late December and released full committee assignments on January 17.

On the transportation policy arena, Senator Dave Cortese (D-San Jose) continues as Chair of the Senate Transportation Committee and Assemblymember Lori Wilson continues to chair the Assembly Transportation Committee.

From a broader perspective, there were limited leadership changes across the transportation policy and budget area. Senator Laura Richardson, who previously served in both the Assembly and in Congress, is the new chair of Senate Budget Subcommittee No. 5, which includes transportation in its jurisdiction. Assemblymember Steve Bennett (D-Ventura) continues as chair of the corresponding Assembly Budget Subcommittee No. 4.

MARK WATTS ADVOCACY

Consulting & Governmental Relations

Active advocacy actions:

- Coordinated, at the direction of the Executive Director, the gathering of support letters from the updated Placer County Delegation for SB 1 grant submittal. This project is being coordinated with SACOG leadership.
- Met with Assembly leadership staff in transportation for update and perspective about the “state-of-play” for the possibility to approve legislation to extend the present market-based cap and trade regime to reduce greenhouse emission within the state . As presently configured, the auction process is due to expire on December 31, 2030.
- Also, convened meetings with appropriate republican caucus staff. Key action items for these sessions focused on potential for renewal and extension of Cap and Trade Auction Authority beyond 2030.
- On another front I checked in with staff on their perspective of a replacement revenue for the fuel tax .It appears that at least one legislative member will seek re-introduction of last year’s ACA 18 (Wallis). That measure would require a super-majority to approve a revenue measure that depends on a user fee.

State budget update:

On January 10, the Department of Finance released the Governor’s 2025-26 Proposed Budget, showcasing a relatively status quo state budget, especially for transportation programs. Due to the final budget agreement for the current year budget (2024-25) that spread the state’s \$45 billion deficit over a two-year period, the 2025-26 proposed budget brings the state back to a more stable fiscal footing, with a modest \$363 million surplus.

Major fiscal uncertainty remains, however, as the impacts of January’s devastating fires in Southern California were not contemplated when the budget was prepared. Governor Newsom quickly expanded his existing special session declaration to encompass response and recovery costs for the LA fires. We anticipate that the May Revision will have a more robust evaluation of the budgetary impacts of these emergencies, including the availability of federal emergency aid and the impacts to revenue estimates based on the extension of state and federal income tax payments due from taxpayers in Los Angeles County.

Transportation Budget Proposals.

The January budget was uneventful for transportation funding, with no additional cuts and limited new General Fund spending proposals beyond what was included in last year’s budget deal. The Governor’s budget maintains existing General Fund commitments to multimodal transportation programs and projects, totaling approximately \$14.2 billion, and maintains all

MARK WATTS ADVOCACY

Consulting & Governmental Relations

special funds for their intended transportation purposes. This includes multi-year funding for the competitive and formula Transit and Intercity Rail Capital Program, the Zero Emission Transit Capital Program, and other previously awarded programs. The budget also maintains a \$100 million supplement to the Active Transportation Program in 2025-26, but this funding is only sufficient to maintain the current Cycle 7 funding commitments. Cap-and-Trade Reauthorization California's cap-and-trade program expires in 2030. While the Governor's summary acknowledged the need to extend the program to achieve the state's carbon neutrality goals, the January budget did not include a specific proposal related to cap-and-trade reauthorization to kick-off negotiations with the Legislature. The summary does list the Governor's priorities for the investment of cap-and-trade auction proceeds in the Greenhouse Gas Reduction Fund (GGRF), including investments in "programs that deliver effective pollution reduction results, support clean transportation and communities, and help address energy affordability."

The Newsom Administration and Legislature are looking to extend the program in 2025, in large part to give regulated business certainty in long-term plans and state administrators similar assurances that the programs funded by cap-and-trade revenue and the recipients of those funds can plan for long-term investments. It is unclear whether the budget language means the Governor will wait for the Legislature to develop an initial proposal or if he will outline a plan later this year in his May Revision

Initial Bill introductions – 2025-26 Legislative session

Identified initial series of bills introduced by new 2025-26 legislature upon their convening on December 6. Following the Legislative Recess, new bill introductions will be monitored closely for impact on industry.

December 2024, New Introductions (2/4/2025): Please see attached.



Special Report

Executive Actions from the Second Trump Administration

January 24, 2025



TFG Special Report: Executive Actions from the Second Trump Administration

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Introduction

On Monday, January 20, 2025, President Donald Trump was sworn in as the 47th President of the United States. This TFG Special Report outlines the President's **executive orders, memoranda, and proclamations** that were issued in his week in office.

Definitions

Executive Order

[Executive orders](#) (EOs) have the force of law, must be constitutional, and must be published in the Federal Register. EOs affect officials and agencies in the federal government. They cannot usurp statutes already enacted by Congress and cannot be overturned by Congress.


The federal courts, including the U.S. Supreme Court, can rule on presidential authority, and Congress can implement technical challenges to an EO through legislation that can, for example, remove the funding needed to carry out the order. Only a sitting president may rescind an EO.

Presidential Memorandum

Presidential memoranda impact the government's administrative matters. They are more challenging to monitor, as they need not reference legal authority or be published in the Federal Register.

Presidential Proclamation

Presidential proclamations are more ceremonial. Proclamations are expressed without the force of law and typically commemorate individuals and events.

The actions that have a **direct impact on local governments and public agencies are denoted with a star**  We are also summarizing executive actions that are receiving national attention, some of which may have a local impact in the future.

Executive Action by the Trump Administration

Energy & Climate



Unleashing American Energy (Executive Order)

In one of the more sweeping actions taken by President Trump on his first day, this [EO](#) issues many directives to federal agencies pertaining to energy policy and revokes several Biden-era EOs and other presidential actions. This EO aims to fulfill several promises that President Trump made on the campaign trail, including but not limited to:

developing energy, mineral, and timber resources on public lands; attempting to lower household energy costs; identifying and removing regulatory and permitting barriers to energy and resource development, and related infrastructure; resuming Liquefied Natural Gas (LNG) export operations; and pausing the disbursement of funds appropriated for various programs under the Inflation Reduction Act (IRA) and the Infrastructure Investment and Jobs Act (IIJA). A [memorandum](#) issued concurrently by the Office of Management and Budget (OMB) clarifies that this pause only applies “to funds supporting programs, projects, or activities that may be implicated by the policy established in Section 2 of the order,” which are, primarily focus on energy and natural resource-related programs. Individual agencies must certify to OMB that funds from the IRA and IIJA being expended do not conflict with Section 2 of the order.

Local governments and other entities will likely see a near-immediate pause in funding disbursements and the execution of other financial agreements for programs under the IRA and IIJA for at least 90 days (per language in the EO instructing federal agency heads to submit a report to OMB and the National Economic Council by April 20, 2025 detailing the findings of their review of IRA and IIJA funds in the context of the EO). By and large, and per the spirit of the order, these will be programs pertaining to electric vehicles (EVs) and other energy infrastructure programs. Some entities who have applied for funds under these programs will still receive funds, though there may be a delay. This pause will give the administration time to ensure that the funds awarded through these programs are consistent with President Trump and his administration’s political and economic goals. We would further expect that many businesses – such as oil and gas, timber, and mining companies – will enjoy greater access to public lands for resource development purposes, potentially leading to increased investment from these organizations in nearby communities.

Putting America First in International Environmental Agreements (Executive Order)

The [EO](#) directs the U.S. Ambassador to the United Nations to submit formal written notification of the United States’ withdrawal from the Paris Agreement under the United Nations Framework Convention on Climate Change. Commonly known as the “Paris Agreement,” this legally binding international treaty covers climate change mitigation, adaptation, and finance. The withdrawal becomes effective one year after the submission of the letter. The EO further requires the U.S. Ambassador to the United Nations, in collaboration with the Secretary of State and Secretary of the Treasury, to immediately revoke any financial commitments made by the U.S. under any provision, sub-agreement, pact, or accord, or any other similar commitment in association with the Paris Agreement. Further, domestic agencies must detail their actions to revoke or rescind policies that were implemented to advance International Climate Finance. This EO aims to promote future international treaties and policies with international energy organizations, or any treaty entered into by the United States, to primarily consider the values and contributions of the United States in pursuit of economic and environmental objectives and to limit fiscal engagements with any organization or nation that concern energy policy.

The United States will join Iran, Libya, and Yemen as the only four countries not in the Paris Agreement. The United States previously withdrew from the Paris Agreement in 2020 but rejoined in 2021. This signals the Trump administration’s determination to advance domestic energy supplies and production and move away from clean-energy technologies like electric vehicles and power-generating wind turbines. While the United States is currently producing more crude oil and natural gas than any other time in history, the Trump administration will further ramp up production and exports to create energy independence in the United States and provide fossil fuel exports for European allies to lessen their dependence on Russian supplied oil.



Declaring a National Energy Emergency (Executive Order)

This [EO](#) declares a national emergency related to the nation’s energy and critical mineral infrastructure, including the “identification, leasing, development, production, transportation, refining, and generation capacity of the United States.” Specifically, the EO addresses the vulnerabilities posed to the nation by inadequate energy and mineral infrastructure from foreign adversaries, terrorist organizations, and economic interests. It further identifies “intermittent energy supply and an increasingly unreliable grid” as an immediate threat to national security. Consequently, the EO directs several departments and agencies to immediately utilize relevant emergency authorities to assist in the development of energy infrastructure. Among other things, the EO directs the Administrator of the Environment Protection Agency (EPA), in consultation with the Secretary of Energy, to consider a waiver to allow the year-round sale of E-15 ethanol to increase short-term gasoline supply. The EO also orders federal agency heads to consider submitting applications to the president to utilize the Defense Production Act to meet energy infrastructure and supply shortfalls. The EO also directs various agencies to submit separate reports to the White House identifying actions that may require emergency permits or waivers under the Endangered Species Act (ESA) and Clean Water Act (CWA), respectively.

Generally, a declaration of a national emergency allows the federal government to make use of certain resources and circumvent certain procedures that might otherwise be required by statute (such as CWA and ESA processes). Most tangible impacts may be immediately felt in the permitting space where agencies are being directed to expedite the approval process. In the intermediate- to long-term, it is likely that infrastructure requiring federal approvals or across inter-state boundaries, is likely to be expedited and face less review before certain permitting authorities.



Putting People Over Fish: Stopping Radical Environmentalism to Provide Water to Southern California (Presidential Memorandum)

This [memorandum](#), addressed to the Secretaries of Commerce and Interior, directs them and their constituent agencies to reroute water supplies from the Sacramento-San Joaquin River Delta to parts of California that are in dire need of additional water supply. The memorandum specifically references the recent destructive and deadly wildfires in Southern California. It also refers to the outflow of water supply from snowmelt and precipitation to the ocean, thereby losing valuable drinking and agricultural water supplies. This phenomenon has been the subject of much debate in recent years as California’s communities face critical drought conditions.

The immediate effects of this memorandum will be a federal review of the guidance governing operations of the Central Valley Project and the State Water Project, among others, though specific changes that will be made to these are uncertain. The broad scope and language of the memorandum gives the Secretaries of Commerce and Interior significant leeway in proposing and making changes to these operations. The memorandum also signals that the administration will pursue the development of water storage infrastructure. This will be a welcome development to some but may face opposition from those concerned with the environmental and ecological impact of such infrastructure.

Temporary Withdrawal and Review of Offshore Wind Leasing (Presidential Memorandum)

This [memorandum](#) immediately withdraws the territory within the Outer Continental Shelf¹ (OCS) from the federal government's system of leasing territory for wind energy development. Though this withdrawal – in effect a pause – on wind leases is temporary, it is effective indefinitely until the memorandum is revoked. The withdrawal applies only to leases for the purpose of wind energy and infrastructure development. It explicitly excludes leasing OCS territory for oil, gas, and mineral development, and for environmental conservation. Existing wind leases are unaffected, except that the Secretary of Interior and Attorney General are directed to conduct a review of existing leases and make recommendations to the President for the amendment or cancellation of such leases based on ecological, economic, and environmental factors. The Secretary of the Interior, Secretary of Energy, and EPA Administrator are also directed to “assess the environmental impact and cost to surrounding communities of defunct and idle windmills” and subsequently to submit a report to the President.

Communities near pending offshore wind leases should expect an immediate cessation of activities surrounding the lease and likely a cancellation or rejection of the lease application. Existing leases will likely not see an immediate impact, though in the intermediate term, the administration's intent is clearly to review and potentially alter or cancel existing leases.

Inflation, Trade & Tax

Delivering Emergency Price Relief for American Families and Defeating the Cost-of-Living Crisis (Presidential Memorandum)

President Trump issued a [memorandum](#) directing federal agencies to provide emergency price relief and reduce regulatory burdens, citing the Biden administration's policies as contributors to inflation and rising costs for essential goods and services. The memorandum criticizes previous policies for promoting excessive government spending, imposing restrictive regulations on energy and housing, and mandating a shift toward electric vehicles. Key priorities include lowering housing costs and expanding supply, reducing healthcare expenses, eliminating regulations on home appliances, and reversing climate policies perceived to increase food and fuel prices. No later than February 19, 2025, the Assistant to the President for Economic Policy must report to President Trump on the status of the implementation of this memorandum, and every 30 days thereafter.

State and local communities are likely to experience various effects from these measures. Efforts to lower housing costs may boost local housing availability and increase property tax revenues. Energy policy rollbacks could reduce fuel costs but may challenge state-level renewable energy initiatives. Local governments may need to adapt healthcare and job training programs to align with federal directives aimed at cost reduction and workforce expansion. Additionally, repealing climate-related regulations could conflict with state and local environmental

¹ Outer Continental Shelf (OCS) is defined as “(1) all submerged lands lying seaward and outside of the area of lands beneath navigable waters as defined in the Submerged Lands Act, and of which the subsoil and seabed appertain to the United States and are subject to its jurisdiction and control or within the exclusive economic zone of the United States and adjacent to any territory of the United States; and (2) does not include any area conveyed by Congress to a territorial government for administration (43 USC 1331).”

goals, potentially diminishing funding for sustainability efforts. This memorandum marks a significant policy shift toward deregulation and cost reduction, with wide-ranging implications for local governance and planning.

America First Trade Policy (Presidential Memorandum)

This [memorandum](#) reflects many of President Trump’s longstanding trade priorities and directs federal agencies to renew an “America First” approach to the issue. It calls for US trade policy to protect American workers, farmers, and business interests, enhance industrial capabilities, and reduce trade deficits. The memorandum requires numerous reports be given to the President by April 1, 2025, that help achieve the objectives. These will include reviews and recommendations on a wide range of trade issues, including proposals to lower the trade deficit using tariffs; revisions to the US-Mexico-Canada (USMCA) free trade agreement; China’s compliance with the US-China trade deal; measures to counter currency manipulation; protecting American intellectual property rights; enhancing export controls; and more.

Since entering politics in 2015, President Trump has made trade a key focus of his platform and used it to further both his domestic and foreign policy goals. During his first administration, the President took action in this area by signing a trade deal with China, renegotiating the free trade agreement with Mexico and Canada, and levying tariffs on steel and aluminum imports. This memorandum represents a continuation of many of these priorities and establishes a framework for addressing trade issues over the next four years. Most notably, the administration is poised to act quickly on implementing new tariffs to help reverse trade deficits, with President Trump saying that by February 1, he plans to place a 25 percent tariff on all goods coming in from Mexico and Canada, as well as a 10 percent tariff on goods from China. Such a move could have far-reaching impacts on the \$1.5 trillion worth of goods and services these countries send to the US and will likely just be the opening salvo as part of a flurry of trade activity for the new administration. In the months ahead, trade policy will play a key role in many of the administration’s broader goals, such as increasing domestic manufacturing and pushing back on China’s influence on the global stage.



Federal Workforce

President Trump has issued three executive actions impacting the federal workforce. They include an EO to [Reform the Federal Hiring Process and Restore Merit to Government Service](#) and two Presidential Memoranda, one of which issues a [Hiring Freeze](#) and another that orders federal employees to [Return to In-person Work](#). The most extensive of these actions is the EO to reform federal hiring. It aims to restructure Federal hiring practices and principles and requires multiple federal department directors to collectively develop a “Federal Hiring Plan” that prioritizes merit over equity. The EO prioritizes recruiting individuals committed “to improving government efficiency, passionate about the ideals of our American republic, and committed to upholding the rule of law and the US Constitution.” It also prevents hiring based on race, sex, and religion and prevents hiring individuals who are unwilling “to defend the constitution or faithfully serve the Executive Branch.” The EO states that the plan should focus on decreasing hiring time, incorporation of evidence-based practices and modernization of technology for hiring, and development of performance metrics to evaluate the success of the reform policy.

The hiring freeze stipulates that no federal civilian positions vacant as of noon on January 20, 2025, may be filled, and no new positions may be created unless explicitly authorized. The freeze does not apply to military personnel or positions related to immigration enforcement, national security, or public safety, and it will not adversely impact Social Security, Medicare, or veterans’ benefits. Hiring freezes are a common occurrence during administration transitions and occurred with both the administrations of Jimmy Carter and Ronald Reagan.

Administrations often implement temporary freezes to reassess federal staffing needs, review agency budgets, and align workforce priorities with the new administration’s policy objectives. Lastly, the directive to return to in-person work states that all necessary steps should be taken to terminate remote work arrangements for federal employees and requires them to return to work in-person on a full-time basis. Department and agency heads may make exemptions as deemed necessary.

The executive actions issued could have a ripple effect on local communities and governments, particularly in areas where federal policies and programs influence local operations. Collectively, all three actions may lead to slow response times, staffing turnovers, and staffing shortfalls that could slow interactions with federal programs and services that local governments rely on, such as grants management and advancement of infrastructure projects and community development initiatives. Conversely, it could also improve interaction as new staff are hired or reallocated to new positions.

Immigration & Citizenship



Protecting the Meaning and Value of American Citizenship (Executive Order)

President Trump signed an [EO](#) clarifying his administration’s position on the accepted definition of the Fourteenth Amendment to the United States Constitution. That amendment states, in part:

“All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside.”

Under this EO, executive departments of the federal government will interpret the amendment to no longer extend citizenship to persons born in the United States under the following conditions: “(1) when that person’s mother was unlawfully present in the United States, and the father was not a United States citizen or lawful permanent resident at the time of said person’s birth, or (2) when that person’s mother’s presence in the United States at the time of said person’s birth was lawful but temporary (such as, but not limited to, visiting the United States under the auspices of the Visa Waiver Program or visiting on a student, work, or tourist visa) and the father was not a United States citizen or lawful permanent resident at the time of said person’s birth.”

These definitions align with existing exclusions to the Fourteenth Amendment for individuals not “subject to the jurisdiction” of the United States, such as children of foreign diplomats and children of enemy occupying forces.

It is now the policy of the federal government not to issue documents recognizing U.S. citizenship, nor to accept documents issued by state, local, or other authorities recognizing U.S. citizenship to individuals meeting the above criteria. While local governments and other organizations can continue issuing such documents, the federal government will not recognize their legal validity and will not extend federal protections based on them.

This EO applies to persons born in the United States who meet the above criteria and takes effect 30 days from the date of this issuance – February 19, 2025.

As expected, this EO is already facing legal challenges and will likely be reviewed by the United States Supreme Court. Twenty two state attorneys general (AG), the District of Columbia AG, and the city of San Francisco, CA, have [already filed](#) several [lawsuits](#) challenging this executive order, in addition to the [American Civil Liberties Union](#) (ACLU) and [immigrant organizations](#). On January 23, U.S. District Judge John Coughenour (from the U.S. District Court for the Western District of Washington) [issued a Temporary Restraining Order](#) preventing President Trump from carrying out this executive order. Judge Coughenour’s block on President Trump’s EO appears to apply

nationwide and will be in effect for 14 days. The issue is expected to wind up at the Supreme Court within days or weeks.

Declaring a National Emergency at the Southern Border of the U.S. (Presidential Proclamation)

In this [Presidential Proclamation](#), President Trump stated that the United States is under attack at the southern border. In his proclamation, the President lists cartels, gangs, terrorists, and other foreign entities as responsible parties and deems it necessary for the United States Armed Forces to take all appropriate actions to assist the Department of Homeland Security (DHS) in securing the southern border. His proclamation also declares a national emergency at the southern border and asserts that this emergency requires the assistance of the U.S. Armed Forces. The proclamation prioritizes preventing and deterring unauthorized physical entry at the southern border.

This proclamation and declaration authorize the Secretary of Defense, or secretary of each relevant military department, to order units or members of the Armed Forces to support the Homeland Security Secretary's efforts to gain operational control of the southern border. These orders also include the provision of transportation services, detention space, and logistic services by the Department of Defense (DoD). Additionally, this order allows DoD and DHS to construct additional physical barriers at the southern border and to coordinate with border state governors as necessary.

Furthermore, the declaration recommends that the Secretaries of Commerce and Transportation waive Federal Communications Commission (FCC) and Federal Aviation Administration (FAA) regulations that restrict the use of counter-Unmanned Aerial System (UAS) technology within a five-mile radius of the southern border.

Finally, this proclamation revokes President Biden's Proclamation 10142 of January 20, 2021, titled *Termination of Emergency With Respect to the Southern Border of the United States and Redirection of Funds Diverted to Border Wall Construction*.



Protecting the American People Against Invasion (Executive Order)

President Trump signed an [EO](#) focused on "executing the immigration laws of the United States." The EO indicates that "it is the policy of the United States to faithfully execute the immigration laws against all inadmissible and removable aliens, particularly those aliens who threaten the safety or security of the American people. Further, it is the policy of the United States to achieve the total and efficient enforcement of those laws, including through lawful incentives and detention capabilities." Four immigration-related EOs signed by former President Joe Biden in 2021 are revoked by this order. It outlines civil enforcement priorities and criminal enforcement priorities for the DHS and DOJ.

The EO establishes joint Homeland Security Task Forces (HSTFs) in all states nationwide. The composition of each HSTF "shall be subject to the direction of the Attorney General and the Secretary of Homeland Security, but shall include representation from any other Federal agencies with law enforcement officers, or agencies with the ability to provide logistics, intelligence, and operational support to the HSTFs, and shall also include representation from relevant State and local law enforcement agencies." The objective of each HSTF is "to end the presence of criminal cartels, foreign gangs, and transnational criminal organizations throughout the United States, dismantle cross-border human smuggling and trafficking networks, end the scourge of human smuggling and trafficking, with a particular focus on such offenses involving children, and ensure the use of all available law enforcement tools to faithfully execute the immigration laws of the United States."

The EO instructs the Secretary of Homeland Security “to authorize State and local law enforcement officials, as the Secretary of Homeland Security determines are qualified and appropriate, to perform the functions of immigration officers in relation to the investigation, apprehension, or detention of aliens in the United States under the direction and the supervision of the Secretary of Homeland Security. Such authorization shall be in addition to, rather than in place of, Federal performance of these duties.”

It instructs the Attorney General and Secretary of Homeland Security to “evaluate and undertake any lawful actions to ensure that so-called ‘sanctuary’ jurisdictions, which seek to interfere with the lawful exercise of Federal law enforcement operations, do not receive access to federal funds. Further, the Attorney General and the Secretary of Homeland Security shall evaluate and undertake any other lawful actions, criminal or civil, that they deem warranted based on any such jurisdiction’s practices that interfere with the enforcement of Federal law.” The EO also instructs the Attorney General and Secretary of Homeland Security to “immediately review and, if appropriate, audit all contracts, grants, or other agreements providing Federal funding to non-governmental organizations supporting or providing services, either directly or indirectly, to removable or illegal aliens” and to “pause distribution of all further funds pursuant to such agreements pending the results of the review” and “terminate all such agreements determined to be in violation of law or to be sources of waste, fraud, or abuse and prohibit any such future agreements.” Lastly, the OMB Director “shall take all appropriate action to ensure that all agencies identify and stop the provision of any public benefits to any illegal alien not authorized to receive them.”

Securing Our Borders (Executive Order)

President Trump signed an [EO](#) establishing a policy of the United States “to take all appropriate action to secure the borders of our Nation through the following means: Establishing a physical wall and other barriers monitored and supported by adequate personnel and technology; Deterring and preventing the entry of illegal aliens into the United States; Detaining, to the maximum extent authorized by law, aliens apprehended on suspicion of violating Federal or State law, until such time as they are removed from the United States; Removing promptly all aliens who enter or remain in violation of Federal law; Pursuing criminal charges against illegal aliens who violate the immigration laws, and against those who facilitate their unlawful presence in the United States; Cooperating fully with State and local law enforcement officials in enacting Federal-State partnerships to enforce Federal immigration priorities; and Obtaining complete operational control of the borders of the United States.”

This EO instructs the Secretary of Defense and Secretary of Homeland Security to “take all appropriate action to deploy and construct temporary and permanent physical barriers to ensure complete operational control of the southern border of the United States”; “to deploy sufficient personnel along the southern border of the United States to ensure complete operational control”; and “to supplement available personnel to secure the southern border and enforce the immigration laws of the United States through the use of sections 1103(a)(2) and (4)-(6) of the INA (8 U.S.C. 1103(a)(2) and (4)-(6)).” The Secretary of Homeland Security “shall take all appropriate actions to detain, to the fullest extent permitted by law, aliens apprehended for violations of immigration law until their successful removal from the United States.” Lastly, the Attorney General and Secretary of Homeland Security “shall take all appropriate action to prioritize the prosecution of offenses that relate to the borders of the United States, including the investigation and prosecution of offenses that involve human smuggling, human trafficking, child trafficking, and sex trafficking in the United States.”



Regulatory Freeze Pending Review (Presidential Memorandum)

This [memorandum](#) outlines a regulatory freeze (a temporary halt on implementing or issuing new regulations and rules by government agencies) pending review to all executive departments and agencies. This includes:

- 1) Rule Proposal and Issuance Halt:** No new rules should be proposed or issued until reviewed and approved by a department or agency head appointed by the President after January 20, 2025. This power can be delegated, and exceptions can be made for emergencies by the OMB Director.
- 2) Withdrawal of Unpublished Rules:** Any rules sent to the Office of the Federal Register but not yet published should be withdrawn for review and approval.
- 3) Postponement of Effective Dates:** Agencies should consider delaying the effective date of published rules or those not yet in effect for 60 days to review any factual, legal, or policy questions. During this period, a comment period may be opened for public input, and further delays can be considered if necessary.
- 4) Further Action:** After the postponement, no further action is needed for rules without substantial questions. For those with significant issues, agencies should consult with the OMB Director for further steps.
- 5) Compliance with Executive Orders:** Agencies must comply with existing EOs on regulatory management. The memorandum applies to all rules, regulatory actions, and guidance documents as defined by relevant U.S. Codes and Executive Orders. The OMB Director oversees its implementation and can review pending information collections under the Paperwork Reduction Act. The President may modify the memorandum if pre-existing actions conflict with its purpose.

A regulatory freeze can impact federal grants and earmarks by delaying funding distribution and disrupting project timelines. During the freeze, agencies may need to pause the implementation of grant programs or the allocation of earmarked funds to ensure they comply with the new administration's review process. This could result in postponed project start dates and additional administrative work as agencies revisit the criteria and procedures for funding. However, exceptions may be made for urgent or emergency needs, such as projects with statutory deadlines or those addressing public health or safety concerns, ensuring critical services are not jeopardized during the review period. It is important to note that when a new president assumes office, it is standard for them to implement a regulatory freeze to review the policies left by their predecessor. This practice dates back to Ronald Reagan in 1981, when his administration released EO 12291, pausing pending regulations to align them with its focus on deregulation and economic recovery. Similar EOs have been released by every incoming administration since, including the Clinton Administration (1993), the Bush Administration (2001), the Obama Administration (2009), the first Trump Administration (2017), and the Biden Administration (2021).

Other Actions

Establishing and Implementing the President's "Department of Government Efficiency" (Executive Order)

This [EO](#) formally establishes the Department of Government Efficiency (DOGE) "to implement the President's DOGE Agenda by modernizing Federal technology and software to maximize governmental efficiency and productivity." The EO structures DOGE by renaming the United States Digital Service (which was created by former President Barack Obama in August 2014) as the United States DOGE Service (USDS), establishing it within the Executive Office of the President (EOP). The USDS Administrator will report to the White House Chief of Staff and

finalize the work of the department by July 4, 2026 (because it is established as a temporary organization known as “the U.S. DOGE Service Temporary Organization”). There will be a “DOGE Team” in each federal agency comprised of at least four employees (including one DOGE Team Lead, one engineer, one human resources specialist, and one attorney) and those teams must be established no later than February 19, 2025. The USDS Administrator is tasked with “commenc[ing] a Software Modernization Initiative to improve the quality and efficiency of government-wide software, network infrastructure, and information technology (IT) systems [and] work[ing] with Agency Heads to promote inter-operability between agency networks and systems, ensure data integrity, and facilitate responsible data collection and synchronization.”

The creation of DOGE was originally [announced](#) by President Trump on November 12, 2024, when he also named Elon Musk and Vivek Ramaswamy as DOGE co-leads. While the original announcement regarding the creation of DOGE indicated that its primary focus would be to “provide advice and guidance from outside of Government, drive large scale structural reform, and create an entrepreneurial approach to Government never seen before,” the mission of DOGE outlined in the EO indicates a slightly different focus, more weighted on improving the quality, efficiency, and synchronization of federal technology and software systems. Ramaswamy [announced](#) on January 20, 2025, that he would no longer be involved in DOGE moving forward.



Ending Radical and Wasteful Government DEI Programs and Preferencing (Executive Order)

This [EO](#) directs the OMB Director to coordinate the termination of all existing “diversity, equity, and inclusion” (DEI) and “diversity, equity, inclusion, and accessibility” (DEIA) mandates, policies, programs, preferences, and activities throughout the federal government “under whatever name they appear,” stemming from executive action taken by former President Joe Biden during his administration. The EO also states that “Federal employment practices, including Federal employee performance reviews, shall reward individual initiative, skills, performance, and hard work and shall not under any circumstances consider DEI or DEIA factors, goals, policies, mandates, or requirements.”

All federal agency and department heads are required, no later than March 21, 2025, to terminate all DEI, DEIA, and “environmental justice” offices and positions; all “equity action plans,” “equity” actions, initiatives, or programs, “equity-related” grants or contracts; and all DEI or DEIA performance requirements for employees, contractors, or grantees. Additionally, all agency and department heads must provide the OMB Director a list of all agency or department DEI, DEIA, or “environmental justice” positions, committees, programs, services, activities, budgets, and expenditures in existence on November 4, 2024; all federal contractors who have provided DEI training or DEI training materials to agency or department employees; and **all Federal grantees who received Federal funding to provide or advance DEI, DEIA, or “environmental justice” programs, services, or activities since January 20, 2021.**

Ending Illegal Discrimination and Restoring Merit-Based Opportunity (Executive Order)

This [EO](#) orders “all executive departments and agencies to terminate all discriminatory and illegal preferences, mandates, policies, programs, activities, guidance, regulations, enforcement actions, consent orders, and requirements” and orders “all agencies to enforce our longstanding civil-rights laws and to combat illegal private-sector DEI preferences, mandates, policies, programs, and activities.” The EO rescinds three EOs (issued in 1994, 2011, and 2014) and one presidential memorandum (from 2016), covering policies related to discrimination in the federal workforce and in federal contracting and spending. The EO also rescinds [EO 11246](#), signed by former

President Lyndon Johnson in 1965, which established requirements for non-discriminatory practices in hiring and employment on the part of U.S. government contractors. This rescission becomes effective on April 20, 2025. The EO bars the Office of Federal Contract Compliance Programs from pushing federal contractors to balance their workforce based on race, sex, gender identity, sexual preference, or religion. The EO also directs the Attorney General to publish a report by May 21, 2025, “containing recommendations for enforcing Federal civil-rights laws and taking other appropriate measures to encourage the private sector to end illegal discrimination and preferences, including DEI.” The EO also mandates the Attorney General and the Secretary of Education, by May 21, 2025, issue joint guidance to all state and local educational agencies that receive federal funds, as well as all institutions of higher education that receive federal grants or participate in the Federal student loan assistance program, regarding the measures and practices required to comply with the Supreme Court’s 2023 decision in [Students for Fair Admissions v. Harvard](#).

Local governments’ existing (and future) involvement with federal contractors utilized to conduct work on projects funded with federal investment in their communities could be impacted by this EO. The EO also explicitly states, “This order does not prevent State or local governments, Federal contractors, or Federally-funded State and local educational agencies or institutions of higher education from engaging in First Amendment-protected speech.”

Rescinded Executive Actions from the Biden Administration



Initial Rescissions of Harmful Executive Orders and Actions (Executive Order)

On January 20, 2025, President Donald Trump issued an EO rescinding a comprehensive set of policies, EOs, and memoranda implemented during President Joe Biden’s administration, 78 in total. The stated aim is to reverse what the order describes as “radical, inflationary, illegal, and divisive” practices and replace them with measures emphasizing merit, deregulation, national security, and economic growth.

Purpose and Policy

The EO asserts that the Biden Administration’s policies:

1. Corrupted institutions with diversity, equity, and inclusion (DEI) programs, undermining merit and equality.
2. Compromised public safety by enacting open-border immigration policies.
3. Burdened businesses and increased inflation through climate-focused regulations.
4. Adopted initiatives deemed detrimental to American prosperity and national unity.

The Trump administration’s stated goal is to restore “common sense” governance and prioritize policies that benefit the American people.

Details of Revoked Policies

The order specifically rescinds **78 executive actions** spanning multiple policy areas. Some noteworthy reversals include:

Diversity, Equity, and Inclusion (DEI):

- **Executive Order 13985 (Advancing Racial Equity):** Terminated federal initiatives to improve racial equity and support underserved communities.
- **Executive Order 14035 (DEI in the Federal Workforce):** Eliminated programs promoting diversity, equity, inclusion, and accessibility in hiring and workforce practices.

Climate and Environmental Policies:

- **Executive Order 13990 (Climate Crisis Response):** Ended climate-related actions such as revoking Trump-era environmental deregulations and rejoining the Paris Climate Agreement.
- **Executive Order 14008 (Tackling the Climate Crisis):** Nullified comprehensive federal strategies to combat climate change domestically and internationally.
- **Executive Order 14030 (Climate-Related Financial Risk):** Rescinded efforts to integrate climate risk into financial and economic policy decisions.

Immigration Policies:

- **Executive Order 14010 (Regional Framework for Migration):** Reversed policies addressing migration causes and asylum processing reforms.
- **Executive Order 14011 (Reunification of Families):** Terminated the task force responsible for reuniting families separated at the border.
- **Executive Order 14012 (Restoring Legal Immigration Systems):** Repealed measures to strengthen legal immigration pathways and improve integration efforts for new Americans.

COVID-19 Pandemic Response:

- Multiple executive orders addressing the pandemic were rescinded, including:
 - **Executive Order 13987 (Unified COVID-19 Response):** Dismantled efforts to provide a coordinated federal response to the pandemic.
 - **Executive Order 13995 (Equitable Pandemic Response):** Ended initiatives aimed at equitable distribution of pandemic-related resources.
 - **Executive Orders 13996-14000:** Terminated programs for COVID-19 testing, vaccinations, workplace safety, and school reopenings.

Healthcare Policies:

- **Executive Order 14009 (Strengthening Medicaid and the Affordable Care Act):** Revoked actions expanding healthcare coverage under Medicaid and the ACA.
- **Executive Order 14070 (Affordable, Quality Health Coverage):** Nullified measures to increase Americans' access to affordable healthcare.

Labor and Worker Protections:

- **Executive Order 14003 (Protecting the Federal Workforce):** Repealed protections for federal employees.
- **Executive Order 13999 (Protecting Worker Health and Safety):** Rescinded workplace safety measures related to COVID-19.
- **Executive Order 14055 (Nondisplacement of Qualified Workers):** Ended protections for workers under federal service contracts.

Criminal Justice Reform:

- **Executive Order 14006 (Reforming Incarceration Systems):** Reversed efforts to eliminate the use of privately operated criminal detention facilities.
- **Executive Order 14074 (Policing and Criminal Justice Practices):** Rescinded initiatives to promote effective and accountable policing.

Economic and Infrastructure Policies:

- **Executive Order 14002 (Economic Relief During COVID-19):** Ended pandemic-related economic relief efforts.
- **Executive Order 14052 (Infrastructure Investment and Jobs Act Implementation):** Repealed measures supporting infrastructure development tied to Biden's signature legislation.

Social and Cultural Initiatives:

- **Executive Orders 14019-14021:** Rescinded policies promoting access to voting and ensuring non-discrimination in education and federal programs.
- **Executive Orders 14031, 14045, 14049, 14050, and 14124:** Terminated initiatives advancing equity and opportunities for minority groups, including Asian Americans, Native Americans, and Black Americans.

International Relations:

- **Executive Order 14022 (International Criminal Court Emergency Termination):** Reinstated opposition to U.S. involvement in the International Criminal Court.
- **Presidential Memoranda on Arctic Oil Leasing:** Reauthorized oil and gas leasing in previously restricted Arctic areas.

Technology and AI Oversight:

- **Executive Order 14110 (Artificial Intelligence Governance):** Repealed measures for artificial intelligence's safe and trustworthy development.

Implementation

- Federal agencies are instructed to end implementing policies tied to the revoked orders.
- The Domestic Policy Council and National Economic Council will review additional Biden-era actions and recommend further rescissions.
- The National Security Advisor will evaluate National Security Memoranda issued from January 2021 to January 2025 for potential harm to national security.

Trump Administration Appointments (Administrative Order)

President Trump nominated the following individuals to be members of his [cabinet](#). In addition, [sub-level cabinet](#) nominees are listed. The Trump administration also named [acting cabinet](#) and [acting chair](#) positions.