



A G E N D A

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

**Wednesday, October 28, 2020
9:00 a.m.**

**Placer County Transportation Planning Agency
299 Nevada Street, Auburn CA 95603**

PUBLIC PARTICIPATION PROCEDURES

In order to protect public health and the safety of our Placer County citizens, Public Comment for this August 26, 2020 meeting will be offered through a remote call-in line or joining the web-based meeting. Public Comment will be opened for each agenda item in sequence. Be prepared to speak on the specific agenda item you wish to comment on when the Board Chair announces the item. Please see below for remote access to this meeting:

Remote access: <https://us02web.zoom.us/j/88322647404>

You can also dial in using your phone:

US: +1 669 900 9128

Webinar ID: 883 2264 7404

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

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: September 23, 2020**
- D. Agenda Review**
- E. Public Comment**

**Action
Pg. 1**

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
 October 28, 2020
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- | | |
|--|---|
| <p>F. <u>9:00 A.M. - PUBLIC HEARING: Unmet Transit Needs</u>
 <i>Kathleen Hanley</i></p> <ul style="list-style-type: none"> • Conduct a public hearing to obtain public testimony on unmet transit needs that may exist in Placer County. | <p>Action
Pg. 4</p> |
| <p>G. Acknowledgement of Cheryl Maki’s Service on the PCTPA Board
 <i>Mike Luken / Trinity Burruss, Chair</i></p> | <p>Info</p> |
| <p>H. FY 2020/21 Overall Work Program and Budget – Amendment #1 and Funding Strategy
 <i>Mike Luken</i></p> <ul style="list-style-type: none"> • Adopt Resolution No. 20-32 authorizing the Executive Director to submit the attached Final FY 2020/21 Overall Work Program (OWP) and Budget Amendment #1 to Caltrans. • Authorize the Executive Director to Negotiate, Execute or Amend Letters of Task Agreement for FY 2020/21 and FY 2021/22 as follows: <ol style="list-style-type: none"> a. New Letter of Task Agreement with FSB Public Affairs for an amount not to exceed \$712,491 for consulting services and direct costs (WE 61). b. New Letter of Task Agreement with FM3 for an amount not to exceed \$112,500 for polling services (WE 61) c. Amend existing Letter of Task Agreement with AIM Consulting for an amount not to exceed \$35,000 for general outreach (WE 14) and \$29,000 in the form of a new Letter of task Agreement for outreach/ community meetings for the expenditure plan (WE 61). d. Amend existing Letter of Task Agreement with HDL Companies for an amount not to exceed \$25,275 for sales tax analysis (WE 61) | <p>Action
Pg. 6</p> |
| <p>I. FY 2020/21 Budget Amendment #1 – Western Placer Consolidated Transportation Service Agency</p> <ul style="list-style-type: none"> • Adopt FY 2020/21 Budget Amendment #1. | <p>Action
Pg. 10</p> |
| <p>J. Consent Calendar: Placer County Transportation Planning Agency These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.</p> <ol style="list-style-type: none"> 1. FY 2020/21 PCTPA Claim for Local Transportation Funds (LTF) - \$712,379 2. Freeway Service Patrol (FSP) Change Order No. 8 - \$417,579 3. Placer County Freeway Service Patrol Contractor Services Agreement- \$520,000 | <p>Action
Pg. 12</p> <p>Pg. 14</p> <p>Pg. 16</p> |

**Board of Directors Meeting Agenda
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4.	FY 2020/21 Placer County Claims for Local Transportation Funds (LTF): \$4,519,383	Pg. 17
5.	FY 2020/21 Placer County Claim for State Transit Assistance (STA) – \$547,186	Pg. 22
6.	FY 2020/21 County of Placer Claim for State of Good Repair Funds (SGR) Funds: \$333,470	Pg. 28
K.	Riego Road / Baseline Road Widening Project Study Report <i>David Melko</i>	Action Pg. 34
	<ul style="list-style-type: none"> • Authorize the Executive Director to sign the Riego Road/Baseline Road Widening Project Study Report to pursue local, state, and federal funding for construction of the project 	
L.	Executive Director’s Report	Info
M.	Board Direction to Staff	
N.	Informational Items	Info
1.	PCTPA TAC Minutes – October 13, 2020	Pg. 35
2.	Status Reports	
	<ul style="list-style-type: none"> a. PCTPA b. AIM Consulting – Report for September 2020 c. Key Advocates – Report for September 2020 d. Capitol Corridor Monthly Performance Report 	<ul style="list-style-type: none"> Pg. 38 Pg. 44 Pg. 46 Pg. 54
3.	Newspaper Articles and Freeway Service Patrol Comment	Pg. 56
4.	PCTPA Financial Report – June 2020	<i>Separate Cover</i>
5.	PCTPA Receipts and Expenditures – August 2020	<i>Separate Cover</i>

Following is a list of our 2020 and 2021 Placer County Transportation Planning Agency (PCTPA) meetings.

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

Next Meeting – December 2, 2020

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
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PCTPA Board Meetings – 2020	
Wednesday, January 22	Wednesday, July 22
Wednesday February 26	Wednesday, August 26
Wednesday, March 25	Wednesday, September 23
Wednesday, April 22	Wednesday, October 28
Wednesday, May 27	Wednesday, December 2
Wednesday, June 24	

PCTPA Board Meetings – 2021	
Wednesday, January 27	Wednesday, July 28
Wednesday February 24	Wednesday, August 25
Wednesday, March 24	Wednesday, September 22
Wednesday, April 28	Wednesday, October 27
Wednesday, May 26	Wednesday, December 1
Wednesday, June 23	



ACTION MINUTES

REGULAR MEETING OF THE

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

**September 23, 2020 - 9:00 a.m.
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, California**

**MEETING CONDUCTED REMOTELY UNDER
EXECUTIVE ORDER N-29-20**

ROLL CALL

John Allard
Brian Baker
Ken Broadway
Trinity Burruss, Chair
Jim Holmes
Paul Joiner
Cheryl Maki
Kirk Uhler
Dan Wilkins

STAFF

Kathleen Hanley
Aaron Hoyt
Shirley LeBlanc
Mike Luken
Luke McNeel-Caird
David Melko
Solvi Sabol

Chair Burruss explained the meeting procedures to the Board and public as it relates to participating by means of a teleconference under Governor Newsom’s March 12, 2020 Executive Order N-25-20.

APPROVAL OF ACTION MINUTES – AUGUST 26, 2020

Upon motion by Holmes and second by Uhler, the action minutes of August 26, 2020 were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins

NOES/ABSTAIN: None

AGENDA REVIEW

Upon motion by Allard and second by Holmes, the September 23, 2020 agenda was approved as presented by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins

NOES/ABSTAIN: None

PUBLIC COMMENT

No public comment.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. FY 2020/21 Final State Transit Assistance (STA) Fund Allocation - \$1,757,435
2. 2020 Conflict of Interest Code Amendment
3. Placer County Freeway Service Patrol Contractor Services Agreement- \$460,000

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

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

PUBLIC HEARING: PUBLIC PARTICIPATION AND TITLE VI PLAN FOR THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

Staff report presented by Kathleen Hanley, Associate Planner

Public comment: No public comment received.

Upon motion by Holmes and second by Allard, the Board adopted resolution number 20-28 accepting as complete and adopting the Public Participation and Title VI Plan as the Civil Rights (Title VI) Program for Western Placer Consolidated Transportation Services Agency by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

FISCAL YEAR 2020/21 FINAL FINDINGS OF APPORTIONMENT FOR THE LOCAL TRANSPORTATION FUND

Staff report presented by Mike Luken, Executive Director and Aaron Hoyt, Senior Planner. Presentation provided by Susie Woodstock, HdL.

Upon motion by Holmes and second by Maki, the Board unanimously approved FY 2020/21 Final Findings of Apportionment for the Local Transportation Fund by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

EXECUTIVE DIRECTOR UPDATE

Mike Luken showed a video during a weekday morning on southbound Highway 65 noting that traffic is returning. Mike said that the metering lights are still active, however we may work with Caltrans to make adjustments depending on the traffic volume.

Mike said that we are working closely with our transit agencies given the reductions in LTF. Part of this process is looking at transit service adjustments such as the implementation of on-demand transit service as outlined in the Short Range Transit Plans, to improve service efficiencies.

Mike reported staff is working on SB 1 competitive grant applications which include the Solutions for Congested Corridor Program (SCCP) and the Trade Corridor Enhancement Program (TCEP). Placer County SCCP projects include some transit implementation and eastbound Auxiliary Lanes on Interstate 80. TCEP projects includes a westbound Auxiliary Lane on Interstate 80. We are working very closely with our project partners and our legislative

representatives from Placer County and Sacramento County in an effort to get these projects funded.

Mike reported that he, Councilmember Broadway, and PCTPA state lobbyist, Mark Watts, met with newly appointed California Transportation Commission (CTC) Commissioner, John “Rocco” Davis, a Rocklin resident and representative of the labor community. Mike said they had a very productive meeting and his hope is that Mr. Davis can help us with funding proposals that we will have going to the state and the CTC.

Mike said that we are helping get the word out about SACOG’s telework initiative which provides technical assistance to private employers.

Lastly we are working diligently with our budget partners to ensure Placer County is positioned well when a federal stimulus package comes forward.

ADJOURN

Chair Burruss adjourned the meeting at approximately 10:20 a.m.

A video of this meeting is available online at <http://pctpa.net/agendas2020/>.

Mike Luken, Executive Director

Trinity Burruss, Chair

Solvi Sabol, Clerk of the Board



Placer County Transportation Planning Agency

MEMORANDUM

TO: PCTPA Board of Directors **DATE:** October 28, 2020

FROM: Kathleen Hanley, Associate Planner

SUBJECT: **PUBLIC HEARING: 2020 UNMET TRANSIT NEEDS PROCESS AND SCHEDULE**

ACTION REQUESTED

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

BACKGROUND

The Unmet Transit Needs (UTN) process is one of the key responsibilities for Regional Transportation Planning Agencies (RTPAs) such as PCTPA. The Transportation Development Act (TDA) provides two funding sources for transit: Local Transportation Funds (LTF) and State Transit Assistance (STA). TDA stipulates that PCTPA must conduct an annual public outreach process to determine whether there are any unmet transit needs that are reasonable to meet in Placer County prior to making LTF allocations not directly related to public transit.

PCTPA focuses on requests for service that meet the adopted definition of an “unmet transit need” and are consistent with the criteria for being considered “reasonable to meet.” Services may include establishing, contracting for, or expanding transportation services. The definition was updated by the Board of Directors on May 14, 2014 and is shown in Attachment 1.

DISCUSSION

In addition to the public hearing held at the October Board meeting, PCTPA has distributed an online survey throughout September and October, and held virtual public workshops with Nevada County Transportation Commission and Tahoe Regional Planning Agency to increase engagement in the Lake Tahoe area. The online survey was advertised through social media and on email lists. Public comments can be submitted during the October 28th public hearing, via phone at (430) 823-4029, via e-mail at khanley@pctpa.net, and through the on-line survey at pctpa.net/utn. The public comment period for this year’s unmet transit needs process will conclude on October 31, 2020.

Following the close of the public comment period, PCTPA will summarize and analyze the testimony and prepare a report. The draft report will be reviewed by the Social Services Transportation Advisory Council (SSTAC) in January 2020. The final report will be presented to the TAC and Board in February 2020.

KH:LM:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Unmet Transit Need

An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services. Unmet transit needs are also those needs required to comply with the requirements of the Americans with Disabilities Act.

Reasonable To Meet

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

- 1) Service, which if implemented or funded, would result in the responsible service meeting the farebox recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5, and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5.
- 2) Notwithstanding Criterion 1) above, an exemption to the required farebox recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.
- 3) Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.
- 4) Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community groups, community leaders, and community meetings reflecting a commitment to public transit.
- 5) The need should be in conformance with the goals included in the Regional Transportation Plan.
- 6) The need is consistent with the intent of the goals of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: October 28, 2020

FROM: Mike Luken, Executive Director

SUBJECT: FY 2020/21 OVERALL WORK PROGRAM AND BUDGET (OWP)
AMENDMENT#1 & 2022 TRANSPORTATION FUNDING OUTREACH
PROGRAM

ACTION REQUESTED

1. Adopt Resolution No. 20-32 authorizing the Executive Director to submit FY 2020/21 Overall Work Program (OWP) and Budget Amendment #1 to Caltrans as shown in Attachment 1.
2. Authorize the Executive Director to Negotiate, Execute or Amend Letters of Task Agreement for FY 2020/21 and FY 2021/22 as follows:
 - a. New Letter of Task Agreement with FSB Public Affairs for an amount not to exceed \$712,491 for consulting services and direct costs (WE 61).
 - b. New Letter of Task Agreement with FM3 for an amount not to exceed \$112,500 for polling services (WE 61)
 - c. Amend existing Letter of Task Agreement with AIM Consulting for an amount not to exceed \$35,000 for general outreach (WE 14) and \$29,000 in the form of a new Letter of task Agreement for outreach/community meetings for the expenditure plan (WE 61).
 - d. Amend existing Letter of Task Agreement with HDL Companies for an amount not to exceed \$25,275 for sales tax analysis (WE 61)

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year, with the final version submitted by June 1. This was done this year and approved by Caltrans. The Final OWP approved in May included a 20 percent reduction in Local Transportation Funds (LTF) anticipated for FY 2020/21. In accordance with normal operations, PCTPA prepares amendments to its OWP in the Fall and Spring of the fiscal year.

Amendment #1 provides an updated description of the activities to be undertaken by the agency in the fiscal year, along with updated detailed budget information. Amendment #1 and Budget has been developed in compliance with these requirements and reflects the latest information on finances and work activities, as well as comments received from the Board and jurisdictions. It is expected that the OWP and Budget will be amended in the Spring to reflect any new information, work activities, and/or budget changes.

DISCUSSION

Amendment #1 of FY 2020/21 OWP and Budget contains several changes from the final OWP adopted by the Board in May 2020. The most notable changes in the OWP and Budget are

PCTPA Board of Directors
FY 2020/21 OVERALL WORK PROGRAM (OWP)/BUDGET- AMENDMENT #1 &
TRANSPORTATION FUNDING OUTREACH PROGRAM
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reductions to outreach and consultant costs in Communications and Outreach (WE 14) and increases in the Regional Transportation Funding Program (WE 61)

Work Program

As noted in Amendment #1, the FY 2020/21 work program reflects a continued focus on pre-construction project implementation activities for projects, including the design and right of way phases for the I-80 Auxiliary Lanes (WE 43), and Highway 49 Sidewalk Gap Closure (WE 44). The Highway 65 Widening Phase 1 (WE 42) reached the completion of final design and permitting, but must be shut down due to the delay in a potential transportation sales tax measure and lack of any state or federal funding for that project at this time.

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 remain the same as in FY 2019/20 with 7.0 full time equivalent staff.

Budget

There is much to be said and discussed about the COVID-19 Crisis that began in March 2020 for California, and some of the specific impacts to budgets for FY 2020/21 are becoming known and quantifiable in the short term. Early on, based upon research of other regional transportation planning agencies, including in San Diego and SACOG, PCTPA staff conservatively assumed a 20 percent reduction in LTF for FY19-20 and FY 2020-21. HDL data and data from the State for the LTF apportionment completed at the September Board meeting confirmed this presumption.

Fortunately, even with this prudent budget reduction, we are able to retain our staff and our existing contingency funding of \$730,000 or roughly 14 percent of the budget. However, it is anticipated that overhead costs, like CalPERS payments, will increase in future years, which may require using the contingency funds as the economy recovers. Staff is investigating the feasibility of using a line of credit to further protect reserves due to uncertain economic times.

The proposed budget is \$5,071,524, which is an overall 6.4 percent increase from the Final OWP approved by the Board in May. Staff will continue to monitor revenues through the fiscal year and bring a revised budget to the Board in the spring or sooner if conditions warrant.

2022 Transportation Funding Strategy Outreach

In June of this year, and based upon polling data, the Board directed staff to delay the adoption of an ordinance to place a transportation sales tax measure on the ballot until November 2022 due to the COVID-19 crisis, its impact upon the economy and temporary reduced traffic congestion. In August, the Board directed staff to analyze revenue presumptions and to return to the Board in September to present the data to the Board. At the September meeting the Board

PCTPA Board of Directors
FY 2020/21 OVERALL WORK PROGRAM (OWP)/BUDGET- AMENDMENT #1 &
TRANSPORTATION FUNDING OUTREACH PROGRAM
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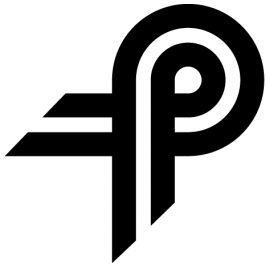
directed staff to update the OWP and plan to restart the Transportation Funding Outreach Program in January 2021.

Staff has worked with FSB Public Affairs to prepare an updated outreach program for a potential 2022 measure with an estimated cost of \$1,481,734 including staff time, consultant time and direct costs of a grass roots-based outreach program. Also included is a new initial public engagement process to explore any changes to the existing expenditure plan. A chart depicting this program is attached to this report. This is less than the \$2 million effort for 2020, but lessons learned for 2020 lead staff and FSB to recommend this level of outreach for 2022. Staff is also using the Traffic Model update as an educational tool for the Outreach Program. The proposed program includes a few preparatory activities prior to January 2021, a measured slow approach in 2021 and a full engagement in 2022. Roseville, Rocklin, Lincoln, and the County (subject to approval by their City Councils and the Board of Supervisors) will be providing funding matching PCTPA allocations for this program. Updates at each monthly Board meeting will be made by staff. If traffic and the economy do not show an ongoing recovery by January, staff may slow the implementation of the program as necessary to conserve resources.

A request for proposal for five years of outreach services was completed in 2018 and PCTPA hired FSB Public Affairs. The firm did very well in the 2020 effort and staff is requesting authority to negotiate a letter of task agreement with FSB Public Affairs for an amount not to exceed \$712,491 (\$142,500 for consulting and \$569,991 for direct costs) for the 2022 effort for this fiscal year and next fiscal year. Both AIM and FM3 are also currently under similar 5-year agreements for public communications and polling services and new or amended letters of task agreement for the Outreach Program are recommended for both firms.

ML:ss

Month by Date	FY2020/21	FY2021/22	
Month of Effort			TOTAL
<i>Direct Costs</i>			
Consultant-Overall Outreach	\$52,500	\$90,000	\$142,500
Consultant-Expend Plan Outreach	\$29,000	\$0	\$29,000
Paid Digital Ads/Streaming	\$32,500	\$49,000	\$81,500
Video Design/Production	\$36,000	\$48,000	\$84,000
Direct Mail	\$12,500	\$46,000	\$58,500
Mall Kiosk(Rent/Design)	\$36,191	\$24,000	\$60,191
Billboards(Static/Elec)	\$33,000	\$61,000	\$94,000
Website	\$4,500	\$6,000	\$10,500
SR 65 Traffic Camera	\$33,600	\$67,200	\$100,800
Events	\$7,500	\$48,000	\$55,500
Economic Analysis	\$50,000	\$45,000	\$95,000
Polling	\$37,500	\$75,000	\$112,500
Legal	\$3,000	\$10,000	\$13,000
Sales Tax Update	\$12,500	\$12,775	\$25,275
Financial Plan(Bonding)	\$0	\$60,000	\$60,000
Printing	\$4,000	\$21,000	\$25,000
Misc/Supplies	\$3,368	\$5,100	\$8,468
<i>Staffing</i>			
Executive Director,	\$150,000	\$276,000	\$426,000
Assoc/Sr.Planner/Support)			
Monthly			
Cumulative	\$537,659	\$944,075	\$1,481,734



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Final



OVERALL WORK PROGRAM AND BUDGET

AMENDMENT #1 FISCAL YEAR 2020/21

October 28, 2020

WORK ELEMENT	TITLE	PAGE NO.
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14	Communications and Outreach	10
15	Building Administration	13
20	SACOG/MPO Planning Integration	14
23	Western Placer Consolidated Transportation Services Agency (CTSA) Administration	18
24	<u>Transit Planning South Placer Transit Project</u>	20
27	Airport Land Use Commission/Aviation Planning	21
33	Bikeway Planning	23
35	Rail Program	25
40	Placer Parkway	27
41	I-80/SR 65 Interchange Improvements	28
42	Highway 65 Widening	30
43	I-80 Auxiliary Lanes	32
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45	Corridor Mobility Plan	36
46	Mobility Action Plan	37
47	Riego Road/Baseline Road Widening Project	39
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OVERALL WORK PROGRAM FOR 2020/21

OVERVIEW

The FY 2020/21 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

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

1. The work program is action oriented. Its primary objective is to implement a programming and funding strategy that will address the mobility needs of Placer County residents, businesses, and visitors. Of key overall importance is the implementation of the Regional Transportation Plan, which serves as a guiding force for transportation improvements over the next 20 years, and its integration with SACOG's Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) and other activities that support regional planning as covered under Work Element 20. Also included here are strategies and studies to address major transportation issues or hot spots including: (1) Placer Parkway; (2) I-80/SR 65 Interchange Improvements; (3) Highway 65 Widening; (4) Bikeway Planning; (5) Airport Planning ; (6) Rail Program; (7) Regional Transportation Funding Strategy, (8) I-80 Auxiliary Lanes, (9) SR 49 Sidewalk Gap Closure, (10) Corridor Mobility Plan, (11) Mobility Action Plan, (12) Transit Planning, and (13) Riego Road/Baseline Road Widening.
2. The work program reflects a pro-active approach to identifying future transportation project needs (e.g., TDA Administration, Capitol Corridor Rail, implementation of the Regional Transportation Plan, Regional Transportation Funding Strategy, Corridor Mobility Plan, Mobility Action Plan, Bikeway Planning).
3. The work program provides a greater emphasis on implementation of previously identified needs, including administration of the South Placer Regional Transportation Authority, project management and delivery, and leading the preconstruction of the I-80 Auxiliary Lanes, SR 49 Sidewalk Gap Closure, and Highway 65 Widening.
4. The work program includes a comprehensive effort to assist member jurisdictions in maintaining the high level of compliance with "use it or lose it" timely use of funds requirements and significant increases in reporting and monitoring required in the use of SB 1 funding.

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

The 2020/21 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Placer County, Auburn, and Lincoln each collect a fee on development projects by local ordinance in the area governed by the airport land use plan. This fee is passed on to PCTPA to help defray the cost of project review.

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

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

Western Placer Consolidated Transportation Services Agency (WP CTSA) 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 2020/21 OWP. The organization of PCTPA is summarized in Figure 1.

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

GEOGRAPHIC LOCATION

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

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2020 populations: Auburn (14,594), Colfax (2,152), Lincoln (49,317), Loomis (6,888), Rocklin (70,350) and Roseville (145,163). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 103,603. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2020 DOF E-1 Report as updated in May 2020.

AGENCY COORDINATION

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

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

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

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

COMMUNITY PARTICIPATION

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

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

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

FY 2020/21

PCTPA Organizational Chart

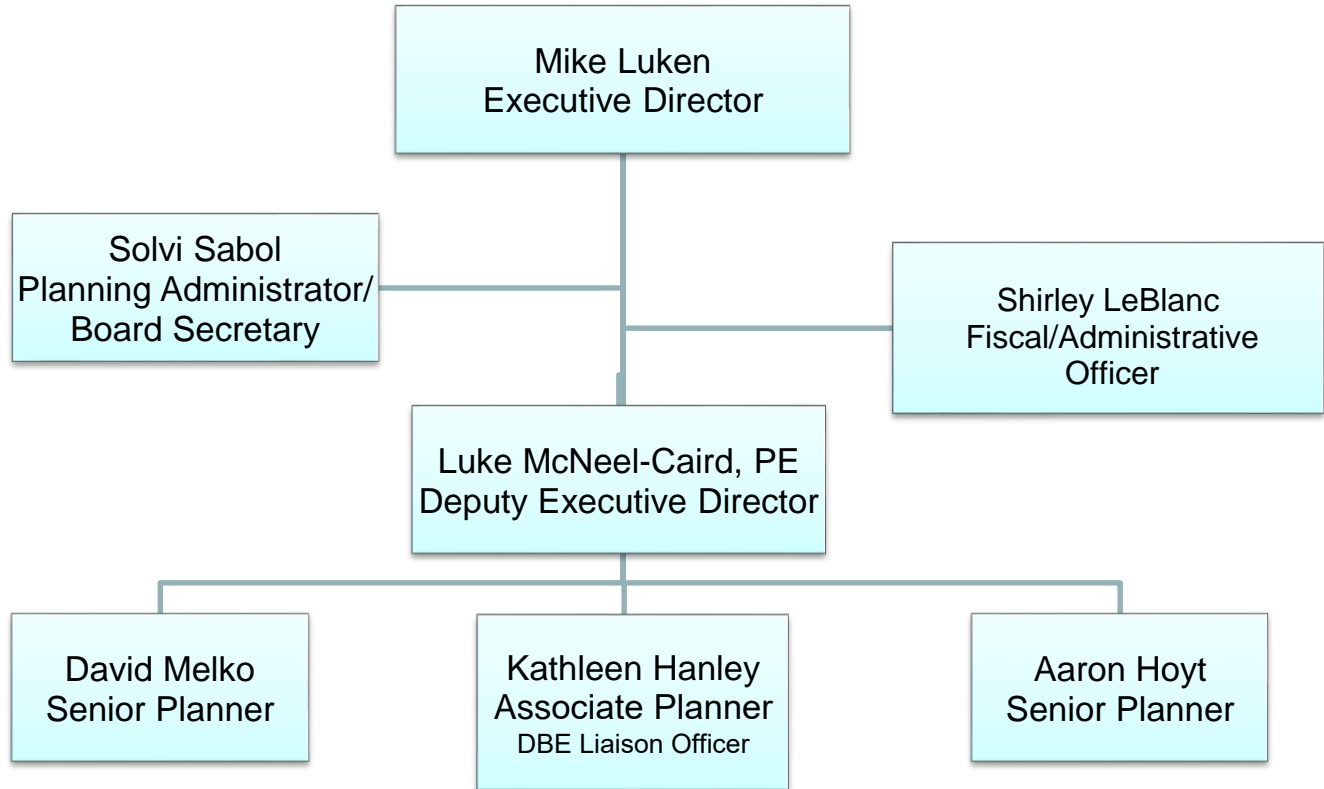
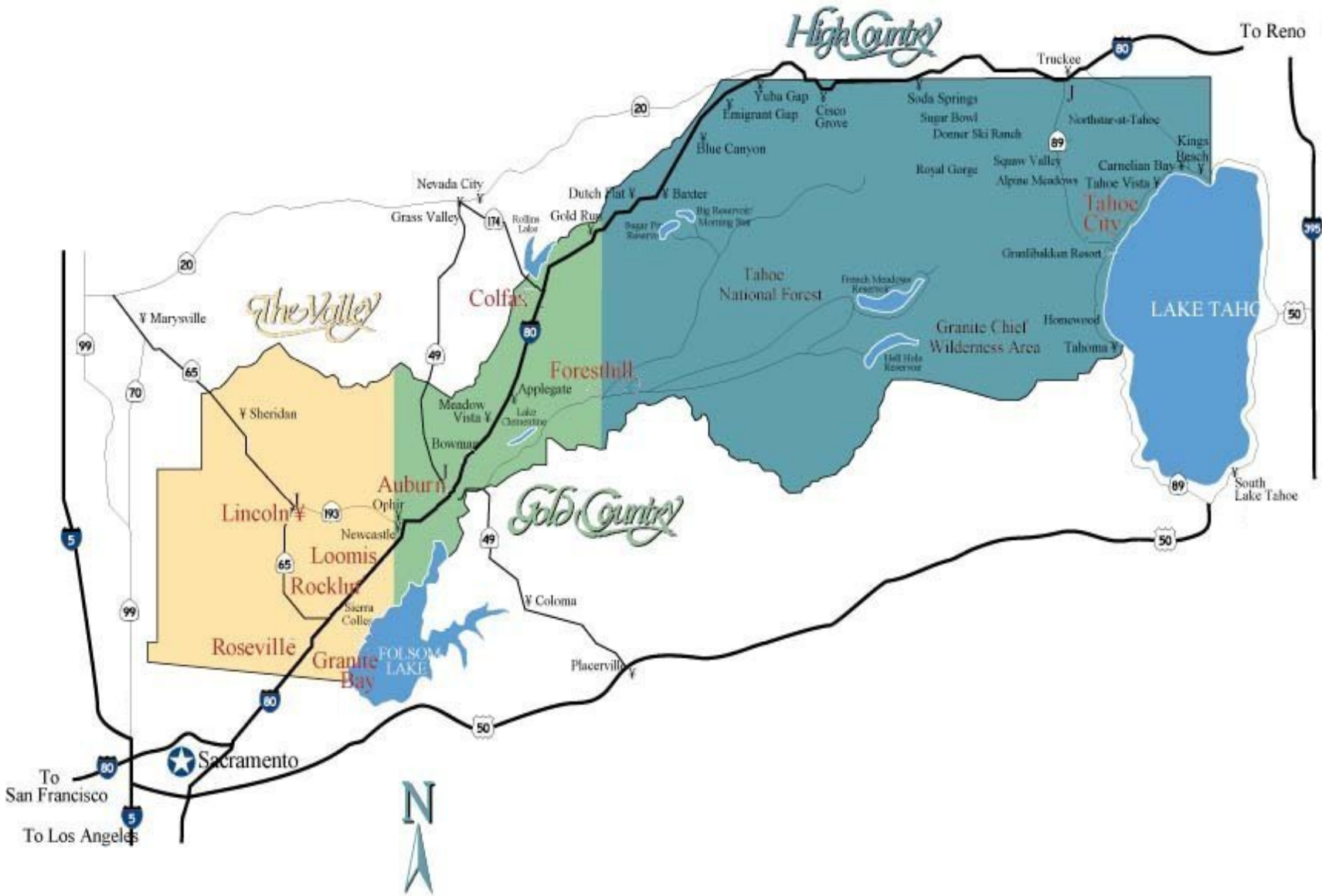


Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

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

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

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

Increase the accessibility and mobility of people and for freight

- TDA Implementation (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)

- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)

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

Promote efficient system management and operation

- TDA Implementation (WE 11)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)

- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

Emphasize the preservation of the existing transportation system

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

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

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

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)
- Mobility Action Plan (WE 46)
- Freeway Service patrol (WE 80)

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

Enhance travel and tourism

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Corridor Mobility Plan (WE 45)

- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

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

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

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

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

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

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

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

WORK PROGRAM:

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2020/21 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	\$314,783,371,280	PCTPA	\$314,783,371,280

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 2018/19 closeout with Caltrans staff **August 2019**
- FY 2019/20 Overall Work Program and Budget amendments **October 2019 and April 2020**
- Preliminary Draft FY 2020/21 Overall Work Program and Budget **February 2020**
- Final FY 2020/21 Overall Work Program and Budget **May 2020**

WORK PROGRAM:

- Prepare FY 2019/20 Overall Work Program and Budget close out documents **July 2020 – August 2020**
- Prepare amendments to FY 2020/21 Overall Work Program (OWP) and Budget **August 2020 - October 2020, January - April 2021, or as needed**
- Prepare FY 2021/22 Overall Work Program and Budget **January 2021 – May 2021**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

- Conduct FY 2019/20 closeout with Caltrans staff **August 2020**
- FY 2020/21 Overall Work Program and Budget amendments **October 2020, April 2021, or as needed**
- Preliminary Draft FY 2021/22 Overall Work Program and Budget **February 2021**
- Final FY 2021/22 Overall Work Program and Budget **May 2021**
- Quarterly progress reports on FY 2020/21 Overall Work Program **Quarterly**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$26,828</u> \$27,367	PCTPA	<u>\$51,828</u> \$52,367
Rural Planning Assistance Funds	<u>25,000</u>		
TOTAL	<u>\$51,828</u> \$52,367		<u>\$51,828</u> \$52,367
Percent of budget: <u>1.02</u> <u>1.10</u> %			

WORK ELEMENT 11 TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

BACKGROUND: As the Regional Transportation Planning Agency, the most basic responsibility of PCTPA is to administer TDA funds and related programs. Currently, PCTPA administers TDA funds of nearly \$~~25~~20 million annually. These funds operate public transit, maintain and construct local roads, and construct bicycle and pedestrian paths. Under the TDA, PCTPA is also responsible for carrying out the annual unmet transit needs process, fiscal audits, performance audits, transit planning, and transit coordination.

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2020 – October 2020**
- Review and summarize all comments received regarding unmet transit needs **December 2020**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2020 – January 2021**
- Prepare a report recommending a finding on unmet transit needs **January 2021 - February 2021**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2020/21 ~~August~~September **2020**
- Prepare a mid-year status update on FY 20/21 LTF and STA actual revenues to estimates **January 2021**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2021/22 **February 2021**
- 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 2020 – March 2021**
- Update and administer five year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Bi-Monthly**
- Facilitate and monitor activities of the Transit Operators Working Group **Quarterly**
- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**
- Coordinate with Sierra College on potential college student transit pass **Ongoing**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

PRODUCTS:

- Final Findings of Apportionment for FY 2020/21 **August-September 2020**
- Preliminary Annual Findings of Apportionment for FY 2021/22 **February 2021**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2021**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2021**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- Transit Operators Working Group meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$147,656</u> <u>\$152,439</u>	PCTPA	<u>\$105,581</u> <u>\$110,364</u>
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	<u>40,575</u>
TOTAL	<u>\$147,656</u> <u>\$152,439</u>		<u>\$147,656</u> <u>\$152,439</u>
Percent of budget:			
<u>2.91</u> 3.21 %			

WORK ELEMENT 12 INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

PCTPA works very closely and continuously with numerous outside agencies as a way of coordinating our planning efforts. In particular, we work with the Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for our area, to implement Federal and State transportation programs. While many of our interactions are specified under our Memorandum of Understanding, regional interests and overlapping jurisdictions provide additional need for close coordination. On a larger regional basis, PCTPA works closely with the Tahoe Regional Planning Agency (TRPA) and Nevada County Transportation Commission (NCTC) on connections both to and within the Truckee/North Tahoe area. On a statewide basis, we work closely to coordinate and share information with the California Transportation Commission (CTC), as well as other regional agencies through groups such as the Regional Transportation Planning Agency (RTPA) Group, Rural Counties Task Force (RCTF), and California Association of Councils of Government (CALCOG). In addition, PCTPA works in close coordination with the Placer County Air Pollution Control District (APCD) in regards to transportation/air quality issues.

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

WORK PROGRAM:

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

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

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

PRODUCTS:

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

REVENUES		EXPENDITURES	
LTF	<u>\$122,878</u> <u>\$136,752</u>	PCTPA	<u>\$132,878</u> <u>\$146,752</u>
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
TOTAL	<u>\$142,878</u> <u>\$156,752</u>		<u>\$142,878</u> <u>\$156,752</u>
Percent of budget:	<u>2.82</u> 3.31 %		

WORK ELEMENT 13 INTERGOVERNMENTAL ADVOCACY

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

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

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

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual Cap-to-Cap and State legislative advocacy effort **July 2020 – September 2020, January 2021 – June 2021**
- 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 **November 2020 – February 2021**
- Develop annual State legislative and advocacy platform **November 2020 – February 2021**
- 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 2020**
- 2020 Federal Legislative Platform **February 2021**
- 2020 State Legislative Platform **February 2021**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2021**
- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

REVENUES		EXPENDITURES	
LTF	<u>\$123,744</u> <u>\$104,672</u>	PCTPA	<u>\$69,744</u> <u>\$50,672</u>
Interest	<u>6,000</u>	Travel and Conference Expenses	10,000
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	2,300
		State Advocacy Consultant	5,000
		Federal Legislative Advocate	<u>36,500</u>
TOTAL	<u>\$129,744</u> <u>\$110,672</u>		<u>\$129,744</u> <u>\$110,672</u>
Percent of budget:	<u>2.56</u> <u>2.33</u> %		

WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH

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

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

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

This work element covers the more general outreach and input that is important to dealing with transportation issues. Specific outreach for specific efforts, including transit and rail, I-80/SR 65 Interchange, SR 65 Widening, I-80 Auxiliary Lanes, SR 49 Sidewalks Gap Closure, and the Regional Transportation Funding Strategy are covered under those work elements. Advocacy and lobbying, including policy advocacy outreach or requests for project funding, are covered under Work Element 13: Intergovernmental Advocacy.

WORK PROGRAM:

- Develop and distribute informational pieces to the public, such as brochures, about Agency activities and responsibilities **Ongoing**
- Provide outreach and presentations to interested groups, such as Municipal Advisory Committees, Chambers of Commerce, neighborhood associations, and business groups, on Agency activities and responsibilities **Ongoing/as requested**
- Provide information about transportation options for the general public, including distribution of schedules and informational pieces about transit trip planning, at the Agency offices **Ongoing**
- Solicit and facilitate input of public on transportation issues by specifically including Agency website address, e-mail address, phone number, fax 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**
- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Boardmembers, 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**
- Design, update, and keep current agency website - www.pctpa.net **Ongoing**
- Post agenda and minutes on agency web site **Monthly**

WORK ELEMENT 14 (continued)

COMMUNICATIONS AND OUTREACH

- Provide recordings of Agency Board meetings to local media for broadcast on community television **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**
- Implement and update social media policy to guide staff and consultants in the parameters for social media postings on behalf of the Agency **Ongoing/As needed**
- Develop and implement social media program to highlight transportation programs, projects, issues, and other information pertinent to the traveling public **Ongoing**
- Develop and distribute “e-newsletter” with updates on transportation projects and programs, spotlighting current and upcoming transportation issues **Bi-monthly**
- Hold meetings, workshops, and/or events to capture public attention, disseminate information, and/or solicit input about transportation issues **Ongoing**
- Bring attention to milestones on transportation projects and programs through signage, events, social media, websites, and other appropriate methods **Ongoing/As needed**
- Develop marketing and outreach materials for programs that provide transportation options in Placer County **Ongoing**
- Create, maintain and update agency websites that provide education and information regarding transportation options in Placer County **Ongoing**
- Provide support for alternatively fueled vehicles, including EV charging station **Ongoing**
- Actively participate as a member of the TNT/TMA and support public education and outreach activities applicable to the Truckee-North Tahoe area **Ongoing**

PRODUCTS:

- Information pieces, such as Power Point presentations and brochures, about Agency activities and responsibilities **Ongoing**
- PCTPA “e-newsletter” **Quarterly**
- Social media postings **Ongoing**
- Posting of video recordings of Board meetings **Monthly**
- Agency web site updates **Ongoing**
- Board agenda postings on website **Monthly**
- Project and event signage **As needed**
- Meeting notifications and advertising **As needed**
- Project and event website construction and maintenance **As needed**
- Fact sheets, program and project summaries, and other printed materials **As needed**
- Nevada Station Electric Vehicle Station operation reports **Ongoing**
- TNT/TMA progress reports and invoices **Quarterly**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$111,582 <u>\$224,331</u>	PCTPA	\$98,682 <u>\$102,931</u>
CMAQ	<u>40,500</u>	Communications Consultant	<u>35,000</u> 50,000
		Video Production Consultant	25,000
		Funding Kiosk Experience	8,500
		Outreach Printing and Reproduction	25,000
		Advertising and Social Media	10,000
		Event Sponsorship	25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle	<u>2,000</u>
		Marketing/Support	
TOTAL	<u>\$152,082</u> \$264,831		<u>\$152,082</u> 264,831
Percent of budget:	<u>3.00</u> 5.58 %		

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

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

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

WORK PROGRAM:

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

PRODUCTS:

- Accounts receivable, accounts payable, balance sheets, and other accounting records **Ongoing**
- Tenant leases **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	<u>\$15,317</u> \$29,168	PCTPA	<u>\$15,317</u> \$29,168
<u>TOTAL</u>	<u>\$15,317</u>		<u>\$15,317</u>
Percent of budget:			
<u>0.300.61</u> %			

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION

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

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

PCTPA actively participated with SACOG and our other regional partners in the update of the six-county Metropolitan Transportation Plan (MTP), which was adopted in [November 2019-February 2020](#). Technical reasons for this joint effort include reference to the PCTPA/SACOG Memorandum of Understanding (MOU) dated April 11, 2001, which states SACOG provides air quality conformity and other federal requirements for the RTP.

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

Staff will kick off the development of the 2045 RTP in FY 2020/21. The 2045 RTP will incorporate the most recent planning requirements identified in the RTP Guidelines for RTPAs, the latest project information, and revenue assumptions for the region. The 2045 RTP will incorporate the work of and coordination with SACOG's MTP/SCS update to ensure consistency between the planning efforts due to the complexity and dynamic planning environment in the Sacramento Region. The parallel schedules of the two efforts creates an opportunity to maximize efficiencies and effectiveness in addressing Placer's needs and goals. The technical coordination with SACOG will consist of the following activities:

- Model Development and Support – PCTPA (SACOG Project #100-002-01P)
 - This project includes SACOG staff time for Placer County-related travel demand and transportation modeling, data assembly, analysis, and monitoring work.
- Regional Progress Report – PCTPA (SACOG Project #100-02-10P)
 - The Regional Progress Report will provide data for integrated planning across demographic, economic, land use, housing and transportation indicators, and show how the region has changed since the last progress report released in June of 2017.

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- Data Development, Monitoring, and Support – PCTPA (SACOG Project #100-005-02P)
 - This project includes SACOG staff time and resources to start the land use, demographic, and transportation datasets representing conditions in 2020 (existing conditions) that are integral to the development of the next MTP/SCS.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #100-006-11P)
 - The purpose of this element is to ensure that PCTPA is meeting its obligation to integrate performance-based planning and programming into the Metropolitan Transportation Plan and Transportation Improvement Program.

PREVIOUS WORK:

PCTPA

- Prepare RTP environmental document **June 2019 – December 2019**
- Release Draft RTP Document for public comment **August 2019**
- Release Draft RTP Environmental Document for public comment **August 2019**
- Adopt Final RTP Document **December 2019**
- Adopt Final RTP Environmental Document **December 2019**

SACOG

- SACOG Project #100-002-01P
 - Model network updates and RTP data support **November 2019**
 - Review of Placer-Sacramento Gateway Plan **April 2020**
- SACOG Project #100-02-10P
 - None, new SACOG project
- SACOG Project #100-005-02P
 - Updated land use, demographic, and transportation datasets representing conditions in 2040 that are integral to the development of the RTP **June 2019 – December 2019**
- SACOG Project #100-006-11P
 - None, new SACOG project

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Work with SACOG on the update of the Placer County-related portion of the travel demand model (SACOG Project #100-002-01P) **Quarterly**
- Work with SACOG on the update of socio-economic data for the Placer County-related portion of the travel demand model (SACOG Project #100-005-02P) **Quarterly**
- Congestion Management Plan updates **As needed**
- Develop schedule for 2045 RTP **January 2021 – June 2021**
- Participate in SACOG's Next Generation Transit Study **July 2020 – FY 2021/22**

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- Review of Caltrans Transportation Plan 2050 **July 2020 – December 2020**

SACOG

- SACOG Project #100-002-01P
 - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process and SB743 implementation **July 2020 – June 2021**
- SACOG Project #100-02-10P
 - Regional Progress Report Partnership coordination and analysis **July – December 2020**
- SACOG Project #100-005-02P
 - Collecting and updating Land Use inventories used in 2020 Base Year **July 2020 – June 2021**
- SACOG Project #100-006-11P
 - Track planning and programming of projects that support statewide performance goals **July 2020 – June 2021**
 - Update project performance assessment tool for regional ATP funding **July 2020 – April 2021**
 - Develop CMAQ Performance Plan **August 2020 - October 2021**

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **Monthly**
- SACOG travel demand model transportation network (SACOG Project #100-002-01P) **February 2021**
- SACOG travel demand model employment file (SACOG Project #100-005-02P) **February 2021**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- RTP progress reports and documents **July 2020 – June 2021**

SACOG

- SACOG Project #100-002-01P
 - Land use/Demographic data summaries; VMT screening maps for SB743 implementation **Ongoing**
- SACOG Project #100-02-10P
 - Regional Progress Report **December 2020**
- SACOG Project #100-005-02P
 - 2020 MTP/SCS Open Data Page **September 2020**
 - New 2020 Housing and Employment Inventory **December 2020**
 - New Bikeways and Trails Inventory **March 2021**
 - Updated SB743 Open Data Page **July 2021**
- SACOG Project #100-006-11P
 - CMAQ Performance Plan **September 2020**

- Pavement and Bridge Performance Targets (PM2) **November 2020**
- System Performance Targets (PM3) **November 2020**
- Year 2 Safety Performance Targets (PM1) **February 2021**
- Project Performance Assessment Tool Improvements **April 2021**

REVENUES		EXPENDITURES	
LTF	\$50,035 <u>\$8,263</u>	SACOG	\$356,190 <u>\$388,297</u>
Rural Planning Assistance	397,000	PCTPA	<u>106,073</u> 115,738
Planning, Programming, and Monitoring (PPM)	<u>60,000</u>	Legal	1,000
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$507,035 <u>\$465,263</u>		\$356,190 <u>\$465,263</u>
Percent of budget:	<u>9.17</u> 10.69 %		

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 Health Express, My Rides, Transit Ambassador Program, and the South Placer Transportation Call Center per [Memorandum-Memoranda](#) of Understanding **Ongoing**
- Implement bus pass subsidy program **Ongoing**
- [Developing](#) and [printing](#) coordinated transit schedules **Ongoing**
- [Develop and keep updated \[www.sptransitinfo.org\]\(http://www.sptransitinfo.org\)](#) **Ongoing**
- Implement WPCTSA [and Fixed-Route](#) SRTP recommendations as needed **Ongoing**
- Develop agenda items for CTSA Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested groups, and citizens **Ongoing**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2020/21 Budget updates **As needed**
- CTSA FY 2021/22 Budget **June 2021**
- 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 2020 – June 2021/as needed**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	<u>\$85,553</u> \$87,772	PCTPA	<u>\$85,553</u> \$87,772
TOTAL	<u>\$85,553</u> \$87,772		<u>\$85,553</u> \$87,772
Percent of budget: <u>1.69185</u> %			

WORK ELEMENT 24

SOUTH PLACER TRANSIT PROJECT TRANSIT PLANNING

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

BACKGROUND:

In a partnership between transit operators and the major South Placer medical centers, this pilot transit improvement ewould connect South Placer County to the high-frequency Sacramento Light Rail transit system. ~~If deemed feasible, t~~This project ewould provide Lincoln residents an efficient alternative to driving. ~~The South County Transit Project could establish express transit service to address the and~~ increased congestion and the continued need for enhanced transit services in the ~~area~~Highway 65 Corridor . The new intercity-route ewould begin and end with a stop in the City of Lincoln. ~~The route would then~~ continue along the Highway 65 corridor with stops at Sutter Roseville Medical Center and Kaiser Permanente Roseville. ~~The express bus service could then travel on Interstate 80,~~ and terminate at the Watt/I-80 light rail station in Sacramento County. Sacramento Regional Transit’s light rail service ewould then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County.

WORK PROGRAM:

- Work with Roseville Transit, Placer County Transit, Auburn Transit and the CTSA to reinvent transit service to address impacts of COVID-19 and the ongoing decline in ridership for non-commuter service prior to COVID-19. July 2020-June 2022.
- Work closely with consultant team, ~~jurisdictions~~City of Roseville, and other pertinent parties to develop the South Placer Transit Project per consultant contract **July 2020 – June 2021**
- Provide support for state grant application for transit capital funding **June 2020 – December 2020**June 2021
- Work with SACOG, Caltrans, and ~~jurisdictions~~the City of Roseville to ensure inclusion of the South Placer Transit Project in their planning and funding efforts **Ongoing**

PRODUCTS:

- South Placer Transit Project Implementation Plan **In accordance with work program**
- Consultant contract amendments **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	<u>\$61,405</u> \$63,135	PCTPA	<u>\$40,905</u> \$42,635
		Transit Consultant	20,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$61,405</u> \$63,135		<u>\$61,405</u> \$63,135
Percent of budget:	<u>1.21</u> 1.33 %		

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

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

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

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

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

A key task for the ALUC is the implementation of the Airport Lane Use Compatibility Plan (ALUCP). This adds a review of local land use proposals in the areas surrounding the airports to determine whether they are consistent with the current ALUCP adopted in early 2014. The City of Auburn submitted their updated Airport Layout Plan and Narrative Report for consistency review in May 2020 and the ALUC Board directed staff in August 2020 to update the ALUCP to make sure the two documents conform.

WORK PROGRAM:

- Participate in interagency aviation meetings **As Needed**
- Review development projects for consistency with ALUCP ~~As Needed~~**Ongoing**
- Provide staff support for aviation agencies, local jurisdictions and ALUC **Ongoing**
- Administer funds and programs for local jurisdictions **Ongoing/as needed**
- ~~Participate in RTPA Aviation group~~ **Quarterly**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport ~~In accordance with SACOG schedule/as needed~~ **As needed**
- Review Lincoln Airport Layout Plan and Narrative Report Update for consistency with ALUCP **July 2020 – September 2020**

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

- Update the ALUCP to reflect the Auburn and Lincoln Airport Layout Plan and Narrative Report Updates **July 2020 – FY 2021/22**
- Review existing ALUC fee structure to determine need to update July 2020-FY2021/22

PRODUCTS:

- Determinations of ~~land use proposal~~ development projects consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule**
- Grant proposals, funding plans, and interagency agreements **Ongoing/aAs needed**
- ALUC meeting agendas **As needed**
- Update the ALUCP to reflect the Auburn and Lincoln Airport Layout Plan and Narrative Report Updates **July 2020 – FY 2021/22**
- Updated ALUC Fee Structure **July 2020 – FY 2021/22**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$176,282</u> \$159,535	PCTPA	<u>\$76,282</u> \$79,535
ALUC Fees	6,500	Legal	1,000
City of Auburn	16,000	Airport Conformity Consultant	7,500
City of Lincoln	<u>8,000</u>	Meetings, Travel, and Notifications	2,000
		ALUCP Consultant	<u>100,000</u> 127,000
TOTAL	<u>\$206,782</u> \$190,035		<u>\$206,782</u> \$190,035
Percent of budget:	<u>4.08</u>		
	<u>4.01</u> %		

WORK ELEMENT 33 BIKEWAY PLANNING

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

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

PCTPA will update, print, and distribute the Countywide Bikeway Map as it has annually since 2010. Staff will also continue to monitor bicycle planning and implementation needs, and coordinate with SACOG, Caltrans, and jurisdictions on bicycle issues.

PCTPA will also partner with SACOG on a Caltrans Sustainable Communities funded six-county Regional Parks and Trails Strategic Development Plan. This study is a joint effort between SACOG, EDCTC, PCTPA, and Valley Vision to develop a community and business-supported vision and strategic implementation approach for a connected regional trail system using public outreach, data analysis, and project prioritization. The ultimate system will create low-stress access for disadvantaged populations to parks and other community destinations to add to the region's sustainability and quality of life through increased active transportation opportunities that can improve public health.

WORK PROGRAM:

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on bicycle funding opportunities and grant programs [and enhance coordination efforts with Caltrans to identify and program complete streets enhancements to the state highway system in Placer County](#) **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2021 – May 2021**
- Using enhanced computer software capabilities, update countywide bikeway maps in-house **Ongoing**
- Print and distribute updated countywide bicycle maps **Ongoing**
- Coordinate efforts with Caltrans District 3 on their district-wide bicycle facilities mapping effort **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**
- Participate in SACOG Regional Parks and Trails Strategic Development Plan **As needed**
- Participate in development in Caltrans District 3 Active Transportation Plan **July 2020 – June**

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

PRODUCTS:

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **As needed**
- Regional Bicycle Steering Committee agendas ~~July 2020—February 2021~~As needed
- Grant applications for state highway complete streets projects every two years Ongoing

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$15,530 <u>\$16,277</u>	PCTPA	\$17,030 <u>\$17,777</u>
CMAQ	<u>2,000</u>	Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$17,530 <u>\$18,277</u>		\$17,530 <u>\$18,277</u>
Percent of budget:	0.350 <u>0.39</u> %		

WORK ELEMENT 35

RAIL PROGRAM

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

BACKGROUND: PCTPA's rail program includes rail system planning, rail 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 and the CCJPA. PCTPA also provides a critical network of support for the service, working with jurisdictions and CCJPA staff to provide stations, platforms, connector buses, and other amenities required for the ongoing success of the 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, but further efforts have been on hold pending ongoing discussions and negotiations with Union Pacific Railroad about the capacity improvements that would be needed to make partially or completely implement these plans. An underlying recognition with these enhancements to passenger rail is that it would also support and enhance goods movement, and may be moved forward through use of State grants for Cap and Trade.

More recently, the rail passenger capacity improvement discussion has focused on improvements to the UP rail "bottleneck" between Sacramento and Roseville. In November 2015, the CCJPA adopted the environmental document for the Third Track capacity improvements, with the focus of providing the Capitol Corridor 10 round trips daily to Roseville. The next steps in this effort, to design and construct the Third Track facilities, entails extensive coordination to build agreements with key parties, including CCJPA, PCTPA, UP, and the City of Roseville.

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

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

WORK PROGRAM:

- Participate in CCJPA and other interagency rail committees and meetings **Monthly**
- Coordinate with state and federal agencies and legislators to ensure and enhance the long term viability of rail service in Placer County **Ongoing**

WORK ELEMENT 35 (continued)
RAIL PROGRAM

- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**
- Monitor and expedite improvements to rail facilities and services in Placer County, including Third Track project **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Placer stations, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Participate with Caltrans in their upcoming Statewide Rail Plan **Ongoing according to Caltrans' schedule Completed in 2018 – update every 5 years**
- Work with CCJPA on annual marketing program for Placer County **July 2020 – June 2021**

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**
- Memorandum of Agreement with Union Pacific Railroad, CCJPA, and/or other appropriate parties on terms for provision of additional passenger rail service to Placer jurisdictions **As needed**
- CCJPA marketing materials focused on Placer County **July 2020 – June 2021**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$35,184</u> <u>\$40,191</u>	PCTPA	<u>\$41,684</u> <u>46,691</u>
CMAQ	7,500	Legal	500
CCJPA	7,500	Marketing Consultant	7,500
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$50,184</u> <u>\$55,191</u>		<u>\$50,184</u> <u>\$55,191</u>
Percent of budget:	<u>0.99</u> <u>1.16%</u>		

**WORK ELEMENT 40
PLACER PARKWAY**

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

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

The Tier 1 environmental document, which identified a 500’ to 1000’ wide corridor for acquisition, was adopted by the South Placer Regional Transportation Authority (SPRTA) in December 2009. The subsequent Tier 2 environmental document effort is being led by Placer County and will analyze design and construction impacts of roadway alignments within the selected corridor.

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

WORK PROGRAM:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	<u>\$15,378</u> \$15,982	PCTPA	<u>\$14,878</u> \$15,482
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$15,378</u> \$15,982		<u>\$15,378</u> \$15,982
Percent of budget:	<u>0.30</u> 0.34 %		

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 a planning level alignment alternatives, as well as scope, schedule, and cost estimates. Because the two projects are so closely related, PCTPA has reprogrammed a portion of the savings from a Federal earmark for the I-80 Bottleneck for preconstruction of the I-80/SR 65 Interchange. After an extensive consultant selection process, the contract was signed with the Jacobs team in February 2011. 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. The work for FY 2020/21 is expected to focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, including project website updates. Augmenting construction of Phase 1 is ongoing public and stakeholder outreach and member jurisdiction coordination.

WORK PROGRAM:

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to close out construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2020 – June 2021**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**
- Maintain and update the project website, www.8065interchange.org **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**

PRODUCTS:

- Phase 1 construction website updates and outreach materials **Ongoing**
- Coordination with Caltrans and regulatory agencies to close out permitting and environmental monitoring for Phase 1 construction **Ongoing**

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

REVENUES		EXPENDITURES	
LTF	\$0	PCTPA	<u>\$35,236</u> \$36,687
SPRTA Mitigation Fees	<u>\$37,736</u> \$39,187	Legal	2,000
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$37,736</u> \$39,187		<u>\$37,736</u> \$39,187
Percent of budget:	<u>0.74</u>		
	0.83 %		

WORK ELEMENT 42

HIGHWAY 65 WIDENING *(Multi-year project)*

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

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

A project initiation document (PID) for the Highway 65 Widening was completed by Caltrans District 3 in January 2013. This document provides planning level alternatives, as well as scope, schedule, and cost estimates. The PCTPA board approved funding to complete Project Approval and Environmental Document (PA&ED) phase, which was completed in FY 2017/18.

The next phase of the project is the design of Phase 1 improvements [from Blue Oaks Boulevard to Galleria Blvd/Stanford Ranch Rd](#), which is being led by PCTPA. The work for FY 2020/21 [continued the Phase 1 work to 95 percent design in September 2020. However, with the transportation funding strategy being delayed to 2022, the design will go on hold for the remainder of FY 2020/21 until local match construction funding can be identified.](#) ~~is expected to include design of the Phase 1 improvements from Galleria Blvd/Stanford Ranch Rd to Blue Oaks Blvd to gain approval from Caltrans, with extensive public outreach and coordination with member jurisdictions.~~

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to design Phase 1 improvements per consultant contract **July 2020 – [October 2020-FY 2021/22](#)**
- With the consultant team, provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- ~~In coordination with member jurisdictions and Caltrans, submit application for SB-1 Local Partnership Program (LPP) funding **Ongoing per Caltrans/CTC schedules**~~

PRODUCTS:

- Highway 65 Widening consultant work products **In accordance with work program**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$0	PCTPA	<u>\$98,040</u> <u>\$102,072</u>
		Legal	<u>\$1,000</u> \$2,000
SPRTA	<u>\$220,040</u> <u>556,072</u>	Meetings, Travel, and Notifications	<u>\$1,000</u> 2,000
		Design consultant	<u>\$120,000</u> <u>450,000</u>
TOTAL	<u>\$220,040</u> <u>\$556,072</u>		<u>\$220,040</u> <u>\$556,072</u>
Percent of budget: <u>4.34</u> <u>11.72</u> %			

WORK ELEMENT 43

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

PURPOSE: To develop a shelf-ready improvement program for the I-80 Auxiliary Lanes, including environmental clearances, design, and right of way. Caltrans pays for and provides staff support through Expenditure Authorization 03-3F230.

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

- I-80 Eastbound Auxiliary Lane between SR 65 and Rocklin Road
- I-80 Westbound 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 are being 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 began on 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.

The work for FY 2020/21 is expected to include continuing-completing design and right of way acquisition for both locations to create a shelf ready project for construction.

WORK PROGRAM:

- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the I-80 Auxiliary Lanes in their planning efforts **Ongoing**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to complete final design and acquire right of way per consultant contract **July 2020 – March 2021**
- With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**

PRODUCTS:

- I-80 Auxiliary Lanes consultant work products **In accordance with work program**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

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

REVENUES		EXPENDITURES	
LTF	<u>\$12,515</u> <u>\$12,350</u>	PCTPA	<u>\$123,031</u> <u>\$119,862</u>
<u>Federal HPP and</u> <u>Repurpose earmarks &</u> <u>HIP</u>	<u>\$264,005</u> <u>168,317</u>	<u>Design and Right of</u> <u>Way consultant</u>	<u>\$223,303</u> <u>292,350</u>
		Meetings, Travel, and Notifications	<u>\$1,000</u> <u>2,000</u>
<u>HIP Grant Funds</u>	<u>235,545</u>	<u>Right of Way Consultant</u> <u>and Acquisition</u>	<u>\$327,186</u>
<u>SPRTA</u>	<u>400,000</u>		
TOTAL	<u>\$676,520</u> <u>\$416,212</u>	Legal	<u>2,000</u>
Percent of budget: <u>13.34</u> <u>8.78</u> %			<u>\$676,520</u> <u>\$416,212</u>

WORK ELEMENT 44

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

PURPOSE: To implement the Active Transportation Program Cycle 4 (2018) funded Highway 49 Sidewalk Gap Closure project. The project will construct 2.8 miles of sidewalks between gap on State Route 49 (SR 49) from I-80 to Dry Creek Road, including environmental clearances, design, and right of way support. Caltrans pays for and provides staff support through Expenditure Authorization 03-3H830.

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

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

During FY 2020/21, PCTPA and the consultant team will finalize the Plans Specifications & Estimates (PS&E), and begin the right-of-way engineering phases.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to design (PS&E) improvements per consultant contract **July 2020 – February 2021**
- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties on the right of way phase per consultant contract **July 2020 – FY 2021/22**
- With the consultant team, provide information and make presentations on the Highway 49 Sidewalk Gap Closures effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**

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

PRODUCTS:

- Final Design Plans **February-April 2021**
- Right of Way Acquisition **FY 2021/22**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

FY 20/21

REVENUES		EXPENDITURES	
LTF	<u>\$9,418</u> <u>\$8,550</u>	PCTPA	<u>\$79,232</u> <u>\$2,669</u>
CMAQ	<u>\$384,692</u> <u>\$206,669</u>	Environmental/Design/right-of-waydesign <u>Design & ROW</u> consultant	<u>\$612,878</u> <u>\$408,550</u>
<u>ATP Federal Grant Funds - ROW</u>	<u>\$300,000</u>	Meetings, Travel, and Notifications	<u>\$1,000</u> <u>\$2,000</u>
<u>HHP Grant Funds</u>	<u>280,000</u>	Legal	<u>\$1,000</u> <u>\$2,000</u>
TOTAL	<u>\$694,110</u> <u>\$436,200</u>		<u>\$694,110</u> <u>495,219</u>
Percent of budget: <u>13.69</u> <u>10.44</u> %			

WORK ELEMENT 45
CORRIDOR MOBILITY PLAN (Multi-year project)

PURPOSE: Prepare the Placer Sacramento Gateway Plan (PSGP) in accordance with the California Transportation Commission’s (CTC) 2019 Comprehensive Multimodal Corridor Plan Guidelines and California Department of Transportation’s (Caltrans) Corridor Planning Guidebook to pursue state and federal grant funding.

BACKGROUND: The PCTPA, in collaboration with the Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), and Caltrans District 3, are co-leading an effort to create the PSGP and complete the plan by December 2020, including project implementation, transportation, and public outreach. The PSCMP will include an approximately 45-mile corridor that starts on US 50 at Interstate 5 and extends along Business 80, Interstate 80 to Highway 49, and Highway 65 to Nelson Lane.

The PSGP is required to compete for the ~~upcoming~~ CTC Solutions for Congested Corridors Program (SCCP) Cycle 2 funding ~~with grant applications due in anticipated in July 2020 2021~~, which requires the plan to be consistent with the CTC’s 2019 Comprehensive Multimodal Corridor Plan Guidelines. The PSGP will also be used to pursue other federal and state grant funding. In addition, the PSGP will need to be consistent with the Caltrans’ Corridor Planning Guidebook to pursue available state Interregional Transportation Improvement Plan (ITIP) funding.

WORK PROGRAM:

- Work closely with project partners to secure state grants for a set of priority projects along the corridor **July 2020 – December 2020**
- Provide information and make presentations on the PSGP effort to elected officials, business groups, citizen groups, and other interested parties **July 2020 – December 2020/as needed**

PRODUCTS:

- Solutions for Congested Corridors Program Grant Application **July 2020**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$20,187 \$29,009	PCTPA	\$14,687 \$23,509
SPRTA		Grant Application Consultant	<u>\$5,000</u>
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$20,187 \$29,009		\$20,187 \$29,009
Percent of budget:	<u>0.400-61%</u>		

WORK ELEMENT 46

MOBILITY ACTION PLAN *(Multi-year project)*

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

BACKGROUND: PCTPA was awarded a Sustainable Communities grant from Caltrans in May 2020. The Placer Sacramento Mobility Action Plan ([PSMAP Action Plan](#)) will build on the completion of the Placer Sacramento Gateway Plan, which includes collaboration between PCTPA, Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), and Caltrans District 3. The [PSMAP Action Plan](#) will identify a list of regional projects to pursue in a coordinated transportation funding effort, including outlining clear actions, assigning implementation roles, and establishing performance metrics. The [PSMAP Action Plan](#) will include an approximately 45-mile corridor that starts on US 50 at Interstate 5 and extends along Business 80, Interstate 80 to Highway 49, and Highway 65 to Nelson Lane.

The [PSMAP Action Plan](#) will utilize innovative community engagement, extensive multimodal simulation modeling, and continuous stakeholder coordination. The [PSMAP Action Plan](#) will be used to compete for state and federal grant funding anticipated in 2022.

PREVIOUS WORK:

- Release request for proposals and award consultant contract **April 2020**

WORK PROGRAM:

- Administer Caltrans grant **July 2020 – FY 2021/22**
- Work closely with project partners to determine set of priority projects along the corridor that would compete best in state and federal grant programs **July 2020 – FY 2021/22**
- With the consultant team, provide information and make presentations on the PSMAP effort to elected officials, business groups, citizen groups, and other interested parties **As needed**
- Develop virtual reality simulation of key transportation projects **July 2020 – FY 2021/22**

PRODUCTS:

- Virtual Reality Demonstration **Ongoing**
- Draft Placer-Sacramento Action Plan (PSAP) **FY 2021/22**
- Final Placer-Sacramento Action Plan (PSAP) **FY 2021/22**
- Consultant contract amendments **As needed**

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

FY 2020/21

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$33,078</u> <u>\$63,495</u>	PCTPA	<u>\$83,186</u> <u>\$86,978</u>
Caltrans Sustainable Communities Grant	<u>490,000</u>	Consultant	<u>467,000</u> <u>461,517</u>
<u>SACOG Regional Local Program</u>	<u>\$32,108</u>	Meetings, Travel, and Notifications	<u>5,000</u>
TOTAL	<u>\$555,186</u> <u>\$553,495</u>		<u>\$555,186</u> <u>\$553,495</u>
Percent of budget:			
<u>10.95</u> <u>11.67</u> %			

FY 2021/22

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2021/22 LTF	<u>\$15,000</u> <u>\$10,979</u>	PCTPA	<u>\$25,200</u> <u>\$25,000</u>
Caltrans Sustainable Communities Grant	<u>\$115,648</u> <u>84,775</u>	Consultant	<u>\$157,081</u> <u>122,387</u>
Local Agency Funding	<u>53,633</u>	Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	<u>\$184,281</u> <u>\$149,387</u>		<u>\$184,281</u> <u>\$149,387</u>

TOTAL

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$80,186</u> <u>\$74,474</u>	PCTPA	<u>\$108,386</u> <u>\$111,978</u>
Caltrans Sustainable Communities Grant	<u>605,648</u> <u>574,775</u>	Consultant	<u>\$624,081</u> <u>583,904</u>
Local Agency Funding	<u>53,633</u>	Meetings, Travel, and Notifications	<u>7,000</u>
TOTAL	<u>\$739,467</u> <u>\$702,882</u>		<u>\$739,467</u> <u>\$702,882</u>

WORK ELEMENT 47

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

PURPOSE: To develop a shelf-ready improvement program for Riego Road/Baseline Road from State Route 99/70 in Sutter County to Foothills Boulevard in Placer County/City of Roseville, including planning, environmental clearance, design, and right-of-way.

BACKGROUND: PCTPA, the County of Sutter, the County of Placer, and the City of Roseville are leading the Project Initiation Document Equivalent (PIDE) effort to widen Riego Road/Baseline Road. PCTPA is taking the administrative lead to manage a qualified consultant to successfully complete the [project study report \(PSR\) ~~PIDE document~~](#) by ~~June-October~~ 2020. The project includes widening Riego Road/Baseline Road to four-lanes from State Route 99/70 to Foothills Boulevard (12 miles), and includes vehicular, transit, bike, and pedestrian infrastructure, and the addition of landscaping.

The most critical analysis in this segment is a grade separation of the railroad tracks/levee, which include full grade separation over the railroad tracks/levee or at-grade widening with the closure of one or more at-grade railroad crossings north of the proposed project.

Because the total project improvements are estimated to cost [about](#) \$100 million, far more than the local agencies have reasonably available in the short term, the [PSR ~~PIDE~~](#) will be used to pursue local, state, and federal funding.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to complete [PIDE-PSR](#) per consultant contract [July-October 2020](#)
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties **July 2020 – June 2021/as needed**
- [Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening in their planning efforts](#) **Ongoing**
- [Pursue next phase \(PA/ED\) through negotiations with jurisdictions – November 2020-June 2021](#)

PRODUCTS:

- [Riego Road/Baseline Road Widening consultant work products](#) **In accordance with work program**
- [PA/ED consultant contract \(to be determined\)](#)
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

WORK ELEMENT 47 (continued)
RIEGO ROAD/BASELINE ROAD WIDENING PROJECT (Multi-year project)

REVENUES		EXPENDITURES	
LTF	\$7,199 \$33,731	PCTPA	\$41,307 \$33,231
County of Sutter, County of Placer, City of Roseville	<u>67,126</u> 0	PIDE Consultant	<u>32,518</u>
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$74,325</u> \$33,731		<u>\$74,325</u> \$33,731
Percent of budget:	<u>1.47</u> 0.71 %		

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

The passage of SB 1 in the Spring of 2017 has 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, and PCTPA is deeply involved in the development of the guidelines and requirements of these programs. As those programs come on line, this means PCTPA must enhance our coordination with member jurisdictions as well as SACOG and other regional agencies to identify projects and develop applications. Equally critical, these programs include a much higher level of reporting to Caltrans and the California Transportation Commission (CTC) that PCTPA must comply with.

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

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. After many years of short term Federal bills, the Fixing America's Surface Transportation (FAST) Act was passed in late 2015 to provide a five year package with a modest 3% increase in funding levels. However, the FAST Act relies on six years of revenues to fund the five year bill, which leaves open the question of what will happen when the FAST Act expires.

Whatever the financial climate, timelines, or requirements involved, PCTPA's primary focus is to obtain and maintain the maximum amount of transportation funding for our local and regional transportation priorities, including transit improvements, Highway 65 widening, the I-80/SR 65 Interchange, SR 49 Sidewalk Gap Closures, Placer Parkway, rail capacity improvements, and

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

various I-80 improvements. Not only do these projects enhance mobility for residents, they also enhance and expand efficient local, regional, and – in the case of I-80 and rail, national goods movement.

PCTPA also programs projects for Federal programs such as the Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Block Grant Program (RSTBGP), the Federal Transit Administration (FTA) Section 5310 and 5311, as well as coordinating applications for State and regional programs like the Active Transportation Program (ATP).

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 the Regional Surface Transportation Block Grant Program (RSTBGP) and Congestion Mitigation and Air Quality (CMAQ) programs.

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

WORK PROGRAM:

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare grant and funding applications, such as for Federal INFRA and BUILD grants **Per Federal/State schedules**
- Serve as information clearinghouse for various grant programs **Ongoing**
- Provide staff support and advice for local jurisdictions in developing grant applications **Ongoing**
- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- Analyze CMAQ applications and recommend programming to SACOG per Memorandum of Understanding **As needed**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **Ongoing**
- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, RSTBGP, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Carbon Transit Operations Program applications **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly/as needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC schedules**
- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop application for SB 1 ~~Trade Corridors Enhancement Program (TCEP)~~ grant [programs, including Trade Corridors Enhancement Program \(TCEP\) and Solutions for Congested Corridors Program \(SCCP\) program](#) **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- Participate in Highway 49 Safety Audit Review and Implementation with Caltrans **July 2020 – June 2021**

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Amendments and applications to Low Carbon Transit Operations Program **As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- FTA Section 5310 Priority List **January 2020, per Caltrans schedule**
- FTA Section 5311 Program of Projects and Application **January-August 2020**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2020**
- FHWA Strategic Partnership Grant application **March 2020**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**
- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) **Per Caltrans/CTC schedules**
- SB 1 program reports **Per Caltrans/CTC schedules**

REVENUES		EXPENDITURES	
LTF	<u>\$52,378</u> \$59,258	PCTPA	<u>\$116,378</u> <u>\$118,258</u>
		TCEP Grant Application Consultant	<u>5,000</u>
STIP Programming (PPM)	<u>65,000</u>	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	<u>\$117,378</u> <u>\$124,258</u>		<u>\$117,378</u> <u>\$124,258</u>
Percent of budget:	<u>2.31%</u> 2.62%		

WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM

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

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

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

Our charge is to regroup and redouble our efforts to provide the public with more information about the planning and funding challenges involved in addressing our critical transportation needs. Enhanced and creative efforts to provide that kind of outreach and information is a key to the success of our Regional Transportation Funding Program efforts moving forward.

WORK PROGRAM:

- Continue to monitor traffic volumes, monitor economic conditions, and update/refine the Regional Transportation Funding Outreach Program, including opportunities, needs, and constraints for post-COVID-19 return of traffic congestion estimated approximately January 2021 **July 2020 – June 2021**
- Develop and provide informational materials and fact sheets on transportation needs and funding to interested parties, including community and business groups, and the general public. **July December 2020 – June 2021**
- Continue to identify opportunities to leverage state and federal dollars to enhance local transportation funding efforts **Ongoing**
- ~~Continue to update and refine the Regional Transportation Funding Program, including opportunities, needs, and constraints~~ **July 2020 – June 2021**
- Investigate opportunities for innovative funding, such as bonding and public-private partnership for specialized transit services, Placer Parkway, I-80 improvements, and other potential candidate projects **Ongoing**

PRODUCTS:

- Informational materials, including fact sheets, maps, charts, website graphics, videos, social media, streaming media, traffic cameras and PowerPoint presentations, on transportation needs and funding **Ongoing December 2020-June 2021**

WORK ELEMENT 61 (continued)

WORK ELEMENT 61 (continued)
REGIONAL TRANSPORTATION FUNDING PROGRAM

- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Updated Sales Tax Revenue Projections ~~November~~ September 2020

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$399,004</u> 163,589	PCTPA	<u>\$152,568</u> 96,589
<u>LTF Contribution from South County Agencies</u>	<u>116,655</u>	Legal	5,000
		Funding Program Bonding Consultant	50,000
		Sales Tax Consultant	10,000
		Consultant/Direct Costs	347,291
		Events	7,500
		Meetings, Travel, and Notifications, <u>Misc Costs</u>	<u>5,000</u> 2,000
TOTAL	<u>\$515,659</u> \$163,589		<u>\$515,659</u> \$163,589
Percent of budget:			
<u>10.173.45%</u>			

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

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

BACKGROUND: The purpose of the program is to keep traffic moving by removing traffic impediments, such as cars with mechanical problems or that have been involved in accidents, as well as assisting the motoring public. The program provides a tow truck with a qualified technician patrolling the target area. The service began in 2003 through a Placer County Air Pollution Control District (APCD)'s AB 2766 funds to implement a Freeway Service Patrol in the congested areas of I-80 in the South Placer County area. In 2005 PCTPA became eligible to receive funding under the State's FSP program. Since then, the program has been expanded with increased service hours to cover I-80 from Roseville to Auburn and SR 65 from I-80 to Twelve Bridges Dr.

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

WORK PROGRAM:

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

PRODUCTS:

- Progress reports **Quarterly**
- Freeway Service Patrol brochures **Ongoing**
- Freeway Service Patrol signage and material updates **As needed**
- Award contract for new FSP contract **August-October 2020**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$6,237 \$6,573	PCTPA	\$62,438 \$63,790
FSP State Allocation	\$266,785 270,090	FSP contractor	428,385 \$434,900
		Sacramento Transportation Authority Support	5,800
FSP SB 1 Allocation	\$128,017 132,243	Legal	1,000
FY 2020/21 CMAQ Grant	100,584	FSP Brochures	2,000
		Meetings, Travel, and Notifications	<u>2,000</u>
TOTAL	\$501,623 \$509,490		\$501,623 \$509,490
Percent of budget: <u>9.89</u> 10.74 %			

WORK ELEMENT 100

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA) ADMINISTRATION

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

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

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

During FY 20/21, PCTPA staff and the SPRTA members will launch an update to the SPRTA Regional Travel Demand Forecasting (TDF) Model and Tier I and Tier II Regional Impact Fees. The TDF Model and Impact Fee is routinely updated approximately every five years. However, this update will be more robust than prior updates to incorporate the approvals of the Amoruso Ranch and Placer Ranch & Sunset Area Plans which will require an in-depth assessment of the regional impact fees. The TDF model geography will also be expanded to include the entire PCTPA boundary and will serve as a tool to assess future land use and transportation projects under SB 743. This effort is anticipated to occur over multiple fiscal years.

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA's traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Work with member jurisdictions to update the JPA agreement **As needed**
- Work with SPRTA TAC to select a consultant for the TDF Model and Regional Impact Fee Update **September 2020**
- Coordinate with SPRTA TAC and Placer County Jurisdictions to gather pertinent data for the TDF Model update **October 2020 – June 2021**
- Develop stakeholder engagement plan to share information on how regional impact fees are generated and the projects that they support **January 2021**
- Prepare Impact Fee Schedule **June 2021 – FY 2021/22**

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

PRODUCTS:

- SPRTA Implementation Plan updates **As needed**
- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2020/21 Budget updates **As needed**
- SPRTA FY 2021/21 Budget **June 2021**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**
- [SPRTA TDF Model and Impact Fee Program Stakeholder Outreach February 2021](#)
- [Draft Base Year SPRTA TDF Model June 2021](#)

FY 20/21

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$117,162-\$118,874	PCTPA	\$117,162 \$118,874
Percent of budget:	2.312.51%		

COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
ATP	Active Transportation Program
BUILD	Better Utilizing Investments to Leverage Development Grant
Caltrans	California Department of Transportation
CALCOG	California Association of Councils of Governments
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
INFRA	Infrastructure For Rebuilding America Grant
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Documentation
PCLTA	Placer County Local Transportation Authority
PPM	Planning, Programming and Monitoring
PS&E	Plans, Specifications, and Estimates (Design)
RFP	Request for Proposal
ROW	Right of Way
RPA	Rural Planning Assistance Funds
RSTBGP	Regional Surface Transportation Block Grant Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SB 1	Senate Bill 1 (April 2017 Road Repair and Accountability Act)
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SPRTA	South Placer Regional Transportation Authority
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TDA	Transportation Development Act
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency

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Table 1

Budget Summary FY 2020/21			
Expenditures	FY 2020/21 Oct Am 1	FY 2020/21 May Final	Difference
Salary	\$819,383	\$798,601	\$20,781
Benefits	\$454,543	\$438,848	\$15,694
Direct (Table 2)	\$3,291,826	\$2,962,389	\$329,436
Indirect (Table 3)	\$505,773	\$542,956	(\$37,183)
Total	\$5,071,524	\$4,742,795	\$328,729
Revenues	FY 2020/21 Oct Am 1	FY 2020/21 May Final	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$712,379	\$776,594	(\$64,215)
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUCP Contribution - City of Auburn	\$16,000	\$16,000	\$0
ALUCP Contribution - City of Lincoln	\$8,000	\$8,000	\$0
ALUC Fees	\$6,500	\$6,500	\$0
STIP Planning Funds	\$145,000	\$145,000	\$0
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$266,785	\$270,090	(\$3,305)
SB 1 FSP Grants	\$128,017	\$132,243	(\$4,226)
CMAQ Grants - FSP	\$100,584	\$100,584	\$0
Building Administration	\$15,317	\$29,168	(\$13,851)
Capitol Corridor Marketing Match	\$7,500	\$7,500	\$0
Interest	\$6,000	\$6,000	\$0
SPRTA Administration	\$117,162	\$118,874	(\$1,712)
SPRTA - I-80/SR 65 IC	\$37,736	\$39,187	(\$1,451)
SPRTA - Placer Parkway	\$15,378	\$15,982	(\$604)
SPRTA - SR 65 Widening	\$220,040	\$556,072	(\$336,032)
SPRTA-I80 Aux Lanes	\$400,000	\$0	\$400,000
Local Agency Funds - Riego/Baseline	\$67,126	\$0	\$67,126
HPP Section 1702 - I-80 Auxiliary Lanes	\$264,005	\$168,317	\$95,688
HIP Grant - I-80 Auxiliary Lanes	\$0	\$235,545	(\$235,545)
CMAQ Grant - SR 49 Sidewalks	\$384,692	\$206,669	\$178,023
ATP Federal Funding - SR 49 Sidewalks	\$300,000	\$0	\$300,000
HIP Grant - SR 49 Sidewalks	\$0	\$280,000	(\$280,000)
Caltrans Sustainable Communities Grant	\$490,000	\$490,000	\$0
Western Placer CTSA JPA Administration	\$85,553	\$87,772	(\$2,219)
CTSA - South Placer Transit Project	\$61,405	\$63,135	(\$1,730)
United Auburn Indian Community(UAIC)	\$24,191	\$0	\$24,191
SACOG Regional Local Program	\$32,108	\$0	\$32,108
LTF Additional Contribution from Jurisdictions	\$92,464	\$0	\$92,464
LTF Carryover	\$120,583	\$36,563	\$84,020
Total	\$5,071,524	\$4,742,796	\$328,729
Contingency Fund Balance	FY 2020/21 Oct Am 1	FY 2020/21 May Final	Difference
PCTPA	\$680,000	\$680,000	\$0
Nevada Station	\$50,000	\$50,000	\$0
Total	\$730,000	\$730,000	\$0
Revenue to Expenditure Comparison	FY 2020/21 Oct Am 1	FY 2020/21 May Final	Difference
Surplus/(Deficit)	(\$0)	(\$0)	

Table 2

Direct Costs				
FY 2020/21				
	FY 2020/21	FY 2020/21		
	Oct Am 1	May Final	Difference	Source
TDA Fiscal Audits (WE 11)	\$40,575	\$40,575	\$0	LTF
Funding Kiosk Experience (WE 14)	\$0	\$8,500	(\$8,500)	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$2,000	\$2,000	\$0	CMAQ, LTF
TNT/TMA Membership (WE 14)	\$6,400	\$6,400	\$0	LTF
SACOG Payment (WE 20)	\$388,297	\$388,297	\$0	LTF, RPA
Transit Consultant (WE 24)	\$20,000	\$20,000	\$0	CTSA
Capitol Corridor Marketing (WE 35)	\$7,500	\$7,500	\$0	CMAQ, LTF, CCJPA
I-80/SR 65 Interchange Outreach Consultant (WE 41)	\$0	\$0	\$0	SPRTA
I-80/SR 65 Interchange Permitting Consultant (WE 41)	\$0	\$0	\$0	SPRTA
SR 65 Widening Consultant Team - ROW (WE 42)	\$120,000	\$450,000	(\$330,000)	SPRTA
I-80 Auxiliary Lanes Consultant Design (WE 43)	\$223,303	\$292,350	(\$69,047)	HPP, RPS9, HIP
I-80 Auxiliary Lanes Consultant/ROW (WE 43)	\$327,186	\$0	\$327,186	SPRTA
SR 49 Sidewalk Consultant - Design/ROW (WE 44)	\$612,878	\$408,550	\$204,328	CMAQ
Riego/Baseline Widening - PIDE (WE 47)	\$32,518	\$0	\$32,518	Local Agency Funds
PSCMP Consultant (WE 45)	\$5,000	\$5,000	\$0	LTF
PSMAP Consultant (WE 46)	\$467,000	\$461,517	\$5,483	Caltrans Grant
ALUC Consulting Services (WE 27)	\$7,500	\$7,500	\$0	ALUC fees, LTF
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50, 61 80)	\$32,800	\$34,500	(\$1,700)	RPA, LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$35,000	\$50,000	(\$15,000)	LTF
Video Production Consultant (WE 14)	\$0	\$25,000	(\$25,000)	LTF
Outreach Printing and Reproduction (WE 14)	\$0	\$25,000	(\$25,000)	LTF
Advertising and Social Media (WE 14)	\$0	\$10,000	(\$10,000)	LTF
Federal Advocacy Services (WE 13)	\$36,500	\$36,500	\$0	LTF
State Advocacy Services (WE 13)	\$5,000	\$5,000	\$0	LTF
CalCOG Membership (WE 13)	\$2,300	\$2,300	\$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
Freeway Service Patrol Contractor (WE 80)	\$428,385	\$434,900	(\$6,515)	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Event Sponsorship (WE 61)	\$0	\$25,000	(\$25,000)	LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$15,000	\$17,000	(\$2,000)	LTF, RPA, CMAQ, HPP, SPRTA
Bicycle Map Printing (WE 33)	\$0	\$0	\$0	LTF
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
State Grant Application Consultant (WE 61)	\$0	\$0	\$0	LTF
State Grant Application Consultant (WE 50)	\$0	\$5,000	(\$5,000)	LTF
Funding Program Bonding Consultant (WE 61)	\$0	\$50,000	(\$50,000)	LTF
Funding Program Election Costs (WE 61)	\$0	\$0	\$0	LTF
Sales Tax Consultant (WE 61)	\$12,500	\$10,000	\$2,500	LTF
Outreach Consultant (WE 61)	\$52,500	\$0	\$52,500	LTF
Paid Digital Ads/Streaming (WE 61)	\$37,500	\$0	\$37,500	LTF
Video Production (WE 61)	\$30,000	\$0	\$30,000	LTF
Direct Mail (WE 61)	\$12,500	\$0	\$12,500	LTF
Mall Kiosk Rent/Design (WE 61)	\$36,191	\$0	\$36,191	LTF
Billboards-Static/Electronic (WE 61)	\$37,000	\$0	\$37,000	LTF
Website (WE 61)	\$4,000	\$0	\$4,000	LTF
SR 65 Traffic Camera (WE 61)	\$33,600	\$0	\$33,600	LTF
Economic Impact Analysis (WE 61)	\$50,000	\$0	\$50,000	LTF
Polling Consultant (WE 61)	\$37,500	\$0	\$37,500	LTF
Printing (WE 61)	\$4,000	\$0	\$4,000	LTF
Events (WE 61)	\$7,500	\$0	\$7,500	LTF
ALUCP Update Consultant (WE 27)	\$120,000	\$100,000	\$20,000	LTF
TOTAL	\$3,323,933	\$2,962,389	\$361,544	

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 2020/21**

CALTRANS ICAP INDIRECT	FY 2020/21	FY 2020/21	Variance	Variance %
	Oct Am 1	May Final		
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$10,000	\$9,500	\$500	5.26%
OFFICE/COMPUTER EQUIPMENT	\$31,350	\$7,500	\$23,850	318.00%
DUES/SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$10,000	\$10,000	\$0	0.00%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$2,500	\$2,500	\$0	0.00%
MEMBERSHIP/TRAINING	\$7,000	\$7,000	\$0	0.00%
OFFICE SUPPLIES	\$3,000	\$4,300	(\$1,300)	-30.23%
POSTAGE	\$2,500	\$3,750	(\$1,250)	-33.33%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$15,000	\$12,000	\$3,000	25.00%
ACTUARIAL	\$5,000	\$5,000	\$0	100.00%
FISCAL AUDIT	\$17,775	\$17,775	\$0	100.00%
INDIRECT LABOR - Note 1	\$314,783	\$371,280	(\$56,497)	-15.22%
Subtotal	\$448,908	\$476,495	(\$31,697)	-6.65%
INDIRECT COST ADJUSTMENT FROM FY 18/19	(\$120,895)	(\$120,895)	\$0	0.00%
ICAP ALLOWABLE TOTAL	\$328,013	\$355,600	(\$31,697)	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$6,000	(\$1,000)	-16.67%
MEMBERSHIP/CHAMBERS	\$0	\$10,500		
ACTUARIAL	\$0	\$5,000		
FISCAL AUDIT	\$0	\$17,775		
OFFICE SPACE	\$160,760	\$165,246	(\$4,486)	-2.71%
SUBTOTAL	\$177,760	\$216,521	(\$38,761)	-17.90%
INDIRECT COST BUDGET TOTAL	\$505,773	\$572,121	(\$70,458)	-12.32%

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

Table 4

Revenue - 2020/21 OWP

	Work Element	Current Year LTF 2020/21	Rural Plan Assist	STIP	Caltrans Sustainable Communities Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other		TOTAL
5	Agency Admin - Indirect	\$0								\$ 314,783	(1)	\$314,783
10	Agency Admin - OWP	\$26,828	\$25,000									\$51,828
11	TDA Implementation	\$147,656										\$147,656
12	Intergovernmental Coordination	\$122,878		\$20,000								\$142,878
13	Intergovernmental Advocacy	\$123,744								\$6,000	(2)	\$129,744
14	Communications/Outreach	\$111,582					\$40,500					\$152,082
15	Building Administration	(\$0)								\$15,317	(4)	\$15,317
20	SACOG/MPO Planning Integration	\$8,263	\$397,000	\$60,000								\$465,263
23	CTSA Administration	\$0							\$85,553			\$85,553
24	Transit Planning	\$0							\$61,405			\$61,405
27	Airport Land Use Commission	\$176,282								\$30,500	(6) (8)	\$206,782
33	Bikeway Planning	\$15,530					\$2,000					\$17,530
35	Capitol Corridor/Rail	\$35,184					\$7,500			\$7,500	(3)	\$50,184
40	Placer Parkway	\$0				\$15,378						\$15,378
41	I-80/SR 65 Interchange	(\$0)				\$37,736						\$37,736
42	SR 65 Widening	\$0				\$220,040						\$220,040
43	I-80 Auxiliary Lanes	\$12,515				\$400,000				\$264,005	(9),(10)	\$676,520
44	SR 49 Sidewalks	\$9,418					\$384,692			\$300,000	(13)	\$694,110
45	Corridor Mobility Plan	\$20,187										\$20,187
46	Mobility Action Plan (FY 2020/21)	\$33,078			\$490,000					\$32,108	(16)	\$555,186
	Mobility Action Plan (FY 2021/22)	\$15,000			\$115,648					\$53,633	(12)	
	Mobility Action Plan (Total)	\$48,078			\$605,648					\$85,741		
47	Riego/Baseline Widening	\$7,199								\$67,126	(11)	\$74,325
50	Project Programming and Reporting	\$52,378		\$65,000								\$117,378
61	Transportation Funding Program	\$399,004								\$116,655	(14)(15)	\$515,659
80	Freeway Service Patrol	\$6,237					\$100,584	\$394,802				\$501,623
100	SPRTA Administration	\$0				\$117,162						\$117,162
	Unallocated Revenue/Reserve	\$0										\$0
	Total	\$1,307,962	\$422,000	\$145,000	\$490,000	\$790,316	\$535,276	\$394,802	\$146,958	\$839,211		\$5,071,525

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor Marketing Match; (4) Building Admin Reimburse;
 (5) CCJPA Funding Contribution; (6) ALUC fees; (7) FTA Section 5304 including Local Match; (8) Cities of Auburn and Lincoln; (9) Federal Earmark;
 (10) Federal HIP Funding; (11) Counties of Placer and Sutter, City of Roseville; (12) Local Agency Funding; (13) ATP Federal Funding (14) Addtl LTF-Rsvl,Rock,Linc, Cnty for WE61
 (15) United Auburn Indian Community (16) SACOG Regional Local Grant Program

Table 5

Expenditures - 2020/21 OWP				Caltrans ICAP rate	Total Rate (see Table 3)	SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
	PY	Staff	Indirect	Indirect								
5	Agency Admin - Indirect	1.41	\$314,783							(1)	\$314,783	see Table 3
10	Overall Work Program	0.15	\$37,099	\$9,552	\$5,177						\$51,828	1.02%
11	TDA Implementation	0.40	\$75,576	\$19,460	\$10,546		\$40,575		\$500	\$1,000 (6)	\$147,656	2.91%
12	Intergovernmental Coordination	0.38	\$95,115	\$24,490	\$13,272					\$10,000 (6)	\$142,878	2.82%
13	Intergovernmental Advocacy	0.17	\$49,923	\$12,854	\$6,966		\$41,500			\$18,500 (3),(8),(10)	\$129,744	2.56%
14	Communications/Outreach	0.32	\$70,637	\$18,188	\$9,857		\$35,000			\$18,400 (2),(7),(9)	\$152,082	3.00%
15	Building Administration	0.05	\$10,964	\$2,823	\$1,530					(6)	\$15,317	0.30%
20	SACOG/MPO Planning Integration	0.34	\$75,928	\$19,550	\$10,595	\$356,190			\$1,000	\$2,000 (6)	\$465,263	9.17%
23	CTSA Administration	0.31	\$61,240	\$15,768	\$8,545						\$85,553	1.69%
24	Transit Planning	0.12	\$29,280	\$7,539	\$4,086		\$20,000			\$500 (6)	\$61,405	1.21%
27	ALUC/Aviation Planning	0.23	\$54,603	\$14,059	\$7,619		\$127,500		\$1,000	\$2,000 (6)	\$206,782	4.08%
33	Bikeway Planning	0.06	\$12,190	\$3,139	\$1,701					\$500 (6)	\$17,530	0.35%
35	Capitol Corridor Rail	0.12	\$29,838	\$7,683	\$4,163		\$7,500		\$500	\$500 (6)	\$50,184	0.99%
40	Placer Parkway	0.04	\$10,650	\$2,742	\$1,486					\$500 (6)	\$15,378	0.30%
41	I-80/SR 65 Interchange	0.10	\$25,222	\$6,494	\$3,519		\$0		\$2,000	\$500 (6)	\$37,736	0.74%
42	SR 65 Widening	0.27	\$70,178	\$18,070	\$9,792		\$120,000		\$1,000	\$1,000 (6)	\$220,040	4.34%
43	I-80 Auxiliary Lanes	0.39	\$88,067	\$22,676	\$12,289		\$550,489		\$2,000	\$1,000 (6)	\$676,520	13.34%
44	SR 49 Sidewalks	0.27	\$56,715	\$14,603	\$7,914		\$612,878		\$1,000	\$1,000 (6)	\$694,110	13.69%
45	Corridor Mobility Plan	0.04	\$10,513	\$2,707	\$1,467		\$5,000			\$500 (6)	\$20,187	0.40%
46	Mobility Action Plan	0.32	\$59,545	\$15,332	\$8,309		\$467,000			\$5,000 (6)	\$555,186	10.95%
47	Riego/Baseline Widening	0.12	\$29,568	\$7,613	\$4,126		\$32,518			\$500 (6)	\$74,325	1.47%
50	Project Programming and Reporting	0.41	\$83,304	\$21,449	\$11,624		\$0			\$1,000 (6)	\$117,378	2.31%
61	Transportation Funding Program	0.43	\$109,210	\$28,120	\$15,239		\$347,291	\$7,500	\$5,000	\$3,300 (6)	\$515,659	10.17%
80	Freeway Service Patrol	0.19	\$44,693	\$11,508	\$6,236		\$428,385		\$1,000	\$9,800 (4),(6),(11)	\$501,623	9.89%
100	SPRTA Administration	0.36	\$83,865	\$21,594	\$11,702						\$117,162	2.31%
Total		7.00	\$1,273,926	\$328,013	\$177,760	\$356,190	\$2,835,636	\$7,500	\$15,000	\$77,500	\$5,071,524	100.00%

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

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,400 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses

(4) FSP brochure; (5) transportation event sponsorship; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage;

(10) CalCOG membership; (11) STA Payment

Table 6**Summary of Staff Hours and Costs
FY 2020/21**

		Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
5	Agency Administration: Indirect	2943	20.21%	1.41		\$314,783	19.81%
10	Agency Admin - OWP	310	2.13%	0.15		\$37,099	2.34%
11	TDA Implementation	830	5.70%	0.40		\$75,576	4.76%
12	Intergovernmental Coordination	780	5.36%	0.38		\$95,115	5.99%
13	Intergovernmental Advocacy	360	2.47%	0.17		\$49,923	3.14%
14	Comm/Outreach	660	4.53%	0.32		\$70,637	4.45%
15	Building Administration	97	0.67%	0.05		\$10,964	0.69%
20	SACOG/MPO Plan Integration and Support	710	4.88%	0.34		\$75,928	4.78%
23	CTSA Administration	650	4.46%	0.31		\$61,240	3.85%
24	South Placer Transit Project	255	1.75%	0.12		\$29,280	1.84%
27	ALUC/Aviation Planning	485	3.33%	0.23		\$54,603	3.44%
33	Bikeway Planning	125	0.86%	0.06		\$12,190	0.77%
35	Capitol Corridor Rail	240	1.65%	0.12		\$29,838	1.88%
40	Placer Parkway EIR	80	0.55%	0.04		\$10,650	0.67%
41	I-80/SR 65 Interchange	200	1.37%	0.10		\$25,222	1.59%
42	SR 65 Widening	560	3.85%	0.27		\$70,178	4.42%
43	I-80 Auxiliary Lanes	805	5.53%	0.39		\$88,067	5.54%
44	SR 49 Sidewalks	560	3.85%	0.27		\$56,715	3.57%
45	Corridor Mobility Plan	90	0.62%	0.04		\$10,513	0.66%
46	Mobility Action Plan	665	4.57%	0.32		\$59,545	3.75%
47	Riego/Baseline Widening	255	1.75%	0.12		\$29,568	1.86%
50	Project Programming and Reporting	850	5.84%	0.41		\$83,304	5.24%
61	Regional Funding Program	900	6.18%	0.43		\$109,210	6.87%
80	Freeway Service Patrol	400	2.75%	0.19		\$44,693	2.81%
100	SPRTA Administration	750	5.15%	0.36		\$83,865	5.28%
	Total	14560	100.0%	7.00		\$1,588,709	100.0%

Table 7
**Agency Salary and Pay Range
 FY 2020/21**

			FY 2020/21 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	15041	20156
Deputy Executive Director	Deputy Director	1	11984	15775
Senior Transportation Planner	Senior Planner	2	8927	11393
Associate Planner	Associate Planner	0	7038	8982
Assistant Planner	Assistant Planner	1	5395	6885
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	9004	11491
Planning Administrator/Board Secretary	Executive Assistant	1	6585	8404
			FY 2020/21 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	40.61	51.82
Planning Intern	Planning Intern	0	23.35	29.78

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: APPROVING AMENDMENT #1 RESOLUTION NO. 20-32 TO THE FISCAL YEAR 2020/21 OVERALL WORK PROGRAM AND BUDGET

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held October 28, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

WHEREAS, the Fiscal Year (FY) 2020/21 Overall Work Program and Budget (OWP) is the primary management tool for the PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

WHEREAS, the Final FY 2020/21 OWP was approved on May 27, 2020; and

WHEREAS, Amendment #1 to the FY 2020/21 OWP adjusts staff time, professional services, and funding between work elements based on expenditures to date and projections for the remainder of FY 2020/21.

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves the Amendment #1 to the FY 2020/21 OWP.



TO: WPCTSA Board of Directors

DATE: October 28, 2020

FROM: Kathleen Hanley, Associate Planner
Mike Luken, Executive Director

SUBJECT: FY 2020/21 BUDGET AMENDMENT #1 – WESTERN PLACER
CONSOLIDATED TRANSPORTATION SERVICES AGENCY

ACTION REQUESTED

Adopt FY 2020/21 Budget Amendment #1.

BACKGROUND

WPCTSA must adopt an annual budget and amendments thereto for income and expenditures, based on projections for the coming year, consistent with the adopted Short-Range Transit Plan.

DISCUSSION

Attachment 1 provides Amendment #1 to the operating budget for FY 2020/21. Operating revenues total \$1,826,303, an increase of 6.7 percent compared to the original budget adopted by the Board in June. This reflects a larger carryover than was anticipated in June, largely the result of decreased operating costs during the COVID-19 shutdown. This revenue also reflects a 20 percent decrease in Local Transportation Fund (LTF) and State Transit Assistance (STA) funding as a result of the COVID-19 crisis, consistent with PCTPA's Overall Work Program and Budget.

Operating expenditures total \$1,761,724, an increase of 7.5 percent compared to the adopted June budget. The increase in operating expenditures reflects the restoration of outreach, planning, and operating reserve budgets to their typical levels. These line items were cut in the adopted June budget in the event that carryover from FY 2019/20 was limited. Minor decreases in staff administration and Bus Pass Subsidy program costs help offset the proposed increases.

The budget projects an end of year surplus of \$64,579 to be carried over into FY 2021/22. This carryover is significantly lower than in previous years. WPCTSA and local jurisdiction staff are working together to develop a balanced budget for FY 2021/22 that accommodates this decreased carryover, increasing costs of services, and the potential of sustained LTF and STA revenue losses as a result of COVID-19. Staff anticipates a potentially significant change in services for FY 2021/22.

Staff recommends approval of Amendment #1 to the FY 2020/21 Budget. The TOWG and TAC concur with the staff recommendation at their September 1st and October 13th meetings, respectively.

KH:LM:ML:ss

**Attachment 1: Western Placer CTSA Proposed Operating Budget Summary
FY 2021 Amendment #1**

October 2020

	FY 2021 Amendment #1 <i>Proposed</i>	FY 2021 Adopted <i>June 2020</i>	Difference Proposed vs. Adopted
Operating Expenditures			
PCTPA Staff Administration MOU - Per PCTPA OWP WE #23 (1)	\$ 126,458	\$ 130,407	\$ (3,949)
Legal Services	\$ 7,500	\$ 7,500	\$ -
Placer Collaborative Network (PCN) Membership	\$ 250	\$ 250	\$ -
Accounting Services	\$ 500	\$ 500	\$ -
Fiscal Auditors (TDA)	\$ 5,500	\$ 5,500	\$ -
Outreach	\$ 7,500	\$ -	\$ 7,500
Direct Expenses (2)	\$ 7,500	\$ 7,500	\$ -
Subtotal PCTPA Administration	\$ 155,208	\$ 151,657	\$ 3,551
Programs			
MV Transit - Health Express (3)	\$ 650,866	\$ 650,866	\$ -
Seniors First - Health Express Program Management (4)	\$ 100,000	\$ 100,000	\$ -
Seniors First - My Rides (4)	\$ 280,860	\$ 280,860	\$ -
Transit Ambassador Program (5)	\$ 30,000	\$ 30,000	\$ -
South Placer Transit Project (6)	\$ -	\$ 20,000	\$ (20,000)
Call Center Study (7)	\$ -	\$ -	\$ -
Transit Planning (8)	\$ 20,000	\$ -	\$ 20,000
Retired Vehicle Program	\$ -	\$ -	\$ -
Bus Pass Subsidy Program (9)	\$ 5,000	\$ 15,000	\$ (10,000)
South Placer Transit Information Center (Call Center) (10)	\$ 240,000	\$ 240,000	\$ -
Placer 211 (11)	\$ 50,000	\$ 50,000	\$ -
Subtotal Existing & New Programs	\$ 1,376,726	\$ 1,386,726	\$ (10,000)
Subtotal Operating Expenditures	\$ 1,531,934	\$ 1,538,383	\$ (6,449)
Operating Reserve (12)	\$ 229,790	\$ 100,000	\$ 129,790
Total Operating Expenditures	\$ 1,761,724	\$ 1,638,383	\$ 123,341

Operating Revenue	Amendment #1	Adopted	Difference
FY 2021 LTF Article 4.5 (13)	\$ 742,061	\$ 811,656	\$ (69,595)
FY 2021 State Transit Assistance PUC 99313 (14)	\$ 65,799	\$ 108,162	\$ (42,363)
Interest Income (15)	\$ 6,000	\$ 6,000	\$ -
Carryover (16)	\$ 856,583	\$ 630,000	\$ 226,583
Seniors First match toward Health Express - Hospital Funds (17)	\$ 60,000	\$ 60,000	\$ -
Seniors First match toward My Rides - A4AA Funds (17)	\$ 38,860	\$ 38,860	\$ -
Seniors First match toward My Rides - Other Sources (17)	\$ 57,000	\$ 57,000	\$ -
Federal Transit Administration (FTA) Section 5310	\$ -	\$ -	\$ -
Total Operating Revenue	\$ 1,826,303	\$ 1,711,678	\$ 114,625

Operating Revenue to Expenditure Comparison	Amendment #1	Adopted	Difference
Carryover	\$64,579	\$73,295	\$ (8,716)

Notes

1. Per Amendment #1 to FY 2020-20201 PCTPA OWP Work Elements 23 and 24
2. Direct expenses include auto, advertising, meeting, conference & training, postage, printing, and travel.
3. Per Agreement with MV Transportation approved September 2019.
4. Per Seniors First MyRides and Health Express Agreement approved June 2018.
5. Per Transit Ambassador Program Agreement with Roseville Transit approved November 2017.
6. Reflects transfer of South Placer Transit Project planning efforts to the City of Roseville
7. The Call Center Study was finalized in FY 2020
8. Reflects planning consultant services to review Health Express service and respond to COVID-19 pandemic's effect on transit
9. Bus pass reimbursement for participating social service organizations based on approved agreements.
10. Per Call Center Agreement with Roseville Transit approved November 2017.
11. Per Placer 211 Agreement with Placer County Health and Human Services approved April 2020
12. With updated carryover from FY 2020, the operating reserve has been restored to 15% of operating expenses
13. Final LTF Estimate adopted by PCTPA Board in September 2020
14. Final STA Estimate adopted by PCTPA Board in September 2020
15. Interest income estimate.
16. Per fiscal year end financial records, August 2020.
17. Revenue attributable to non-profit match for programs.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: October 28, 2020

FROM: Mike Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the October 28, 2020 agenda for your review and action.

1. FY 2020/21 PCTPA Claim for Local Transportation Funds (LTF) - \$712,379
Staff recommends approval of the attached PCTPA LTF claim for FY 2020/21 in the amount of \$712,379 per the FY 2020/21 Final Apportionment of Local Transportation Funds approval on September 23, 2020 Board meeting. PCTPA previously claimed the \$475,000 Administration allocation at the June 24, 2020 Board meeting.
2. Freeway Service Patrol (FSP) Change Order No. 8 - \$417,579
Attached is Change Order No. 8 to the existing FSP Contractor Services Agreement 15-FSP-01 implementing Sunday FSP pilot service. The proposed pilot service would comprise a five-hour shift, operating Sundays from 1:00 pm to 6:00 pm, and begin November 1, 2020 and conclude December 20, 2020. There are eight Sundays during this timeframe. The cost for the Sunday service is \$4,678. Contractor Services Agreement 15-FSP-01 would be amended from \$412,901 to a not to exceed \$417,579. Funding for the Sunday FSP pilot service would come from State and federal CMAQ carryover funds dedicated to the FSP program. The TAC concurs with the staff recommendation.
3. Placer County Freeway Service Patrol Contractor Services Agreement- \$520,000
On September 23, 2020, the Board authorized the Executive Director to negotiate and sign a new Contractor Services Agreement for an amount not to exceed \$460,000 annually with Extreme Towing. Staff has worked closely with the CHP and Extreme Towing discussing FSP service needs and priorities. Based on these discussions, staff has developed an updated service plan for the period 2021 through 2023 that would expand existing FSP service using State and CMAQ carryover funds dedicated to the FSP program. With these additional funds, staff proposes that the Board authorize the Executive Director to sign a Contractor Services Agreement for a three-year fixed term, plus two one-year option years for an amount not to exceed \$520,000 annually with Extreme Towing. The new service would be effective January 3, 2021. With the additional carryover funds, the FSP service in 2021 through 2023 would be as follows:
 - Monday - Friday: 3.5 hours morning tow service (two tow trucks);
 - Monday - Friday: 4.0 hours evening tow service (two tow trucks and one "Adam" or service truck);
 - Sunday: 5.0 hours afternoon/evening tow service on I-80 only (one tow truck);

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Consent Calendar
October 2020
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- Monday 5.0 hours afternoon/evening tow service on I-80 only (one tow truck) on Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, and Labor Day.
Holidays:

PCTPA's Technical Advisory Committee (TAC) concurred with the staff recommendation.

4. FY 2020/21 Placer County Claims for Local Transportation Funds (LTF): \$ 4,519,383
Placer County submitted claims for \$4,519,383 in LTF funds for FY 2020/21 - \$3,224,203 for transit operations and \$1,270,180 for streets and roads maintenance and \$25,000 for transportation planning process. The County's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the County submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2020 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.
5. FY 2020/21 Placer County Claim for State Transit Assistance (STA) – \$547,186
Placer County submitted a claim for \$547,186 in STA funds for FY 2020/21 - \$497,186 for transit operations and \$50,000 for transit capital purposes. The County's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
6. FY 2020/21 County of Placer Claim for State of Good Repair Funds (SGR) Funds: \$333,470
The County of Placer submitted a claim for \$333,470 in Senate Bill 1 SGR funds for FY 2020/21 for transit capital and maintenance purposes. The County's claim is in compliance with the approved SGR apportionment and with all applicable requirements. Staff recommends approval.

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

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

CONTACT PERSON: Michael Luken, Executive Director
Phone: (530) 823-4030 Email: mluken@pctpa.net

The Placer County Transportation Planning Agency (PCTPA) 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 2020/21 in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

PCTPA Administration	\$ 475,000
PCTPA Planning	<u>\$ 712,379</u>
TOTAL	\$ 1,187,379
PCTPA Planning	<u>\$ 475,000</u>
BALANCE	\$ 712,379

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

APPROVED:
PLACER COUNTY TRANSPORTATION
PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

BY: _____
(signature)

BY: _____
(signature)

BY: PCTPA Chair

BY: Michael Luken, Executive Director

BY: October 28, 2020

BY: October 15, 2020

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-26

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 28, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that PCTPA has reviewed the claim and has made the following allocations from the 2020/21 fiscal year funds.

1.	To the Placer County Transportation Planning Agency for administrative purposes:	\$ 475,000
2.	To the Placer County Transportation Planning Agency for transportation planning purposes:	<u>\$ 712,379</u>
	Total LTF Funds Allocated	\$ 1,187,379
	Previous Payments	<u>(\$ 475,000)</u>
	Balance of LTF Funds Claimed	\$ 712,379

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

**CHANGE ORDER NO. 8 TO PLACER COUNTY FREEWAY SERVICES PATROL
CONTRACTOR SERVICES AGREEMENT 15-FSP-01
REGARDING
PLACER COUNTY FREEWAY SERVICE PATROL SERVICES FOR 2020**

The Placer County Transportation Planning Agency (PCTPA) may, from time to time, make changes in the Scope of Services of Contractor Services Agreement 15-FSP-01 through a Change Order. A Change Order shall not modify the overall purpose of this Agreement.

Pursuant to Contractor Services Agreement 15-FSP-01 between PCTPA and Extreme Towing, Inc. (Contractor) regarding Placer County Freeway Service Patrol services, Change Order No. 8 shall authorize the PCTPA Executive Director to make the following changes:

Section 2.0 PERIOD OF PERFORMANCE

Approve Sunday FSP pilot service. The proposed pilot service would comprise a five-hour shift, operating Sundays from 1:00 pm to 6:00 pm, and begin November 1, 2020 and conclude December 20, 2020.

Section 3.0 B. PAYMENT

Modify the Contractor Services Agreement 15-FSP-01 annual amount of \$412,901 approved pursuant to Change Order No. 7 to a not to exceed annual amount of \$417,579, an increase of \$4,678 or about one percent, effective November 1, 2020 through January 1, 2020.

Section 3.0 C. PAYMENT

Modify FSP hourly rates as follows, effective November 1, 2020:

- FSP services, cost per hour tow truck Rate: \$116.95

Change Order No. 8 shall become effective November 1, 2020, with the Contractor performing the Scope of Services as changed. All other provisions of Contractor Services Agreement 15-FSP-01 and Scopes of Services, including Change Orders No. 1 through No. 7, shall remain intact and in force as amended.

**JOHNSON INVESTMENT CORPORATION
DBA EXTREME TOWING**

**PLACER COUNTY TRANSPORTATION
PLANNING AGENCY**

Bruce Johnson, President

Michael Luken
Executive Director

Date

Date

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM:

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

CONTACT PERSON: Maria Swan
Phone: 530-745-7594 Email: mswan@placer.ca.gov

The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2020/21, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ 3,224,203</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$1,270,180</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$25,000</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

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

TITLE: _____ TITLE: Chair, County of Placer

DATE: _____ DATE: _____

ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN

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

Claimant PLACER COUNTY

Fiscal Year 2020/21

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2020/2021	Salaries & Benefits:	\$3,171,758	LTF – PCTPA	\$2,332,403
	Services & Supplies	\$4,844,784	STA – PCTPA	\$312,386
	Other	\$204,475	FTA 5307	\$990,200
	Contingency	\$150,000	FTA 5307 CARES	\$1,653,546
			FTA 5311 CARES	\$120,000
			FTA 5311	\$24,000
			Fares	\$678,700
			Other Agency	\$1,737,800
			Interest	\$17,500
			Other	\$180,000
		Operating Transfers In:	\$324,382	
	Total:	\$8,371,017	Total:	\$8,371,017
Placer County Transit Capital 2020/2021	Zonar Upgrades	\$30,000	STA – PCTPA	\$30,000
	Transit Bus/Fueling Repairs	\$153,631	SGR – PCTPA	\$153,631
	Total:	\$183,631	Total:	\$183,631
Tahoe Truckee Area Regional Transit Operations 2020/2021	Salaries & Benefits:	\$3,626,175	LTF – TRPA	\$534,163
	Services & Supplies	\$2,807,241	LTF – PCTPA	\$891,800
	Other	\$216,825	STA – TRPA	\$233,190
			FTA 5307	\$1,037,300
			FTA 5311	\$422,000
			FTA 5311 CARES	\$560,088
			Fares	\$327,000
			T.O.T Funds	\$1,863,000
			Other Agency	\$781,700
		Total:	\$6,650,241	Total:
Tahoe Truckee Area Regional Transit Capital 2020/2021	40' TART Bus	\$546,000	SGR – PCTPA	\$179,839
	40' TART Bus	\$546,000	SGR – TRPA	\$66,331
	Zonar Upgrades	\$20,000	STA – PCTPA	\$204,800
			Prior STA	\$107,468
			Prior SGR	\$335,815
			FTA 5339	\$142,003
			FTA 5307 CARES	\$75,744
		Total:	\$1,112,000	Total:
TOTAL Transit:	\$16,316,889		\$16,316,889	
Road Maintenance 2020/2021 Transportation Planning 2020/2021	Road Fund	\$1,270,180	Road Fund	\$1,270,180
	Transportation Planning	\$25,000	Transportation Planning	\$25,000
	Total:	\$1,295,180	Total:	\$1,295,180
Transit / Road Maint. / Planning:	Total:	\$17,612,069	Total:	\$17,612,069
TOTAL LTF		PCTPA	\$4,519,383	
		TRPA	\$534,163	
TOTAL STA		PCTPA	\$547,186	
		TRPA	\$233,190	
TOTAL SGR		PCTPA	\$333,470	
		TRPA	\$66,331	

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-29

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 28, 2020 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Placer County Transportation Planning Agency
Chair

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claims and has made the following allocations from the 2020/21 fiscal year funds.

- | | | |
|----|---|-------------|
| 1. | To the County of Placer for projects conforming to Article 4 (99260a) of the Act for Transit Operations | \$3,224,203 |
| 2. | To the County of Placer for projects conforming to Article 8(a) (99400) of the Act for Streets and Roads: | \$1,270,180 |
| 3. | To the County of Placer for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process: | \$ 25,000 |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2020, prior to issuance of said instructions to the County Auditor to pay the claimant.

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

In the matter of: A Resolution to execute claims for FY 2020-21 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Agency totaling \$6,233,723.

Resolution No: _____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 27, 2020 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

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

WHEREAS, for the Fiscal Year 2020-21, the County of Placer proposes to submit the following claims:

(1) A Local Transportation Fund Claim from Tahoe Regional Planning Agency in the amount of \$534,163 to Tahoe Truckee Area Regional Transit for Fiscal Year 2020-21.

(2) A Local Transportation Fund Claim from Placer County Transportation Planning Agency in the amount of \$4,519,383, which includes \$2,332,403 to Placer County Transit, \$891,800 to Tahoe Truckee Area Regional Transit, \$1,275,180 to Placer County Road Maintenance, and \$25,000 for payment to the Placer County Transportation Planning Agency as a contribution to the Regional Transportation Planning Process for Fiscal Year 2020-21.

(3) A State Transit Assistance Claim from the Tahoe Regional Planning Agency in the amount of \$233,190 to Tahoe Truckee Area Regional Transit for Operating Assistance for Fiscal Year 2020-21.

(4) A State Transit Assistance Claim from the Placer County Transportation Agency in the amount of \$547,186, which includes \$312,386 to Placer County Transit for Operating Assistance and \$30,000 for bus equipment upgrades and \$184,800 to Tahoe Truckee Area Regional Transit for Capital Assistance and \$20,000 for bus equipment upgrades for Fiscal Year 2020-21.

(5) A State of Good Repair Fund Claim from Tahoe Regional Planning Agency to Tahoe Truckee Area Regional Transit in the amount of \$66,331 for Fiscal Year 2020-21 for the purchase of a bus.

(6) A State of Good Repair Fund Claim from the Placer County Transportation Planning Agency in the amount of \$333,470, which includes \$179,839 for two Tahoe Truckee Area Regional Transit bus purchases and \$153,631 for Placer County Transit fueling station repairs for Fiscal Year 2020-21.

BE IT RESOLVED, by the Board of Supervisors, County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2020-21 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

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

CONTACT PERSON: Maria Swan
Phone: (530) 745-7594 Email: mswan@placer.ca.gov

The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$547,186 for Fiscal Year 2020/21 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$497,186</u>
Transit Capital (6730a):	<u>\$50,000</u>
Contracted Transit Services (6731b):	<u>\$Click or tap here to enter \$</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

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

TITLE: _____ TITLE: Chair, County of Placer
DATE: _____ DATE: _____

ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN

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

Claimant PLACER COUNTY

Fiscal Year 2020/21

Brief Project Description	Project Cost	Source of Funding
Placer County Transit Operations 2020/2021	Salaries & Benefits: \$3,171,758 Services & Supplies \$4,844,784 Other \$204,475 Contingency \$150,000 Total: \$8,371,017	LTF – PCTPA \$2,332,403 STA – PCTPA \$312,386 FTA 5307 \$990,200 FTA 5307 CARES \$1,653,546 FTA 5311 CARES \$120,000 FTA 5311 \$24,000 Fares \$678,700 Other Agency \$1,737,800 Interest \$17,500 Other \$180,000 Operating Transfers In: \$324,382 Total: \$8,371,017
Placer County Transit Capital 2020/2021	Zonar Upgrades \$30,000 Transit Bus/Fueling Repairs \$153,631 Total: \$183,631	STA – PCTPA \$30,000 SGR – PCTPA \$153,631 Total: \$183,631
Tahoe Truckee Area Regional Transit Operations 2020/2021	Salaries & Benefits: \$3,626,175 Services & Supplies \$2,807,241 Other \$216,825 Total: \$6,650,241	LTF – TRPA \$534,163 LTF – PCTPA \$891,800 STA – TRPA \$233,190 FTA 5307 \$1,037,300 FTA 5311 \$422,000 FTA 5311 CARES \$560,088 Fares \$327,000 T.O.T Funds \$1,863,000 Other Agency \$781,700 Total: \$6,650,241
Tahoe Truckee Area Regional Transit Capital 2020/2021	40' TART Bus \$546,000 40' TART Bus \$546,000 Zonar Upgrades \$20,000 Total: \$1,112,000	SGR – PCTPA \$179,839 SGR – TRPA \$66,331 STA – PCTPA \$204,800 Prior STA \$107,468 Prior SGR \$335,815 FTA 5339 \$142,003 FTA 5307 CARES \$75,744 Total: \$1,112,000
TOTAL Transit:	\$16,316,889	\$16,316,889
Road Maintenance 2020/2021 Transportation Planning 2020/2021	Road Fund \$1,270,180 Transportation Planning \$25,000 Total: \$1,295,180	Road Fund \$1,270,180 Transportation Planning \$25,000 Total: \$1,295,180
Transit / Road Maint. / Planning:	Total: \$17,612,069	Total: \$17,612,069
TOTAL LTF		PCTPA \$4,519,383 TRPA \$534,163
TOTAL STA		PCTPA \$547,186 TRPA \$233,190
TOTAL SGR		PCTPA \$333,470 TRPA \$66,331

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-30

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 28, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.

2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
 - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
 - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
 - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
 - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the County of Placer for FY 2020/21 State Transit Assistance Funds (PUC 99313 & 99314) totaling \$547,186; \$497,186 for transit operations (section 6730a) and \$50,000 transit capital (section 6730b).

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

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

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

In the matter of: A Resolution to execute claims for FY 2020-21 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Agency totaling \$6,233,723.

Resolution No: _____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 27, 2020 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

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

WHEREAS, for the Fiscal Year 2020-21, the County of Placer proposes to submit the following claims:

(1) A Local Transportation Fund Claim from Tahoe Regional Planning Agency in the amount of \$534,163 to Tahoe Truckee Area Regional Transit for Fiscal Year 2020-21.

(2) A Local Transportation Fund Claim from Placer County Transportation Planning Agency in the amount of \$4,519,383, which includes \$2,332,403 to Placer County Transit, \$891,800 to Tahoe Truckee Area Regional Transit, \$1,275,180 to Placer County Road Maintenance, and \$25,000 for payment to the Placer County Transportation Planning Agency as a contribution to the Regional Transportation Planning Process for Fiscal Year 2020-21.

(3) A State Transit Assistance Claim from the Tahoe Regional Planning Agency in the amount of \$233,190 to Tahoe Truckee Area Regional Transit for Operating Assistance for Fiscal Year 2020-21.

(4) A State Transit Assistance Claim from the Placer County Transportation Agency in the amount of \$547,186, which includes \$312,386 to Placer County Transit for Operating Assistance and \$30,000 for bus equipment upgrades and \$184,800 to Tahoe Truckee Area Regional Transit for Capital Assistance and \$20,000 for bus equipment upgrades for Fiscal Year 2020-21.

(5) A State of Good Repair Fund Claim from Tahoe Regional Planning Agency to Tahoe Truckee Area Regional Transit in the amount of \$66,331 for Fiscal Year 2020-21 for the purchase of a bus.

(6) A State of Good Repair Fund Claim from the Placer County Transportation Planning Agency in the amount of \$333,470, which includes \$179,839 for two Tahoe Truckee Area Regional Transit bus purchases and \$153,631 for Placer County Transit fueling station repairs for Fiscal Year 2020-21.

BE IT RESOLVED, by the Board of Supervisors, County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2020-21 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS

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

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

CONTACT PERSON: Maria Swan
Phone: (530) 745-7594 Email: mswan@placer.ca.gov

The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$\$333,470 for Fiscal Year 2020/21, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Capital (6730a): \$333,470

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____ (signature)

BY: _____ (signature)

TITLE: _____
DATE: _____

TITLE: Chair, County of Placer
DATE: _____

ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN

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

Claimant PLACER COUNTY

Fiscal Year 2020/21

Brief Project Description	Project Cost	Source of Funding
Placer County Transit Operations 2020/2021	Salaries & Benefits: \$3,171,758 Services & Supplies \$4,844,784 Other \$204,475 Contingency \$150,000 Total: \$8,371,017	LTF – PCTPA \$2,332,403 STA – PCTPA \$312,386 FTA 5307 \$990,200 FTA 5307 CARES \$1,653,546 FTA 5311 CARES \$120,000 FTA 5311 \$24,000 Fares \$678,700 Other Agency \$1,737,800 Interest \$17,500 Other \$180,000 Operating Transfers In: \$324,382 Total: \$8,371,017
Placer County Transit Capital 2020/2021	Zonar Upgrades \$30,000 Transit Bus/Fueling Repairs \$153,631 Total: \$183,631	STA – PCTPA \$30,000 SGR – PCTPA \$153,631 Total: \$183,631
Tahoe Truckee Area Regional Transit Operations 2020/2021	Salaries & Benefits: \$3,626,175 Services & Supplies \$2,807,241 Other \$216,825 Total: \$6,650,241	LTF – TRPA \$534,163 LTF – PCTPA \$891,800 STA – TRPA \$233,190 FTA 5307 \$1,037,300 FTA 5311 \$422,000 FTA 5311 CARES \$560,088 Fares \$327,000 T.O.T Funds \$1,863,000 Other Agency \$781,700 Total: \$6,650,241
Tahoe Truckee Area Regional Transit Capital 2020/2021	40' TART Bus \$546,000 40' TART Bus \$546,000 Zonar Upgrades \$20,000 Total: \$1,112,000	SGR – PCTPA \$179,839 SGR – TRPA \$66,331 STA – PCTPA \$204,800 Prior STA \$107,468 Prior SGR \$335,815 FTA 5339 \$142,003 FTA 5307 CARES \$75,744 Total: \$1,112,000
TOTAL Transit:	\$16,316,889	\$16,316,889
Road Maintenance 2020/2021 Transportation Planning 2020/2021	Road Fund \$1,270,180 Transportation Planning \$25,000 Total: \$1,295,180	Road Fund \$1,270,180 Transportation Planning \$25,000 Total: \$1,295,180
Transit / Road Maint. / Planning:	Total: \$17,612,069	Total: \$17,612,069
TOTAL LTF		PCTPA \$4,519,383 TRPA \$534,163
TOTAL STA		PCTPA \$547,186 TRPA \$233,190
TOTAL SGR		PCTPA \$333,470 TRPA \$66,331

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-31

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 28, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

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

made the following findings and allocations:

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

Allocation to the County of Placer for FY 2020/21 State of Good Repair Program Funds (PUC 99313 & 99314) totaling \$333,470 for transit capital purposes (section 6730b).

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

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

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

In the matter of: A Resolution to execute claims for FY 2020-21 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Agency totaling \$6,233,723.

Resolution No: _____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 27, 2020 by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

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

WHEREAS, for the Fiscal Year 2020-21, the County of Placer proposes to submit the following claims:

(1) A Local Transportation Fund Claim from Tahoe Regional Planning Agency in the amount of \$534,163 to Tahoe Truckee Area Regional Transit for Fiscal Year 2020-21.

(2) A Local Transportation Fund Claim from Placer County Transportation Planning Agency in the amount of \$4,519,383, which includes \$2,332,403 to Placer County Transit, \$891,800 to Tahoe Truckee Area Regional Transit, \$1,275,180 to Placer County Road Maintenance, and \$25,000 for payment to the Placer County Transportation Planning Agency as a contribution to the Regional Transportation Planning Process for Fiscal Year 2020-21.

(3) A State Transit Assistance Claim from the Tahoe Regional Planning Agency in the amount of \$233,190 to Tahoe Truckee Area Regional Transit for Operating Assistance for Fiscal Year 2020-21.

(4) A State Transit Assistance Claim from the Placer County Transportation Agency in the amount of \$547,186, which includes \$312,386 to Placer County Transit for Operating Assistance and \$30,000 for bus equipment upgrades and \$184,800 to Tahoe Truckee Area Regional Transit for Capital Assistance and \$20,000 for bus equipment upgrades for Fiscal Year 2020-21.

(5) A State of Good Repair Fund Claim from Tahoe Regional Planning Agency to Tahoe Truckee Area Regional Transit in the amount of \$66,331 for Fiscal Year 2020-21 for the purchase of a bus.

(6) A State of Good Repair Fund Claim from the Placer County Transportation Planning Agency in the amount of \$333,470, which includes \$179,839 for two Tahoe Truckee Area Regional Transit bus purchases and \$153,631 for Placer County Transit fueling station repairs for Fiscal Year 2020-21.

BE IT RESOLVED, by the Board of Supervisors, County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2020-21 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** October 28, 2020

FROM: David Melko, Senior Transportation Planner

SUBJECT: RIEGO ROAD/BASELINE ROAD WIDENING PROJECT STUDY REPORT

ACTION REQUESTED

Authorize the Executive Director to sign the Riego Road/Baseline Road Widening Project Study Report in order to pursue local, state, and federal funding for environmental, design, right-of-way and construction of the project.

BACKGROUND

As a partnership between four agencies, PCTPA, along with Placer County, Sutter County, and the City of Roseville propose to widen existing Riego Road/Baseline Road from State Route 99/70 to Foothills Boulevard to accommodate existing and anticipated traffic growth in this 12-mile transportation corridor. An estimated 20,000 vehicles per day currently travel on the road, and as approved Specific Plan development occurs, the volume of traffic in the corridor is expected to double to 40,000 vehicles per day. The project initially would include widening to four lanes, a two-way left turn lane, vehicular, transit, bike and pedestrian infrastructure, an at-grade crossing of the Union Pacific Railroad (UPRR), and a wider bridge structure over Steelhead Creek. Ultimately, the corridor is planned to be widened to six lanes, including a grade separation of the UPRR.

On January 22, 2020, the Board awarded a contract to Drake Haglan/Dewberry to prepare the Riego Road/Baseline Road Project Study Report (PSR). A PSR is a project initiation document that must be completed before a project can seek grant funding opportunities. The PSR process was initiated for Riego Road/Baseline Road to establish a high-level project cost estimate and timeline for the project's environmental process, the subsequent engineering and design phase, and construction start date.

DISCUSSION

PCTPA staff along with the consultant team will present the PSR, summarize project alternatives, conceptual designs and right-of-way impacts, costs, key project issues, and identify next steps to move the project forward. A similar presentation will occur before the Sutter County Board of Supervisors. Because the Riego Road/Baseline Road improvements are estimated to cost more than local agencies reasonably have available in the near term, finalizing the PSR effort allows the local agencies and PCTPA to use potential future local matching funds to compete for grant funding for this regionally significant project.

Staff recommends that the Board authorize the Executive Director to sign the PSR. The TAC concurred with the staff recommendation.

DM:LM:ML:ss



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

Technical Advisory Committee Meeting Minutes

October 13, 2020 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Mengil Deane, City of Auburn
Fallon Cox, Caltrans
Araceli Cazarez, City of Lincoln
Ray Leftwich, City of Lincoln
Jake Hanson, City of Roseville
Jason Shykowski, City of Roseville
Mark Johnson, City of Roseville
Mike Dour, City of Roseville
Amber Conboy, Placer County
Will Garner, Placer County
Katie Jackson, Placer County
Wes Heathcock, City of Colfax

Staff

Kathleen Hanley
Aaron Hoyt
Shirley LeBlanc
Mike Luken
Luke McNeel-Caird
David Melko
Solvi Sabol

This meeting was conducted via video conference call.

Overall Work Program and Budget – Amendment #1 / Funding Strategy

Mike Luken provided an overview of the first amendment to the FY 2020/21 Overall Work Program (OWP) and Budget. Mike said a notable change was budgeting for the Regional Transportation Funding Strategy. Mike went through the Board actions which were taken due to the COVID-19 pandemic and the strategic approach to reinstate this work element. Additionally, Mike provided an overview of the funding strategy outreach efforts as we move toward a November 2022 transportation sales tax measure. Mike said that because of the pandemic, we are taking a cautious approach and adopted a 17% reduction in LTF last month which is reflected in the OWP. Mike added that the additional funding commitments by the South Placer County jurisdictions will help as we pursue this critical local funding source. Mike went through the other amendments including 1) WE 27, Airport Land Use Commission, to update the Airport Compatibility Plan (ALUCP) to reflect the Auburn and Lincoln Airport Layout Plan, 2) WE 42, Highway 65 Widening, to postpone the Phase 1 design work until local match from a potential future transportation sales tax measure can be secured, 3) WE 43, I-80 Auxiliary Lanes, to complete design and right of way acquisition and move toward a shelf ready project for construction, 4) SR 49 Sidewalk Gap Closure Project, to reflect the ATP federal grant funding for right of way, 5) WE 47, Riego Road / Baseline Road Widening Project, to reflect the next phase of PA/ED through negotiations with jurisdictions. Mike added that there is a significant amendment to WE 25, Transit Planning, to reinvent

transit to address the impacts of COVID-19. Mike explained the changes to WE 100, South Placer Regional Transportation Authority, which will update the travel demand forecasting model and SPRTA Fee Programs. The TAC concurred with taking this to the Board for approval this month.

Baseline Road / Riego Road Project Study Report

David Melko provided a presentation on the Baseline Road / Riego Road Project Study Report (PSR). The project corridor is twelve miles long from SR 99 to Foothills Boulevard and located in Placer County, the City of Roseville, and Sutter County. David went through the project alternatives which include grade crossings, noting the range of project costs. Traffic volumes in this area have increased and are expected to grow due to planned development. The TAC concurred with the staff request to authorize the Executive Director to sign the PSR equivalent so we can use it for federal, state, and local funding opportunities. This item will be presented to the Board this month.

2022 State Grant Applications

Luke McNeel-Caird said we are planning on applying for 2022 state planning grants. Luke explained that looking back at the Cycle 1 planning grant process, we did not develop the regional partnerships necessary for successful applications nor did we take a multimodal approach. We learned from this when submitting our Cycle 2 applications. Luke went through the draft investment strategies as we look to the 2022 Cycle 3 grant process. Successful applications will provide multimodal options such as walking, biking, and transit and serve disadvantaged communities. A project such as developing a regional bikeway network in Placer County would qualify based on these draft guidelines. Luke added the importance of having local match funding as we apply for these grants. Expansion project will not be competitive for SB1 competitive grant programs as they are viewed to increase vehicle miles traveled.

WPCTSA – FY 2020/21 Budget Amendment #1

Kathleen Hanley showed the WPCTSA Budget Amendment #1 for FY 2020/21. This amendment is consistent with the changes in the OWP. Kathleen said there is a larger than expected carryover from the previous year due to decreased costs as result of the shelter in place directive and decreased transit operations costs. Given the increase carryover, this amended budget restores line items such as outreach, planning, and operating reserve budgets to normal levels. Kathleen explained that the carryover budget for FY 2021/22 is relatively small, and the Transit Operators Working Group (TOWG) and local jurisdictions are working together to develop a budget and plan for the upcoming fiscal year which will likely include a substantial change to levels of service.

Public Hearing: 2020 Annual Unmet Transit Needs

Kathleen Hanley said we started taking Unmet Transit Needs (UTN) comments on September 1 and will continue to take comments in various ways until October 31. To date we have 160 comments. She explained that we have been working with jurisdiction's Public Information Officers and District Aides who have been helpful about getting the word out about the UTN process. We have also coordinated with the agencies in the Resort Triangle to increase engagement in the Lake Tahoe area. There is a Public Hearing at this this month's Board meeting to collect any additional comments.

Caltrans Report from Planning Staff

Fallon Cox, Planning Liaison for Placer and Nevada Counties reported the following:

- Complete Streets Reservation Fund Proposals were submitted to HQ on September 25th and we should hear something in November or December. Roseville submitted one application and PCTPA submitted two applications.

- Amber Moran will be reaching out to local agencies this month to solicit participation in the public engagement part of the Caltrans Active Transportation Plan. She is currently working on the existing conditions report and will be reaching out for that.
- Fallon will be working with the project manager for Placer County to develop a project report to provide at future meetings.
- Mike Luken added that he hopes to provide a ramp metering presentation at the next meeting and Fallon will assist in coordinating.

Other Issues / Upcoming Deadlines

- a) **SB 1 Annual Report:** Kathleen Hanley presented the draft of the SB 1 Annual Progress Report which will be provided to the Board as an informational item.
- b) **Freeway Service Patrol (FSP):** David Melko said we will be asking the Board to take action to approve a change order in the amount of \$4,700 which will allow the contractor to provide Sunday service on I-80 from November 1- December 20. Additionally, we will be asking the Board for authorization to sign a new agreement, effective next year, with Extreme Towing for an amount not to exceed \$520,000. Working with the CHP and contractor, the contract specifies the continuation of Sunday service and providing holiday service as well as adding additional time during the morning commute.

PCTPA Board Meeting: Wednesday, October 28th – 9:00 am
Next TAC Meeting: Tuesday, November 17th - 3:00 pm

The TAC meeting concluded at approximately 4:10 pm.

LM:ss:ML

TO: PCTPA Board of Directors

DATE: October 28, 2020

FROM: David Melko, Senior Transportation Planner
Aaron Hoyt, Senior Planner
Kathleen Hanley, Associate Planner

SUBJECT: STATUS REPORT

1. Freeway Service Patrol (FSP)

FY 2020/21 1st Quarter statistical summary for Placer FSP is attached. For the 1st Quarter there were 765 total assists. This compares to 816 assists during pre-pandemic 2019. 21 survey comments were also submitted. Motorists rated the service as “excellent.” Also attached is a thank you email from a motorist assisted by FSP on SR 65.

2. Senate Bill 1 Annual Status Report

The attached Senate Bill 1 Annual Status Report summarizes the use of Senate Bill 1 (SB 1) funds in Placer County over the past federal fiscal year. The report provides apportionments by SB 1 fund type and highlights key projects. To keep the Board apprised of the use of SB 1 funds in Placer County, staff will provide this report once per year.

3. Highway 49 Sidewalk Gap Closure Project

The Highway 49 Sidewalk Gap Closure project will complete environmental, design, and right-of-way requirements to close approximately 2.8 miles of gaps in the sidewalk network on Highway 49 between I-80 and Dry Creek Road. The project development team (PDT) consisting of PCTPA, Placer County, City of Auburn, Caltrans, and consultant staff continue to meet monthly, or as needed, to provide input on project design aspects and technical studies during the project specifications and estimates (PS&E) phase of the project. The consultant team continues to progress the design plan to the 65% level, which marks the next project milestone. The California Transportation Commission approved PCTPA’s allocation request for \$350,000 in right-of-way funds from the Active Transportation Program (ATP) Cycle 4 grant award at their August 13, 2020 meeting. The allocation of funding will allow PCTPA to concurrently complete the project design while beginning the right-of-way phase.

For more information about the Highway 49 Sidewalk Gap Closure project, visit the project website at www.pctpa.net/highway49gapclosure/.

The PDT continues to coordinate with Caltrans on the Hwy 49 Rehabilitation project that

**PCTPA Board of Directors
Status Report
October 28, 2020
Page 2**

is currently under construction. Caltrans has been working on reconstructing curb ramps and modifying traffic signal poles at various intersections, constructing sidewalks on the east side of Highway 49 between Hulbert Way and New Airport Road (see image to the right), and constructing a retaining wall on the east side of Highway 49 between Persimmon Terrace and Marguerite Mine Road.



For more information about the Highway 49 Rehabilitation project, email Raquel Borrayo

(raquel.borrayo@dot.ca.gov) or visit the Caltrans District 3 Current Projects [webpage](#) for updates.

LM:ML

PCTPA FSP 1st Quarter ((2020/21) Statistical Summary

Total Assists = 765

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	54.6%	411	Found by You	66.8%	511	Yes, very	100.0%	26
Sport Utility Vehicle/Crossover	19.1%	144	Dispatched by CHP	15.3%	117			
Pickup Truck	17.0%	128	Partner Assist	17.3%	132	How did FSP know you needed help?	Percent	Count
Other	3.2%	24	Directed by CHP Officer	0.1%	1	Driver saw me	80.8%	21
Truck - Over 1 Ton	0.9%	7	Revisit	0.5%	4	Others	19.2%	0
Big Rig	1.3%	10						
Motorcycle	1.2%	9	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
RV/Motorhome	1.9%	14	Towed to Drop Zone	13.6%	104	Excellent	100.0%	26
Truck - Under 1 Ton	0.8%	6	Traffic Control	15.6%	119			
Blank	1.6%	12	Tagged Vehicle	8.1%	62	How did you hear about FSP?	Percent	Count
			Quick Fix / Repair	19.4%	148	Other	3.9%	1
Vehicle Problem	Percent	Count	Called for Private Assistance	5.9%	45	Hadn't heard until today	73.1%	19
Accident	19.6%	150	None - Not Needed	10.5%	80	Was helped previously	7.7%	2
Mechanical	23.3%	178	None - Motorist Refused Service	2.4%	18	Have see trucks driving around	11.5%	3
Flat Tire	22.8%	174	Debris Removal	4.8%	37	Brochure	3.9%	1
Abandoned	8.8%	67	Escort Off Freeway	2.8%	21			
Out of Gas	6.1%	47	Towed Off Freeway	8.0%	61	How long did you wait before FSP arrived?	Percent	Count
Driver Related	3.1%	24	Other	3.4%	26	Less than 5	42.3%	11
Overheated	4.1%	31	Provided Transportation	0.0%	0	5 - 10 minutes	23.1%	6
Debris	1.8%	14	Partner Assist	5.8%	44	10 - 15 minutes	19.2%	5
Other	2.4%	18				15 - 20 minutes	3.9%	1
Unsecured Load	1.6%	12	Vehicle Location	Percent	Count	20 - 30 minutes	3.9%	1
None - Not Needed	4.6%	35	Right Shoulder	81.5%	614	30 - 45 minutes	3.9%	1
Electrical	1.1%	8	Left Shoulder	4.7%	35	Over an hour	3.9%	1
Car Fire	0.5%	4	In Freeway Lane(s)	3.5%	26			
Partner Assist	0.4%	3	Ramp/Connector	10.4%	78	Other Metrics		
Locked Out	0.0%	0	Unable to Locate	0.0%	0	Average Duration (Minutes)		12.1
			Blank	1.6%	12	Overtime Assists		12
						Overtime Blocks		25
Source: http://www.sacfsp.com/admin			Total Comments	NA	21	Multi-Vehicle Assist		94

From: [David Melko](#)
To: [David Melko](#)
Subject: Saturn broken down, life savours
Date: Thursday, September 10, 2020 10:18:13 AM

Good evening,

I wanted to personally thank both Eddie and Teroy. My car had just stopped while I was in the middle of 65. Being on the side of the freeway, not so much fun! (Especially during homecoming traffic) The appreciation I cant even explain. Even though I was off the white line and seemed to be in the clear, I still had fears. Eddie was there in less than 10 minutes and it put my mind at ease. I didn't know that the state had traffic safety patrol who made sure people were safe? I appreciate both Eddie and Teroy for making sure I was safe and out of harms way. Thank you so much again !

Sincerely,
The broken down Saturn Vue on Hwy 65.

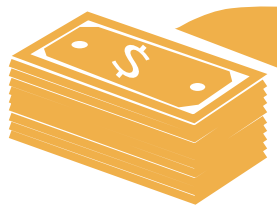


SB1 Annual Progress Report 2020

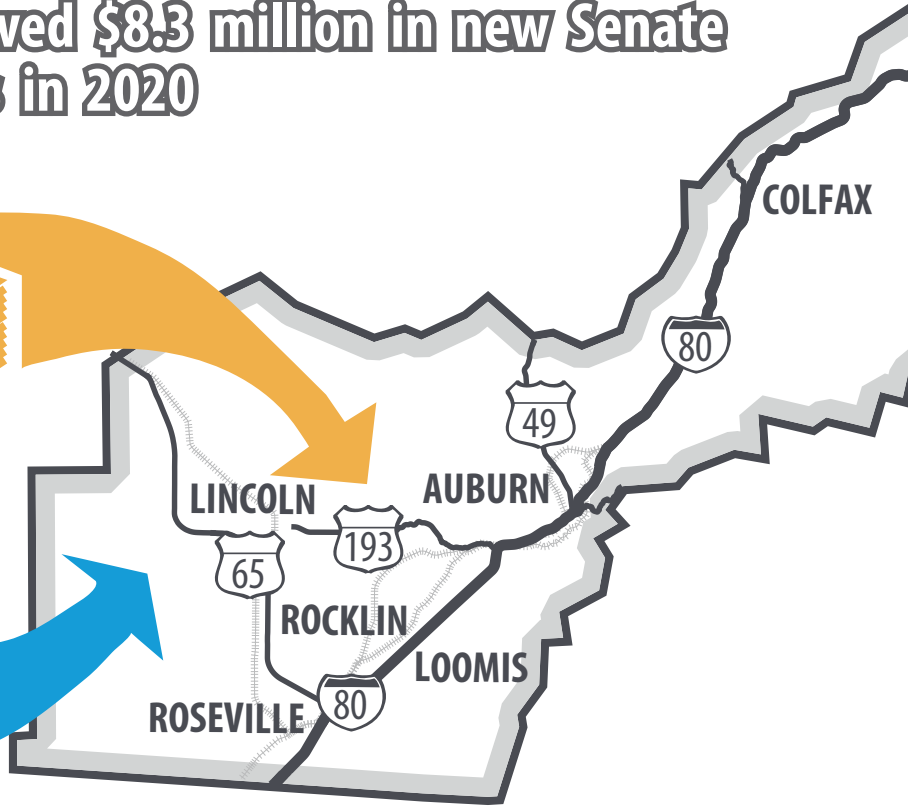
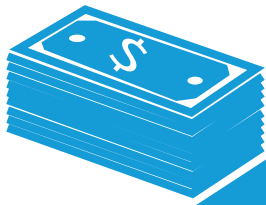
in Placer County

Placer County received \$8.3 million in new Senate Bill 1 gas tax funds in 2020

\$7.9 million
Of Formula-Based
Road Repair Funding



\$496,000
Of Formula-Based
Transit Funding



Key SB1-Funded Projects Completed This Year



Colfax Roundabout

The South Auburn Street and Interstate 80 Roundabout leveraged a variety of local and state funding sources, including Local Streets and Roads (LSR) gas tax funds.



Downtown Loomis Sidewalks

Loomis utilized LSR and Active Transportation Program (ATP) gas tax funds to repave and add sidewalks to Taylor Road. This project is part of Loomis' ongoing investment in its downtown.



Auburn Nevada Street Sidewalks

The city of Auburn completed the two-phase Nevada Street Pedestrian and Bicycle Facilities ATP project, creating safe connections to the multimodal Auburn Conheim Station.



SB1 IS FUNDING...

Public Transit

- Operating Cost of Roseville Transit's, Placer County Transit's, and Auburn Transit's Combined 21 Bus Routes
- Replacement of Retired Buses with More Fuel Efficient and Alternative Fuel Vehicles



- Maintenance and Repair of 49 Buses Across Placer County's Three Transit Providers

Pedestrian Safety

- Creation of ADA-Accessible Curb Ramps at Intersections Across the County
- Creation of Bike Lanes along First Street in Lincoln
- Improving pedestrian crossing of the railroad tracks along Ferrari Ranch Road in Lincoln



- Lincoln Boulevard streetscape improvements and repaving

Local Congestion Management

- Adding a third lane on Sierra College Boulevard from Brace to Taylor Roads in Loomis
- Signal upgrades in the unincorporated area, including at Atwood, Bell, Douglas, Auburn-Folsom, Industrial, PFE, and Walerga.



- Rocklin Road near Granite Drive safety and circulation improvements

Road and Bridge Maintenance

- Adding sidewalks to the McBean Parkway bridge project in Lincoln
- Reconstruction of 21 residential streets in the Mission Hills neighborhood of Rocklin
- Repaving Culver Street between Oak and Church Streets in Colfax
- Culvert repairs in North Auburn



- Resurfacing in Roseville's Foothills Junction, Woodcreek Oaks, and Maidu neighborhoods.

Funding Transparency

Proposition 69, which 83% of Placer County residents supported, was passed in June 2018. With this constitutional amendment, all revenue from SB1 is guaranteed to be used for transportation purposes. The interactive map and project list on rebuildingca.ca.gov/ provides residents the transparency to know where their gas tax dollars are going.

Previous SB1 Funding

2018 - \$21.0 million
2019 - \$23.6 million

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: October 6, 2020
RE: September Monthly Report

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

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media to share current information about PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, Placer County's response to the COVID-19 crisis and other transportation and service update news.

Key social media posts included:

- Capitol Corridor Highway 50 Construction/Closure
- Capitol Corridor Rail Safety Awareness
- PCTPA Unmet Transit Need Survey
- Capitol Corridor: Corridor Conversations on Zoom
- City of Roseville BikeFest
- Caltrans Traffic Alert for I-80 Rock Excavation Work near Nevada State Line
- PCTPA Tahoe/Truckee Unmet Transit Needs Workshop
- City of Rocklin Hot Chili Car Cruise Traffic Alert
- Placer County - Hidden Falls Regional Park Trails Expansion Project
- Caltrans District 3 Highway 50 over Echo Summit bridge replacement work
- Roseville Transit bus fare collection update
- Capitol Corridor social distancing update
- Capitol Corridor Health and Safety Tips
- Tahoe National Forest Emergency Closure Order

- City of Rocklin Traffic Division article
- Capitol Corridor communication feedback survey
- Caltrans Wildfire response
- City of Loomis General Plan Update meeting

Current social media page statistics include:

- Facebook – 1,804 Followers
 - *Previously 9/9: 1,803*
- Twitter – 1,379 Followers
 - *Previously 9/9: 1,382*
- Instagram – 1,046 Followers
 - *Previously 9/9: 1,043*

Key website analytics include:

- Total page views for the PCTPA website during September: 2,283
 - 16.6% of views were on the Main Page
 - 10.2% of views were on the Placer County bike maps page
 - 6.3% of views were on the Agendas 2020
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during September: 220

Newsletter #45

AIM has started planning for Issue #45 of the PCTPA newsletter this fall. The targeted launch date is Friday, November 6th, 2020. Article topics will include *Mike's Message, SPRTA – Traffic Modeling, Freeway Service Patrol, and Airports*.

Media Relations

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues.



1701 Pennsylvania Avenue
Washington, D.C. 20006
(703)340-4666
www.keyadvocates.com

September 30, 2020

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

2020 Remaining Schedule

Congress will recess at the end of this week or early next week – the House until Nov. 16 and the Senate subject to the call of the chair. Pending before the Senate is the Supreme Court nomination with hearings expected to begin on Oct. 16 and the Floor vote around Oct. 29. Given that the FY21 Continuing Resolution expires Dec. 11, there will be a lame duck session, probably lasting until the December holidays. The legislative agenda for the session will depend, to a great extent, on the results of the election, not only regarding the presidency but control of the Senate.

FY21 Continuing Resolution

A bipartisan CR extending funding for the government through Dec 11 will pass this week. Most programs are funded at the FY20 levels at a prorated basis (there is increased funding for farmers because of COVID). A one-year extension of the FAST Act is also included (\$47.1B for highways, \$12.3B for transit, and \$14B for airports).

House FY21 Transportation Appropriations Bill

Highlights of the bill, as follows:

- \$1 billion for **National Infrastructure Investments (TIGER/BUILD)**, equal to the FY 2020 enacted level and the President's budget request
- \$3 million to support the **Highly Automated Systems Safety Center of Excellence** established in fiscal year 2020. This program was not in the President's budget request
- \$10 million for **Transportation Planning Grants** to assist areas of persistent poverty. This new competitive grant program was not in the FY 2020 enacted bill or the President's budget request
- \$1 billion for discretionary **Highway Infrastructure Programs**, a decrease of \$1.2 billion below the FY 2020 enacted level and \$1 billion above the President's budget

request

- \$881 million for the **Federal Motor Carrier Safety Administration**, consistent with the INVEST in America Act, an increase of \$202 million above the FY 2020 enacted level and \$179 million above the President’s budget request
- \$1.3 billion for the **National Highway Traffic Safety Administration**, consistent with the INVEST in America Act, an increase of \$268 million above the FY 2020 enacted level and \$293 million above the President’s budget request
- \$3 billion for the **Federal Railroad Administration**, an increase of \$201.8 million above the FY 2020 enacted level and \$1 billion above the President’s budget request
- \$2.05 billion for **Amtrak**, an increase of \$50 million above the FY 2020 enacted level and \$1.1 billion above the President’s budget request
- \$18.9 billion for the **Federal Transit Administration**

Senate FY21 Appropriations Bills

No markups scheduled.

Infrastructure (The Congress)

The FAST Act was extended in the FY21 Continuing Resolution for one year until Sept. 30, 2021. The House Democrats have tied its enactment to a mega-infrastructure bill. The mega bill which passed the House includes \$40B for the Clean Water State Revolving Fund, \$500M for recycled water projects under the WIIN Act, a de-authorization process for inactive Title XVI projects, and \$600M for the Alternative Water Source Program. On the Senate side, the only committee to act so far on its portion of a highway bill (the Environment and Public Works committee) has not solicited input from the other committees of jurisdiction, and no bill has gone to the Floor. While there continues to be interest by all in doing an infrastructure bill, though the views on what would be in the bill differ between Republicans and Democrats, given this action on the FAST Act, the Supreme Court vacancy and the election, doing infrastructure in the lame duck session this year would be challenging at best.

Infrastructure (The White House)

To review, the President’s FY21 Budget has two major infrastructure components. The first is a \$810 billion, 10-year reauthorization of surface transportation programs. The second is a \$190 billion in investments across a range of infrastructure, as follows:

- **\$60 Billion for a new Building Infrastructure Great grants program:** This “mega-projects” program will focus on delivery of such projects across a range of sectors: surface transportation road, bridge, rail, transit, pipeline, landside port, and intermodal connection capital investments; lock, dam, and canal investments; drinking water and waste treatment capital investments; and energy and broadband capital investments.
- **\$50 billion for a new Moving America’s Freight Safely and Efficiently program.** This program will support projects with significant economic, mobility, and safety benefits on our strategic highway, rail, port, and waterway freight networks.

- **\$35 billion for a new Bridge Rebuilding program.** This program will make targeted investments in critical bridge infrastructure to restore them to good condition. \$12 billion will be provided for “off- system” bridges allocated via formula, and \$23 billion will be provided for larger bridges via a competitive process.
- **\$25 billion for a new Revitalizing Rural America program.** This program focuses on the needs and contributions to our economy made by rural communities and helps them deliver broadband, transportation, water and other infrastructure projects.
- **\$20 billion for a Transit State of Good Repair Sprint program.** The program will focus exclusively on rehabilitating existing transit assets (no new capacity projects).
- **\$6.5 billion for a Public Lands Infrastructure Fund.** This program would address the deferred maintenance backlog in our national parks, forests, wildlife refuges and other public lands, along with Bureau of Indian Education.

Infrastructure (Biden \$2T Infrastructure Plan: Some Highlights)

- Update roads, bridges and electric grids;
- Expand access to broadband;
- Upgrade 4 million buildings and weatherize 2 million homes over four years by providing homeowners with direct cash rebates and low-cost financing;
- Provide cities with high-quality, zero-emissions public transportation options, such as light rail networks;
- Achieve a carbon pollution-free power sector by 2035;
- Enable the creation of 1.5 million sustainable homes and housing units;
- Provide increased funding to meet long overdue clean and safe drinking water needs;
- Create union jobs in the construction industry;
- Create 1 million jobs in the auto industry and increase the demand for American-made, American-sourced clean vehicles;
- Provide consumers with rebates for trading in old, less-efficient vehicles for newer America-made vehicles;
- Construct 500,000 electric vehicle charging stations;
- Require all new American-built buses be zero-emissions by 2030; and,
- Establish new fuel economy standards to reduce pollution.

Senate Highway Bill

FAST Act reauthorization required by Sept. 30 when current program expires. Senate EPW has reported its version of the bill. Other Senate committees that need to act include Banking (mass transit), Commerce (trucking, rail and safety), and Finance (how to pay for the bill). Senate Banking Committee held an authorization hearing on Feb. 25.

To review, the EPW bipartisan bill would authorize \$287 billion in highway spending, 90-

percent of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize \$10.8 billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

House Highway Bill

The bill, as reported by the Transportation and Infrastructure Committee, *Investing in a New Vision for the Environment and Surface Transportation* or INVEST in America Act provides \$494 billion in total funding from FY21 to FY25 for highway, highway safety, transit, and passenger rail programs, as follows: \$319 billion for the Federal-aid highway program under the Federal Highway Administration.; \$105 billion for transit programs under the Federal Transit Administration; \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration; \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration; and, \$60 billion for passenger rail programs under the Federal Railroad Administration and Amtrak. For the first year of the proposed bill, \$83.1 billion is provided essentially as an extension of the FAST Act to ensure that states, cities, tribes, territories, and transit agencies can continue to administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 pandemic.

Bill Tracking

H.R.4780 — 116th Congress (2019-2020)

National Infrastructure Investment Corporation Act of 2019

Sponsor: Rep. Carbajal, Salud O. [D-CA-24] (Introduced 10/22/2019) **Cosponsors:** (0)

Committees: House - Transportation and Infrastructure

H.R.4687 — 116th Congress (2019-2020)

SMART Infrastructure Act

Sponsor: Rep. Rouda, Harley [D-CA-48] (Introduced 10/16/2019) **Cosponsors:** (3, now 5)

Committees: Transportation and Infrastructure; Science, Space, and Technology; Agriculture; Energy and Commerce

S.352 — 116th Congress (2019-2020)

BUILD Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) **Cosponsors:** (1)

Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

H.R.180 — 116th Congress (2019-2020)

Build America Act of 2019

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) **Cosponsors:** (7, now 12)

Committees: Transportation and Infrastructure and Ways and Means Directs the Department of

Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

S.146 — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)

Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

H.R.658 — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60, now 61)

Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

RAPID Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)

Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

S.403 — 116th Congress (2019-2020)

IMAGINE Act

Sponsor: [Sen. Whitehouse, Sheldon \[D-RI\]](#) (Introduced 02/07/2019) Cosponsors: (5, now 7)
Committees: Environment and Public Works. Encourages the use of innovative construction materials and techniques to accelerate the deployment, extend the service life, improve the performance, and reduce the cost of domestic transportation and water infrastructure projects.

[H.R.228](#) — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

Sponsor: [Rep. Velazquez, Nydia M. \[D-NY-7\]](#) (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.^[1]_[SEP]

[H.R.880](#) — 116th Congress (2019-2020)

Surface Transportation Investment Act of 2019

Sponsor: [Rep. Brownley, Julia \[D-CA-26\]](#) (Introduced 01/30/2019) Cosponsors: (1)
Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses.
The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

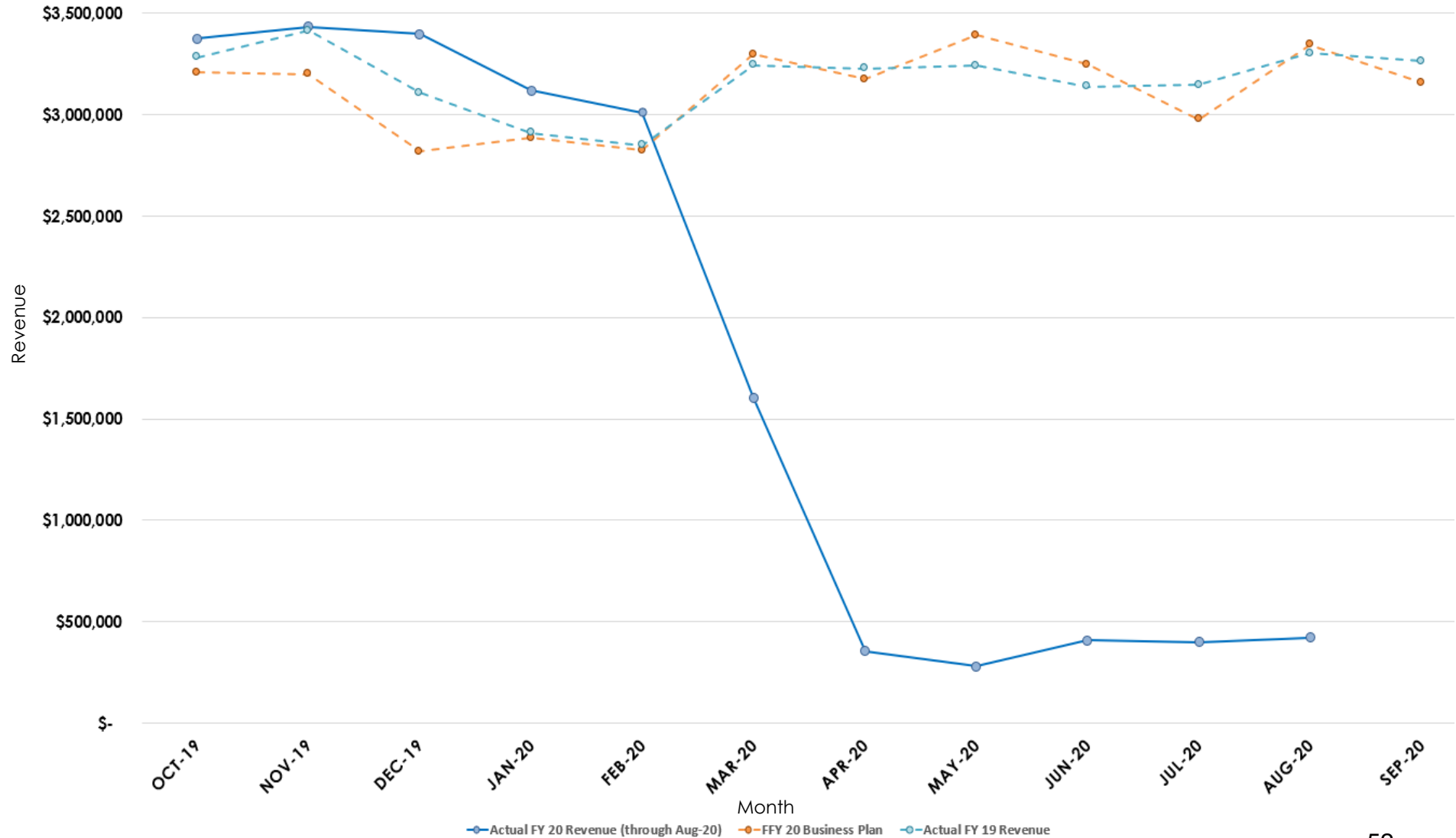
[S.1518](#) — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: [Sen. Sullivan, Dan \[R-AK\]](#) (Introduced 05/16/2019) Cosponsors: (4)
Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

[H.R.3134](#) — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: [Rep. Langevin, James R. \[D-RI-2\]](#) (Introduced 06/05/2019) Cosponsors: (2)
Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.

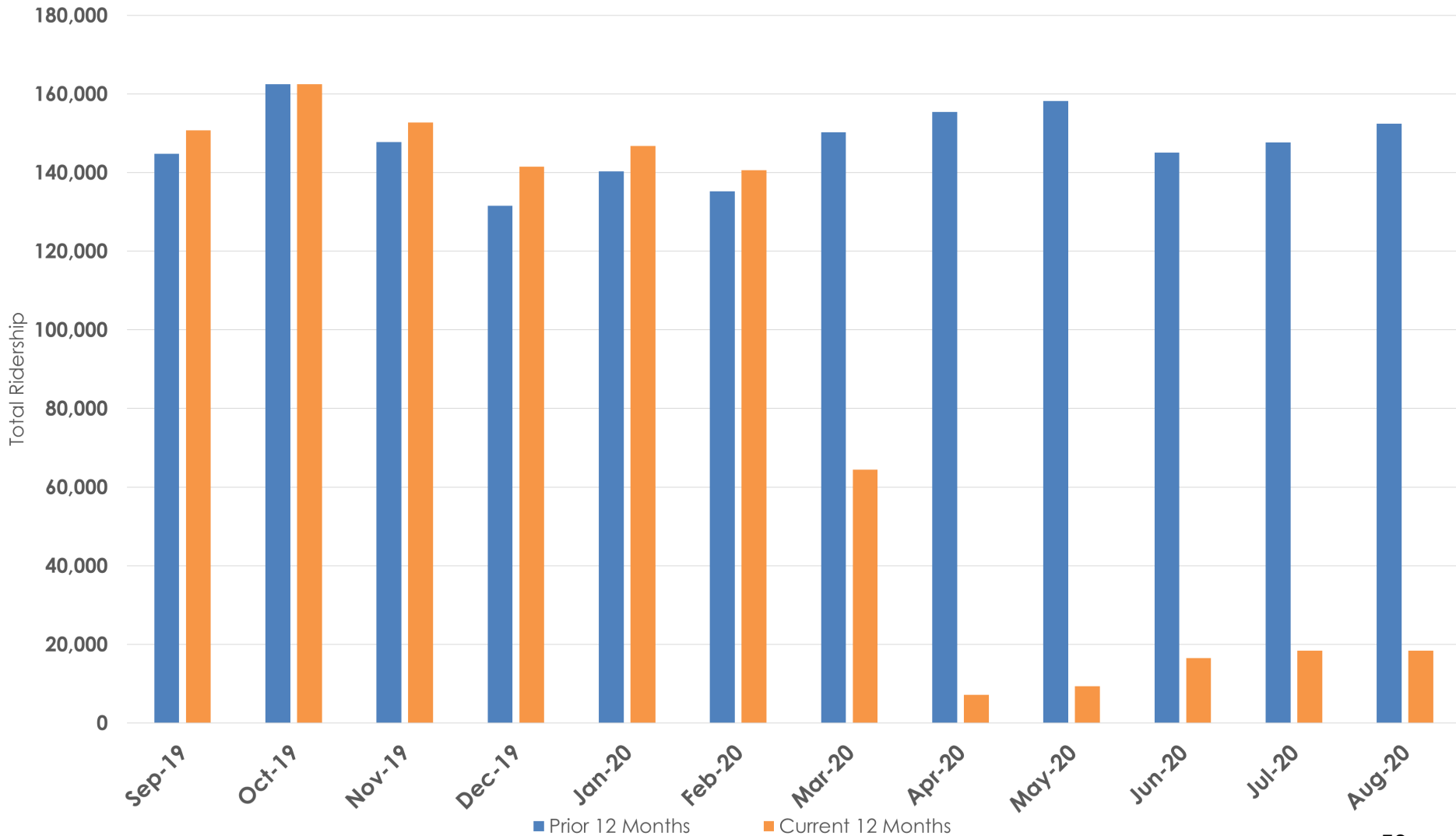
Performance - Revenue

FFY 2019 - 2020



Performance - Ridership

September 2019 – August 2020



Service Performance

FY20 (October 2019 – August 2020)

Performance Measure	FY20 Actual	FY20 Business Plan Forecast	FY20 Actual vs FY20 Business Plan (% Diff)	FY20 vs FY19 Actual (% Diff)
Ridership	.88	1.61	-45%	-46%
Revenue	\$19.79	\$34.34	-42%	-43%
End-Point On-Time-Performance	88%	90%	-2%	0%
Passenger On-Time-Performance	88%	90%	-2%	0%
System Operating Ratio	37%	52%	-29%	-39%
*Customer Satisfaction	90.72	92.5	-2%	0%

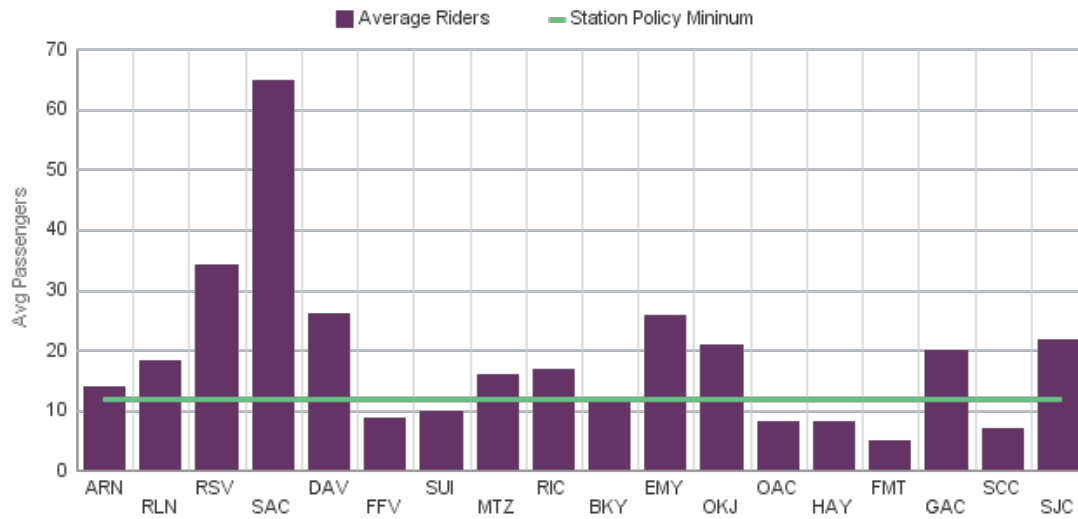
**Data through Feb 2020*

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 20/October 1, 2019 - September 30, 2020

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	4,380	3,828	14	N
BKY	41,966	41,464	12	N
DAV	95,362	90,532	26	Y
EMY	90,872	93,608	26	Y
FFV	30,270	30,875	9	N
FMT	11,386	10,957	5	N
GAC	48,522	40,127	20	Y
HAY	16,557	18,802	8	N
MTZ	54,093	59,456	16	Y
OAC	18,823	22,038	8	N
OKJ	76,045	73,013	21	Y
RIC	57,014	62,907	17	Y
RLN	5,683	4,923	18	Y
RSV	10,531	9,395	34	Y
SAC	235,833	226,331	65	Y
SCC	17,300	13,827	7	N
SJC	50,423	45,790	22	Y
SUI	34,035	36,340	10	N

Year of Service	Projected Ridership (Boardings + Alightings) Per Train Stop (>20 daily trains)*	Projected Ridership (Boardings + Alightings) Per Train Stop (20+ daily trains)*
1	Equal to or greater than 7	Equal to or greater than 8
2	Equal to or greater than 8	Equal to or greater than 10
5 or more	Equal to or greater than 12	Equal to or greater than 15

*Per train ridership thresholds parsed to reflect service frequency differences

PRESS TRIBUNE

Date: September 3, 2020

By: Gloria Young

A ribbon-cutting later this month will celebrate the completion of Taylor Road improvements that began in early June

The project included overlay of Taylor Road from the 3200 block to Lemos Ranch Drive, addition of sidewalk on the west side of Taylor from Horseshoe Bar Road to Webb Street and from King Road to the 3500 block and extension of the bike trail about a half-mile from north of Del Oro High School to Lemos Ranch Drive.

Phase three of the Downtown Master Plan cost \$1.8 million and was contracted to Western Engineering and Asphalt in Loomis.

The work came in on budget and about three weeks ahead of schedule, town of Loomis Public Works director Britton Snipes said.

"I'm very happy with the way it turned out and excited to see people walking and using the bike trail," Snipes said. "It's a healthier alternative to driving everywhere."

The road resurfacing was a much-needed fix, too.

"The problem we were having was a lot of potholes on that section," he said. "People drive fast on that section. It was dangerous for (crews) to be out there filling potholes. It really needed to be overlaid so we weren't out there filling potholes all the time."

This week's final touches included railing placement along the sidewalk and cleanup from Taylor Road to Horseshoe Bar and cleanup on Taylor Road from Del Oro High School to the town limit.

"Western did such a great job," Snipes said. "They threw two crews at it and aggressively worked on it."

Funding for the improvements came from RSTP (Regional Surface Transportation Program —gas tax), a federal CMAQ (Congestion Mitigation and Air Quality) grant and state money from SB1 RMRA (Road Maintenance and Rehabilitation Account), according to previous Looms News reporting.

The ribbon-cutting will be held at the multi-modal parking lot on Taylor Road, with the date still being decided, as of press time.

"We'll have some elected officials to cut the ribbon," Snipes said. "There won't be a big ceremony because of COVID. Many of the council members will be there and some of

the departments that help us out like SACOG (Sacramento Area Council of Governments) and PCTPA (Placer County Transportation Planning Agency).

For Loomis Basin Chamber of Commerce executive director Jenny Knisley, the completed project is great for business.

“The town of Loomis General Plan envisions a walkable, pedestrian-friendly downtown and the Taylor Road improvements continue to have positive impacts on our local economy and the community at large,” Knisley said. “I am happy to see residents already using the new section of the bike/walking path to connect to our downtown businesses.”

There will be another phase of Downtown Master Plan street improvements but not in the near future.

“We would be looking at (the area between) Taylor Road and the freeway on Horseshoe Bar,” Snipes said. “It is several years in the future. We have to identify funding and scope the project.”

THE SACRAMENTO BEE

TONY BIZJAK

WEDNESDAY, OCTOBER 14, 2020

For a decade, Erika Plank drove solo 45 minutes from Roseville to her job at VSP Global in Rancho Cordova. Sometimes it took much longer when traffic snarled.

Now, [amid the coronavirus pandemic](#), she works at home. The new arrangement offers her more time to prep her children in the morning and to cook dinner in the evening. “My commute is from the kitchen to my (home) office,” she said. “It’s been wonderful.”

But Plank misses the personal contact at the office. She even misses, at least a bit, the drive home when she’d decompress and listen to the radio.

So what happens to the famous California commuter lifestyle when a vaccine arrives? Have we been weaned off it? Or are we all going to find ourselves back in our cars on clogged freeways, headed back to our offices?

University of California, Davis, travel behavior researcher Giovanni Circella is intrigued. A significant moment is approaching, he said, that will impact our transportation networks, land use decisions and air quality.

“This disruption is so massive it might really be a game changer,” said Circella, director the university’s future mobility program.

The early bet is that many employers will allow office workers to switch to a hybrid approach, staying at home a few days a week and heading into the office other days, Sacramento Metropolitan Chamber of Commerce head Amanda Blackwood said.

That means thousands of cars will be off the road each day. Will that allow governments to stop pouring as much money into freeways and roadwork? And will the capital region’s air quality finally meet federal clean air standards?

Or could the opposite happen? Will a new work-from-home world, [fueled in part by Bay Area emigrees](#), cause more people to move to the suburbs, farther from workplaces, adding to sprawl and pollution as more people drive more just to get to everyday chores?

DRIVING CUT BY HALF WHEN COVID HIT

So far, the seven-month coronavirus-era telework experiment has shown interesting new driving patterns.

In Sacramento, drivers initially reduced their miles traveled by 50%, unclogging local freeways so dramatically that the [California Highway Patrol publicly warned about fast drivers](#), saying officers suddenly were giving out more speeding tickets.

Not surprisingly, the reduced traffic in March and April led to a big drop in air pollution.

“People saw the blue sky they hadn’t seen a long time,” said Alberto Ayala, head of the Sacramento Metropolitan Air Quality Management District.

Then traffic began to increase. By July, daily driving miles were approaching pre-COVID-19 levels, even though most teleworkers were still working from home.

Some of that increase involved construction, hospital, restaurant and retail workers heading back to jobs as local governments eased COVID-19 restrictions. A Caltrans analysis, in fact, indicates that only about 30% of the working population has the kind of job that allows telecommuting.

But analysts say office workers who now telework at home appear to be making more car trips during the day for chores, which is creating more congestion on local streets, even while rush-hour freeway traffic remains lighter than it was pre-COVID-19.

And it appears people may be making more pleasure trips. Sacramento region residents took 37% more long-distance trips (100 miles or more) during COVID-19 than during the same period last year, according to seoClarity, a company that analyzes data gathered from online search engines.

It’s almost as if society is programmed to get a certain amount of driving done, whether it’s to work or not.

“People have a trip budget,” suggested Ellen Greenberg, Caltrans’ deputy director of sustainability. “If I’m not spending that hour a day on a commute, I might put the dog in the car and go to a park or beach for a walk.”

MAKING TELEWORKING SUCCEED

Still, Greenberg, Ayala and other transportation analysts say they believe teleworking will reduce congestion and pollution long term.

“All these side trips do not add up to the heavy fossil fuel use in these heavy commutes,” Ayala said.

Seeing an opportunity, the Sacramento Area Council of Governments, which serves as a regional planning coordinator, began last month working with companies on [creating telework policies that are sustainable](#) for them and their employees, and keep more cars long-term off the road.

SACOG head James Corless pitches it as a way for companies to compete for potential employees. “Workers will be asking in job interviews, ‘What is your telework policy?’” he said.

At VSP Global, an eye care company, almost all of its 2,000 Rancho Cordova campus employees are now working from home. The company hopes to keep some form of telework going post-COVID-19, human resources officer Kristi Cappelletti-Matthews said, in good part because employees are reporting better work-life balance and are proving to be “extremely productive” working from home.

The biggest fish locally among employers is the state government. It sent many of its downtown office workers home in March and now is contemplating how many of them should [stay there permanently, or working a hybrid home/office schedule](#). Officials declined to offer details, but “We are interested in taking what we’ve learned about telework so far and looking at how to capitalize on it in places where it’s working well for us,” said Amy Palmer, Deputy Secretary of Communications at California Government Operations Agency. “We continue to be committed to meeting the needs of those serving the people of California at this time while working to make state work more attractive, accessible, efficient and engaging in the years ahead.”

Ayala, the region’s air management executive, said the onus is on local leaders to push policies that encourage teleworking and promote alternatives to cars. That includes helping transit agencies get back on their feet.

“Before COVID, we were anticipating carshare, bikes, scooters, optimized RT routes, and electric shuttles across the causeway to Davis, all geared to a future that is not so reliant on single occupant vehicle use,” Ayala said. “Now we have to hit reset.”

Some transportation planners say COVID-19 could cause more driving short-term because people are worried about catching viruses on transit. Transit ridership has [plummeted to the point that some bus and rail transit agencies may fail](#).

“There is limited ability by government to support transit funding,” said travel behavior researcher Circella, who heads the UC Davis 3 Revolutions Future Mobility Program. “It could lead to reduced services. That might make the service less appealing to users. It could spiral down.”

MORE GROWTH, MORE CONGESTION

For now, road construction and repair continues, but that is largely thanks to federal emergency bailout funds.

“The ... issue is whether the gas tax and the sales tax would bring in less revenue since people aren’t driving as much,” Sacramento County transportation planning head Ron Vicari said in an email. “Less revenue won’t shut down the current projects underway, but may cause the delay of future projects.”

As the region inevitably grows, it could find itself struggling to keep freeways unclogged and in good repair.

It appears some of that growth is happening now, prompted by COVID-19. There is anecdotal evidence that young Bay Area residents are moving to the Sacramento suburbs because they can telework here and pay cheaper rents or lower mortgages.

That will intensify the pressure to expand roads, said Mike Luken, head of transportation planning in Placer County. Placer, in particular, hopes to enlarge the Highway 65 interchange at Interstate 80. Traffic there lightened noticeably in the spring, but it has since become crowded again.

”Our housing starts in the region are going through the roof,” Luken said. “We still need everything (road projects). We are behind on 65/80.”

In Sacramento, officials are pushing to get [more people to live in the urban core](#) so that, regardless of whether they work at home or in a downtown office, they won’t contribute to the crunch of car commuters.

On a personal level, VSP manager and former car commuter Erika Plank says the experience of working from home has been enlightening. For the first time, she said, she and her husband are thinking about their own “carbon footprint,” and feel good about playing a role in reducing congestion and in cleaning the air.

But it doesn’t mean she is all in on full-time telecommuting.

In fact, she is among many commuters who now use a word that seemed impossible pre-COVID-19: flexibility. When the virus has been tamed, she hopes to work a hybrid schedule, some days at home, some at the office.

“Flexibility will be key for me personally,” she said. “I’ve found great value to working at home, but I really value working at the office.”

Sacramento Bee reporter Phillip Reese contributed to this report.