



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, June 24, 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 June 24, 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/82679924883>

You can also dial in using your phone:

US: +1 669 900 9128

Webinar ID: 826 7992 4883

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: May 27, 2020** **Action**
Pg. 1
- D. Agenda Review** **Action**
- E. Public Comment**

**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
 June 24, 2020
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- F. Consent Calendar: Placer County Transportation Planning Agency** **Action**
 Pg. 5
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. Amend the Roseville Transit Short Range Transit Plan 2018-2025 to Include the South Placer County Transit Project Pg. 7
 2. FY 2020/21 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000 Pg. 12
 3. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2020/21: Richardson & Company LLP - \$58,350 Pg. 14
 4. FY 2019/20 City of Lincoln Amended Claim for Local Transportation Funds (LTF) - \$3,217,223 Pg. 16
 5. Letter of Task Agreement for Communications and Outreach Services for FY 2020/21: AIM Consulting Inc.- \$45,000 Pg. 21
 6. Letter of Task Agreement for As Needed State Advocacy Services for FY 2020/21: Smith, Watts and Hartmann, LLC - \$5,000 Pg. 22
 7. Letter of Task Agreement for Federal Advocacy Services for FY 2020/21: Key Advocates Inc. - \$36,000 Pg. 24
- G. Consent Calendar: Western Placer Consolidated Transportation Services Agency** **Action**
 Pg. 26
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion
1. FY 2021 South Placer County Transportation Call Center and Transit Ambassador Program Budget - \$526,260 Pg. 27
 2. FY 2021 Placer 211 Work Program - \$50,000 Pg. 28
- H. Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax** **Action**
 Pg. 29
Mike Luken
 If polling results dictate placing the measure on the November 2020 Ballot:
1. Conduct a Public Hearing and Approve Ordinance No. 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District
 2. Adopt Resolution No. 20-01 requesting the Placer County Board of Supervisors to call an election to obtain voter approval of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District Ordinance on the November 3, 2020 ballot

**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
 June 24, 2020
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3. Direct the Executive Director to prepare and cause to be published a summary of Ordinance 20-01 with the names of the Board members voting for and against the ordinance
4. Direct the Executive Director to file a Notice of Exemption pursuant to CEQA.

If polling results do not dictate placing the measure on the November 2020 Ballot, direct staff to continue the public outreach plan for a South Placer District Transportation Sales Tax Measure for a potential November 2022 election.

I.	I-80 Auxiliary Lanes Project Contract Amendment Final Design – Authorization to Negotiate and Sign <i>David Melko</i>	Action Pg. 59
J.	Placer County Airport Land Use Compatibility Plan Update Contract Award <i>David Melko</i>	Action Pg. 60
K.	FY 2020/21 Budget Adoption – Western Placer Consolidated Transportation Services Agency <i>Kathleen Hanley</i>	Action Pg. 61
L.	Executive Director’s Report	Info
M.	Board Direction to Staff	Info
N.	Informational Items	Info
	1. PCTPA TAC Minutes	Pg. 63
	2. Status Reports	
	a. PCTPA	Pg. 65
	b. FSB – Report for May 2020	Pg. 67
	c. AIM Consulting – Report for May 2020	Pg. 71
	d. Key Advocates – Report for May 2020	Pg. 74
	e. Capitol Corridor Monthly Performance Report	Pg. 79
	3. PCTPA Receipts and Expenditures – April 2020	<i>Under separate cover</i>

Following is a list of our 2020 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.

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	



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)**

**May 27, 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

STAFF

Kathleen Hanley
Aaron Hoyt
Shirley LeBlanc
Mike Luken, Executive Director
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 – APRIL 22, 2020

Upon motion by Holmes and second by Joiner, the action minutes of April 22, 2020 were approved by the following roll call vote:

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

AGENDA REVIEW

Upon motion by Allard and second by Holmes, the May 27, 2020 agenda order was approved by the following roll call vote:

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

PUBLIC COMMENT

No public comment.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

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
- NOES:** None
- ABSTAIN:** None

CONSENT CALENDAR: AIRPORT LAND USE COMMISSION (ALUC)

1. Airport Land Use Commission (ALUC) Consistency Determination: City of Lincoln Proposed Local Amendment to California Building Standards Code

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

- AYES:** Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
- NOES:** None
- ABSTAIN:** None

PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY TRANSPORTATION IMPROVEMENT PLAN AND RETAIL TRANSACTION AND USE TAX

Staff report presented by Mike Luken, Executive Director with consultant, Cherri Spriggs, FSB Core Strategies.

Action Requested

1. Receive a presentation from staff on the Expenditure Plan and Ordinance 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District.
2. Introduce Ordinance No. 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (provided as Attachment 1) and waive oral reading of the full ordinance.
3. Direct the Executive Director to prepare and cause to be published a summary of Ordinance 20-01 and bring the Ordinance back to the Authority for final approval at the June 24, 2020 Authority Board meeting.
4. Direct the Executive Director to initiate and complete a June 2020 polling for the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District.

Public comment was received from:

- Robert Dugan, Roseville resident
- Jeff Short, North State Building Industry Association
- Sabrina Drago, WSP, Loomis resident
- Doug McDougall, Placer County resident

Action

Board Member Broadway made a motion to: 1) Introduce Ordinance No. 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax

Ordinance South Placer County District and waive oral reading of the full ordinance; 2) Direct the Executive Director to prepare and cause to be published a summary of Ordinance 20-01 and bring the Ordinance back to the Authority for final approval at the June 24, 2020 Authority Board meeting; and 3) Direct the Executive Director to initiate and complete a June 2020 polling for the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District. Board Member Allard seconded the motion. The motion was approved by the following roll call vote:

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

FINAL FY 2020/21 OVERALL WORK PROGRAM (OWP) AND BUDGET

Staff report by Luke McNeel-Caird, Deputy Executive Director

Action Requested

Authorize the Executive Director to submit the attached Final FY 2020/21 Overall Work Program (OWP) and Budget to Caltrans.

Upon motion by Holmes and second by Allard the Board authorized the Executive Director to submit the attached Final FY 2020/21 Overall Work Program (OWP) and Budget to Caltrans by the following roll call vote:

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

PUBLIC HEARING: REQUEST TO APPROVE A SPECIAL CONDITION EXCEPTION FOR SHALE RIDGE COMMUNITY RECOVERY RESOURCES FACILITY IN AUBURN AIRPORT COMPATIBILITY PLAN ZONE B1 OF THE PLACER COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

Staff report presented by David Melko, Senior Transportation Planner

Board Members Holmes and Uhler announced that they will not be participating in the Public Hearing due to receiving political contributions totaling more than \$250 from the applicant. Board Member Gore served as alternate for the County this item.

The applicant, Western Care Construction Company, spoke on behalf of the project. Tonya Ward, Senior Planner - City of Auburn, spoke on behalf of the City of Auburn's position on the project. Chair Burruss opened the Public Hearing.

Chair Burruss opened the public hearing and comment was received from:

Mac McElroy, Placer County Resident. Chair, Airport Advisory Committee - Auburn Aviation Association
Randy Leys, President, Auburn Aviation Association

Chair Burruss closed the Public Hearing.

Upon motion by Joiner and second by Maki, the Board denied the request from the applicant, Western Care Construction Company, determining that the proposed expansion of the Shale Ridge Community Recovery Resources Facility is inconsistent with the Placer County Airport Land Use Compatibility Plan after considering the applicant's Special Conditions Exception request by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Gore, Joiner, Maki

NOES: None

ABSTAIN: None

EXECUTIVE DIRECTOR UPDATE

Mike Luken reported that we have resumed operations at the PCTPA office in accordance with CDC and Cal/OSHA guidelines for office space. Mr. Luken showed a video of the Pleasant Grove Blvd./Highway 65 Interchange showing increased traffic on southbound SR 65. Staff will continue to monitor traffic as it pertains to the transportation sales tax efforts and other items. PCTPA is continuing efforts to prepare for a federal stimulus bill and have assembled a list of approximately \$1.6 billion in shovel-ready transportation, sewer, water and healthcare projects from all the jurisdictions. Mr. Luken stated that as we get to the end of the fiscal year, as has been done in past years, we will likely have to use our contingency fund for cash flow purposes. Lastly, Mr. Luken stated that we will continue to do Zoom meetings as opposed to live meetings because we are on a delay basis and going live would represent a significant cost at a time where we are trying to conserve revenue.

ADJOURN

Chair Burruss adjourned the meeting at approximately 10:48. 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

TO: PCTPA Board of Directors **DATE:** June 24, 2020

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the June 24, 2020 agenda for your review and action.

1. Amend the Roseville Transit Short Range Transit Plan 2018-2025 to Include the South Placer County Transit Project
On April 22, 2020, the Board adopted a resolution amending the Placer County Transit Short Range Transit Plan (SRTP) 2018-2025 to include the South Placer County Transit Project. At the time of the Board's approval, it was assumed that Placer County Transit would be the operator of this new service. Since that time, working closely with Placer County and the City of Roseville, it has been determined that Roseville Transit will be the operator of this new service. To enable Roseville Transit to operate this new service, it is necessary to amend their existing SRTP to include the South Placer County Transit Project. Staff recommends that the Board approve an amendment the Roseville Transit SRTP 2018-2025 to include the South Placer County Transit Project.
2. FY 2020/21 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000
Staff recommends approval of the attached Resolution No. 20-23 and PCTPA LTF claim for FY 2020/21 in the amount of \$475,000 per the FY 2020/21 Preliminary Apportionment of Local Transportation Funds approved at the February 2020 Board meeting.
3. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2020/21: Richardson & Company LLP - \$58,350
Staff recommends approval of the attached Letter of Task Agreement with Richardson & Company for FYE June 30, 2020 PCTPA fiscal audit and financial statement preparation services of \$17,775 and Transportation Development Act compliance audit services of \$40,575, for a total amount not to exceed \$58,350.
4. FY 2019/20 City of Lincoln Amended Claim for Local Transportation Funds (LTF) - \$3,217,223
The City of Lincoln submitted an amended claim for \$3,217,223 in LTF funds for FY 2019/20 - \$1,955,283 for streets and roads purposes and \$1,261,940 for transit. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. The City has complied with the annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2019. Resolution 20-21 repeals the prior claim resolution 20-18. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.

5. Letter of Task Agreement for Communications and Outreach Services for FY 2020/21: AIM Consulting Inc.- \$45,000
Staff recommends approval of the attached Letter of Task Agreement with AIM Consulting for FY 2020/21 in the amount of \$45,000. This reflects a level of services within the approved OWP.

6. Letter of Task Agreement for As Needed State Advocacy Services for FY 2020/21: Smith, Watts and Hartmann, LLC.- \$5,000
Staff recommends approval of the attached Letter of Task Agreement with Smith Watts and Hartmann for FY2020-2021 in the amount of \$5,000. This reflects the need for a reduced level of services needed this fiscal year at the state level per the approved OWP.

7. Letter of Task Agreement for Federal Advocacy Services for FY 2020/21: Key Advocates Inc. - \$36,000
Staff recommends approval of the attached Letter of Task Agreement with Key Advocates for FY2020-2021 in the amount of \$36,000. This reflects the same level of services needed for advocacy services for a potential stimulus bill and transportation reauthorization in 2020-2021 per the approved OWP.

LM:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: AMEND THE ROSEVILLE
TRANSIT SHORT-RANGE TRANSIT
PLAN 2018-2025 TO INCLUDE THE SOUTH
PLACER COUNTY TRANSIT PROJECT**

RESOLUTION NO. 20-22

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held June 24, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair

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

WHEREAS, PCTPA, working closely with Placer County and the City of Roseville, has identified an opportunity to provide fixed-route bus service between downtown Lincoln and Sacramento Regional Transit's Watt / I-80 light rail station, called the South Placer County Transit Project, which will help address a key mobility and traffic congestion issue along the State Route 65 corridor between I-80 and downtown Lincoln; and

WHEREAS, the Roseville Transit Short-Range Transit Plan (2018-2025) previously accepted by PCTPA on August 22, 2018 requires amendment to include the South Placer County Transit Project; and

WHEREAS, amending the Roseville Transit Short-Range Transit Plan (2018-2025) to include the South Placer County Transit Project will allow PCTPA to pursue funding for said service and assist Roseville to qualify for future State, federal and local transit operating funds.

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

1. Amends the Roseville Transit Short-Range Transit Plan 2018-2025 to include the South Placer County Transit Project as shown in Exhibit 1.
2. Determines that the Short-Range Transit Plan Amendment is an activity exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970 as defined in State Guidelines, Section 15061(b)(3), for the implementation of CEQA.

**EXHIBIT 1 TO RESOLUTION NO. 20-22
AMEND THE ROSEVILLE TRANSIT SHORT-RANGE TRANSIT PLAN 2018-2025
TO INCLUDE THE SOUTH PLACER COUNTY TRANSIT PROJECT**

Roseville Transit Near-Term Implementation Plan

*To be added in Chapter 11 to the end of the Local Fixed Route Services section prior to the Dial-A-Ride Services section.

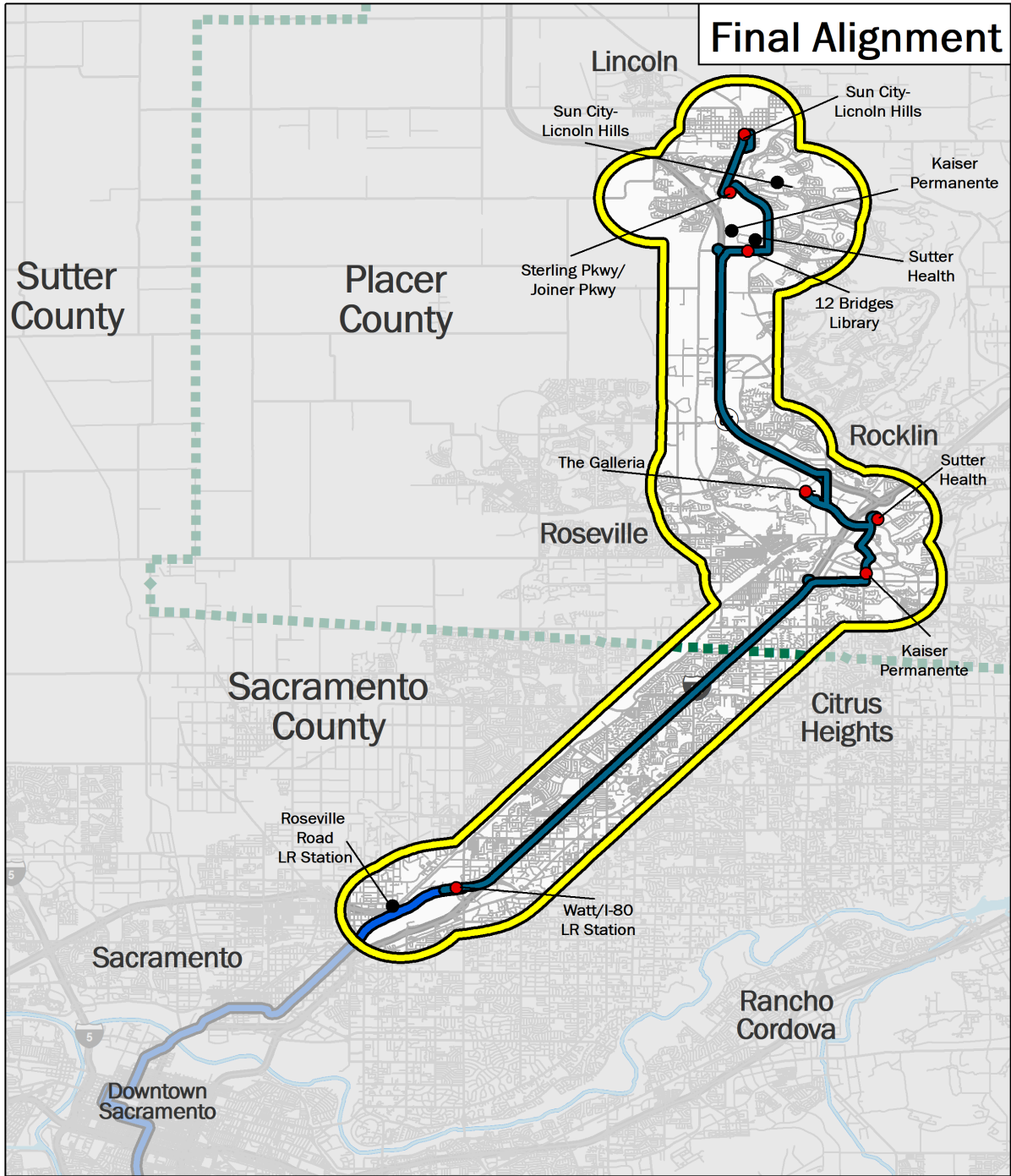
Initiate Lincoln-Sacramento Light Rail Express Bus Service

Roseville Transit express bus service should be initiated between downtown Lincoln and Sacramento Regional Transit's Watt/I-80 light rail station. This weekday service will consist of 30-minute frequency from 5:00 a.m. to 9:00 p.m. The new intercity route is anticipated to begin and end with a stop at the Roseville Galleria in the city of Roseville. Northbound service would travel along the Highway 65 corridor to the city of Lincoln with stops on Twelve Bridges Drive, Sterling Parkway and Downtown Lincoln at 3rd and F streets. Southbound service will leave the Roseville Galleria and stop at the Sutter Medical Center and the Kaiser Permanente hospital in Roseville. After stopping at Kaiser Hospital, the service will then provide nonstop service to the Watt /I-80 light rail station. The bus route is depicted in Figure 1. Ridership is conservatively estimated at approximately 627 passenger-trips per day or approximately 160,000 passenger-trips per year.

The Lincoln-Sacramento Light Rail Express Bus Service will help address mobility and traffic congestion issues resulting from population and employment growth within the State Route 65 corridor between I-80 and the City of Lincoln. The Lincoln-Sacramento Light Rail Express Bus Service will provide existing Placer and Sacramento County residents an additional mobility option through improved access to key commercial/office, education, regional medical facilities and shopping, and connection with light rail service in Sacramento. Access to these destinations is currently limited. With proposed 30-minute frequencies, the service will provide a competitive transit alternative to single occupant autos that will help reduce peak and off-peak corridor vehicle miles traveled and emissions. The service will also help promote active transportation (walking or biking) to/from bus stops.

The service will provide additional seating capacity between Lincoln, Roseville and the Watt/I-80 light rail station, which should help alleviate existing Placer County Express and Roseville Transit commuter service capacity issues. Additional coordination will need to occur prior to service implementation between the City of Roseville and Placer County to maximize efficiency of the overall Roseville Transit and Placer County Transit route networks.

The Lincoln-Sacramento Light Rail Express Bus Service will require the acquisition of five new buses (four operating and one spare). Operating costs are estimated at about \$1.8 million per year. Farebox revenues are estimated at approximately \$300,000 per year. Operating funds will consist of a mix of federal, State and local funds. Local funds used to support long term operations will require development and agreement of a funding plan involving various potential partners including the cities of Lincoln and Rocklin, as well as Placer County. Capital funding for the purchase of new buses is expected to come from State discretionary funding.



Placer County Transportation Planning Agency
Prepared by **wsp**

- Project Area
- Placer County
- SacRT Blue Line
- Final Alignment
- Stops

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: _____

From: (Public Agency): _____

(Address)

Project Title: _____

Project Applicant: _____

Project Location - Specific:

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Lead Agency

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

CLAIM FOR LOCAL TRANSPORTATION FUNDS
PCTPA APPORTIONMENT

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

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

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

The Placer County Transportation Planning Agency 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>0</u>
TOTAL	\$ 475,000

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: June 24, 2020

BY: June 24, 2020

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-23

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held June 24, 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 (PUC 99233.1): | \$ 475,000 |
| 2. | To the Placer County Transportation Planning Agency
for transportation planning purposes (PUC 99233.2): | \$ <u>0</u> |
| | Total LTF Funds Claimed | \$ 475,000 |

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



CHERYL MAKI
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
BRIAN BAKER
Town of Loomis
KEN BROADWAY
City of Rocklin
JOHN ALLARD
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
JAIME WRIGHT
Citizen Representative
MIKE LUKEN
Executive Director

June 24, 2020

Ingrid Sheipline, CPA
Richardson & Company, LLP
550 Howe Ave, Suite 210
Sacramento, CA 95825

SUBJECT: LETTER OF TASK AGREEMENT #20-01
BETWEEN RICHARDSON & COMPANY, LLP AND
THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Dear Ms. Sheipline:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Richardson & Company, LLP” dated May 22, 2019.

- 1) Incorporated Master Agreement: This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Richardson & Company, LLP in fiscal year 2020/21. This signed Letter of Task Agreement comprises the contract between Richardson & Company, LLP and PCTPA.
- 2) Term: Consultant services are to commence July 1, 2020 and shall be completed in such a sequence as to assure that the project is on budget and on schedule, but in any event, all of the services required herein shall be completed no later than June 30, 2021. Extensions to this contract may be made with the agreement of both parties.
- 3) Scope of Services:
 - Richardson & Company, LLP will perform the tasks for the fiscal year ending June 30, 2020 as described in the proposal submitted to PCTPA, dated March 29, 2019, in accordance with standard accounting practices and standards for government entities.
 - Consultant will perform the independent fiscal audit of PCTPA, the single audit of PCTPA federal funds as necessary, the compliance audits of Transportation Development Act (TDA) claimants in Placer County pursuant to Public Utilities Code 99245, the audits of Low Carbon Transit Operations Program (LCTOP), State of Good Repair Fund (SGR), assist with entries and compliance with GASB 68 and 75 for pension and other postemployment benefit plans, preparation of financial statements and the State Controller’s Financial Transactions Report for PCTPA.
 - Richardson & Company, LLP Engagement Letter, dated June 2, 2020, is an integral part of this agreement and further clarifies the scope of services to be conducted and audit objectives and procedures.
- 4) Personnel: Consultant shall provide its own personnel to perform the work in the proposal. Consultant shall provide administrative support and overhead expenses.

6) Compensation:

Fiscal and TDA Compliance Audit and PCTPA Single Audit - For services rendered in FY 2020/21, Consultant will receive a sum of \$58,350 (\$14,000 for the audit and preparation of financial statements of PCTPA, \$40,575 for the TDA claimants, and \$3,775 for PCTPA's Single Audit).

Additional Services – In FY 2020/21, should any of the claimant audits require a large number of adjustments that result in exceptional additional time or in the event the scope of the audit has to be increased, Consultant may bill hourly for these additional services only upon discussion and agreement by PCTPA staff. Consultant's hourly rates are included in the above referenced Engagement Letter.

Consultant will invoice for work completed and reference the appropriate work completed, the cost of each task and shall include a ten percent (10%) retainage withholding. The accumulated retainage will be released upon acceptance by PCTPA of all completed audit reports as specified in the scope of services in the proposal, noted above.

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to Shirley LeBlanc, Fiscal/ Administrative Officer at (530) 823-4030.

Sincerely,

Accepted by:

Michael W. Luken, Date
Executive Director
Placer County Transportation Planning Agency

Ingrid Sheipline, CPA Date
Managing Partner
Richardson & Company, LLP

CLAIM FOR LOCAL TRANSPORTATION FUNDS
STREETS & ROADS PURPOSES

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

FROM:

CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone: 916-434-2437 Ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, 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 2019/20, for street and road purposes (P.U.C. 99400a) in the amount of \$1,955,283.00 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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.

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

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

TITLE: _____ TITLE: City Manager

DATE: _____ DATE: _____

CLAIM FOR LOCAL TRANSPORTATION FUNDS
TRANSIT PURPOSES

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

FROM: CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone:916-434-2437 Email:Ruthann.codina@lincolnca.gov

The City of Lincoln 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 2019/20, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	_____
P.U.C. 99260a, Article 4, Transit Capital:	_____
P.U.C. 99275, Article 4.5, Community Transit Services	_____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$1,261,940</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	_____
C.C.R. 6648, Capital Reserve:	_____

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

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

TITLE: _____ TITLE: City Manager

DATE: _____ DATE: _____

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Lincoln

Fiscal Year: FY 2019/20

Brief Project Description	Project Cost	Source of Funding & Amount
Contracted Transit Services Negative carryover balance	1,304,643.00 588,520.00	5307 credit from PCT 171,000.00 SB1 credit from PCT 53,169.00 Fare credit from PCT 74,993.00 Interest 4,583.00 19/20 STA funding 327,478.00 19/20 LTF funding 1,261,940.00
Streets / Roads	3,903,190.00	Prior year Carryover 2,226,350.00 Interest 31,262.00 LTF funding 1,645,578.00 Streets / Roads Revenue 3,903,190.00 Est. LTF Funding Carryover 19/20 309,705.00

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-21

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held June 24, 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 as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin, in accordance with the Transportation Development Act, as amended; and

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2019/2020 fiscal year funds.

1. To the City of Lincoln for Contracted Transit Services
Conforming to Article 8 – Section 99260(c) of the Act: \$ 1,261,940
2. To the City of Lincoln for Streets and Roads purposes
conforming to Article 8 – Section 99400(a) of the Act \$ 1,955,283

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, 2019, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION 2020-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2019/20 LOCAL TRANSPORTATION FUNDS AND 2019/20 STATE TRANSIT ASSISTANCE CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY.

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

WHEREAS, the Placer County Transportation Planning Agency is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance funds.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Lincoln does hereby approve the 2019/2020 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

\$1,261,940 of Local Transportation Funds for Transit contracted services; \$327,478 of State Transit Assistance for Transit contracted services; \$1,955,283 of Local Transportation Funds for Streets and Roads; and \$57,674 of Local Transportation assistance for Bicycle/Pedestrian purposes for the fiscal year 2019/20.

PASSED AND ADOPTED this 9th day of June, 2020.

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

Dan Karleskint, Mayor

ATTEST:

Gwen Scanlon, City Clerk



CHERYL MAKI
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
BRIAN BAKER
Town of Loomis
KEN BROADWAY
City of Rocklin
JOHN ALLARD
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
JAIME WRIGHT
Citizen Representative
MIKE LUKEN
Executive Director

June 22, 2020

Gladys Cornell, Principal
AIM Consulting, Inc.
2523 J Street, Suite 202
Sacramento, CA 95816

SUBJECT: LETTER OF TASK AGREEMENT #20-01
BETWEEN AIM CONSULTING, INC. AND PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

Dear Ms. Cornell:

This letter, when countersigned, authorizes work under the “Master Agreement between Placer County Transportation Planning Agency (PCTPA) and AIM Consulting, Inc.” dated June 28, 2017.

1. Incorporated Master Agreement: This letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by AIM Consulting to provide communications and outreach services under PCTPA Work Element 14– Communications & Outreach.
2. Term: Consultant services are to commence July 1, 2020 and shall be completed in such a sequence as to assure that projects are on budget and on schedule. This letter of task agreement shall end on June 30, 2021. Extensions to this contract may be made with the agreement of both parties. During the term of this contract, Consultant shall not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will perform the tasks as outlined in your Statement of Qualifications for Communications and Outreach Services to PCTPA, dated April 28, 2017. Mike Luken, Executive Director, will act as Project Manager.
4. Personnel: Consultant will provide their own personnel to perform the work in this Letter of Agreement. Consultant will provide administrative support and overhead expenses.
5. Compensation: For services rendered, Consultant compensation shall not exceed \$45,000, unless authorized in advance by the Executive Director. Consultant will invoice on a monthly basis for work completed. Such invoices shall include tasks completed, hours associated with each task, and hourly rate. Invoices will be paid within thirty (30) days of receipt.

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to Mike Luken at (530) 823-4030.

Sincerely,

Accepted by:

Michael W. Luken, Date
Executive Director
Placer County Transportation Planning Agency

Gladys Cornell, Date
Principal
AIM Consulting, Inc.



CHERYL MAKI
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
BRIAN BAKER
Town of Loomis
KEN BROADWAY
City of Rocklin
JOHN ALLARD
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
JAIME WRIGHT
Citizen Representative
MIKE LUKEN
Executive Director

June 24, 2020

Mark Watts, Principal
Smith, Watts and Hartmann LLC
925 L Street, Suite 200
Sacramento, CA 95814

SUBJECT: LETTER OF TASK AGREEMENT #20-01
BETWEEN SMITH, WATTS & HARTMANN, LLC AND
THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Dear Mr. Watts:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Smith, Watts and Hartmann, LLC”, dated January 25, 2017.

1. Incorporated Master Agreement: This letter of task agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Smith, Watts & Hartmann to provide consulting services for the Placer County Transportation Planning Agency.
2. Term: Consultant services are to commence July 1, 2020, and shall be completed in such a sequence as to assure that timelines are met. This letter of task agreement shall end on June 30, 2021. Extensions to this contract may be made with the agreement of both parties. During the term of this contract, you are not to engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will provide consulting services for the Placer County Transportation Planning Agency, as described in the attached Scope of Work. The Executive Director will act as Project Manager for PCTPA. Mark Watts will act as Project Manager for this Task Agreement and provide the primary point of contact for PCTPA.
4. Compensation: For services rendered on an as needed basis, Consultant will be compensated with total amount not to exceed \$5,000. Consultant will invoice on a monthly basis for work completed. Invoices will be paid within thirty (30) days of receipt.

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to Mike Luken, Executive Director, at (530) 823-4030.

Sincerely,

Accepted by:

Michael W. Luken, Date
Executive Director
Placer County Transportation Planning Agency

Mark Watts, Partner Date
Partner
Smith, Watts, and Hartmann LLC

Tax Jurisdiction Legislative Project Scope of Work – FY 2020/21

1. Oversee other Relevant Grant Application and Bill Progress Through the California Transportation Agency, California Transportation Commission and Legislature

Provide on an as needed basis, necessary legislative advocacy and governmental services to ensure PCTPA's success in this effort. Such services shall include the following:

- a. Monitor, review, analyze, draft, and advocate state legislation and advise the PCTPA of those legislative, issues, activities, or proposed actions which might affect PCTPA interests in California state government related to the sub county tax legislation.
- b. Advise and assist PCTPA to develop a coalition of public and private interests necessary to support or oppose legislation related PCTPA interests.
- c. Advise and assist the PCTPA in connection with meetings and appearances by or on behalf of PCTPA with or before State Legislative committees, insuring that legislators are fully and properly informed regarding all facts and conditions relative to the PCTPA's interests.

2. Project Supervision

Policy and administrative supervision regarding interests in this project shall be under the direction of Michael Luken, Executive Director, or his designated alternate.

June 24, 2020

Sante Esposito, President
Key Advocates, Inc.
891 Van Dusen Court
Great Falls, VA 22066

SUBJECT: LETTER OF TASK AGREEMENT #20-01
BETWEEN KEY ADVOCATES, INC. AND PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

Dear Mr. Esposito:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Key Advocates, Inc.” dated June 22, 2016.

1. Incorporated Master Agreement: This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Key Advocates, Inc. to provide advocacy services for the Placer County Transportation Planning Agency.
2. Term: Consultant services are to provide ongoing representation of the positions and issues of PCTPA commencing July 1, 2020 through June 30, 2021 as contained in this Letter of Task Agreement and subsequent correspondence. Extensions or renewals to this contract may be made with the agreement of all parties. During the term of this contract, you are not to engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will perform the tasks as described below. The Executive Director will act as Project Manager for PCTPA. Sante Esposito of Key Advocates, Inc. will act as Project Manager for the consulting team, which will include assigning advocacy tasks amongst the consulting team as appropriate, and providing the primary point of contact for PCTPA.
 - a. Advise PCTPA on federal legislative and administrative matters which may have a direct effect on the agency.
 - b. Assist PCTPA in identifying and obtaining funding for transportation projects and improvements.
 - c. Arrange for meetings with legislative representatives for PCTPA officials and staff, as needed.
 - d. Arrange for meetings with federal agencies regarding transportation projects or policies for PCTPA officials and staff, as needed.
 - e. Perform all other duties customarily performed by legislative advocates and governmental affairs representatives on behalf of PCTPA to the best of their abilities, experience, and talents.

4. Personnel: The consultant will provide its own personnel to perform the work in this Letter of Task Agreement. Consultant team will provide administrative support and overhead expenses.
5. Compensation: For services rendered during the above mentioned period, the consultant will receive a sum of \$3,000 per month, with a total annual amount not to exceed \$36,000. Billing for consultant services will be through Key Advocates, Inc. Consultant will invoice on a monthly basis for work completed. Invoices will be paid within thirty (30) days of receipt.
6. Expenses: PCTPA will reimburse consultant for travel expenses when pre-approved by PCTPA. Receipt documentation of expenses must accompany reimbursement requests.

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the advocacy services in general should be directed to Michael Luken, Executive Director, at (530) 823-4030.

Sincerely,

Accepted by:

Michael W. Luken, Date
 Executive Director
 Placer County Transportation Planning Agency

Sante Esposito Date
 President
 Key Advocates, Inc.



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

DATE: June 24, 2020

Below are the Consent Calendar items for the April 24, 2019 agenda for your review and action.

1. FY 2021 South Placer County Transportation Call Center and Transit Ambassador Program Budget - \$526,260

The City of Roseville submitted a proposed FY 2021 budget of \$526,260 for the South Placer County Transportation Call Center (attached). WPCTSA will allocate \$270,000 of Local Transportation Fund (LTF) instead of its typical \$330,000 annual contribution. The City of Roseville's and WPCTSA's staff have worked together to balance the Call Center/Transit Ambassador budget with a smaller contribution from WPCTSA in preparation for projected losses in revenue as a result of the COVID-19 Crisis. The Call Center will use carryover from previous fiscal years to make up the difference in revenue and prepare for the end of the current MOU at the close of fiscal year 2021. This approach is reflected in the FY 2020-2021 WPCTSA budget which is included in this agenda for Board consideration.

WPCTSA staff recommend approval of the FY 2020-2021 Call Center budget. The TOWG and TAC concurred with the staff recommendation at their May 5th and June 9th meetings.

2. FY 2020-2021 Placer 211 Work Program - \$50,000

Placer County Department of Health and Human Resources (HHS) submitted a proposed work program for FY 2020-2021 for the Placer 211 program (attached). The WPCTSA Board approved a three-year funding agreement with HHS at their April 2020 meeting. Per that agreement, WPCTSA will allocate \$50,000 of LTF each fiscal year to support HHS' development of countywide phone and online information system. This first allocation is reflected in the FY 2020-2021 WPCTSA budget which is included in this agenda for Board consideration.

WPCTSA staff recommend approval of the FY 2020-2021 Placer 211 Program. The TOWG and TAC concurred with the staff recommendation at their May 5th and June 9th meetings.

KH:LM:ML:ss

City of Roseville
Alternative Transportation Division
CTSA Cost Center 62450
FY21 BUDGET

	FY 2018/19	FY 2019/20	FY 2020/21
	Actual	Projected	Budget
Fund 6540 AVAILABLE RESOURCES			
Prior Year Carryover (Cash & Cash Equivalents)	706,367	478,878	240,885
Prior Year Interest on Investments	1,882	12,805	2,000
Carryover & Non-TDA Resources	708,249	491,683	242,885
Cost Center 62450 EXPENSES			
South Placer Transit Information Center			
Contract Services (MV)	(330,782)	(345,850)	(367,000)
Admin Support	(53,160)	(26,044)	(10,531)
Telecommunications	(2,002)	(3,645)	(3,645)
Advertising Materials, Supplies, Postage, Meetings, Travel	(1,232)	(3,000)	(1,050)
Utilities	(8,554)	(5,401)	(5,774)
General Liab & Workers Comp Insurance	(1,828)	(617)	(2,383)
Indirect Costs	(7,974)	(23,631)	(17,469)
ISFs	(25,624)	(12,276)	(19,123)
Subtotal	(431,156)	(420,463)	(426,975)
Transit Ambassador Program			
Admin Support & CRA	(71,562)	(35,556)	(21,495)
Telecommunications	(111)	(203)	(203)
Advertising Materials, Supplies, Postage, Meetings, Travel	(1,572)	(7,450)	(7,650)
General Liab & Workers Comp Insurance	(102)	(34)	(929)
Indirect Costs	(1,139)	(3,376)	(2,496)
ISFs	(3,661)	(1,754)	(720)
Subtotal	(78,146)	(48,373)	(33,491)
Mobility Management Program			
Professional Services (Paratransit)	(25,066)	(35,000)	(35,000)
Admin Support & CRA	(79,740)	(38,965)	(22,287)
Telecommunications	(111)	(204)	(203)
Advertising Materials, Supplies, Postage, Meetings, Travel	(985)	(22,000)	(850)
General Liab & Workers Comp Insurance	(102)	(34)	(1,024)
Indirect Costs	(2,278)	(6,752)	(4,991)
ISFs	(7,321)	(3,507)	(1,439)
Subtotal	(115,604)	(106,462)	(65,794)
Total 62450 Operating Expense	(624,906)	(575,298)	(526,260)
Total 62450 Capital Expense	-	-	-
Total Expenses	(624,906)	(575,298)	(526,260)
Other Uses			
Operating Reserve	(50,000)	(50,000)	(40,000)
Capital Reserve	(10,000)	(10,000)	-
Total Reserve	(60,000)	(60,000)	(40,000)
Fund 62450 TOTAL EXPENSES & USES	(684,906)	(635,298)	(566,260)
Balance (available funds less total expenses)	23,343	(143,615)	(323,375)
Federal Grants & Reimbursements (FTA 5310)	48,001	54,500	54,500
TDA Transit Claims			
CTSA TDA Allocation	330,000	330,000	270,000
All Resources inclusive of CTSA TDA Allocation	401,344	240,885	1,125

June 1, 2020

Michael W. Luken
Executive Director
Western Placer Consolidated Transportation Services Agency
299 Nevada Street
Auburn, CA 95603

Dear Mr. Luken,

We thank the Western Placer Consolidated Transportation Services Agency (WPCTSA) for agreeing to allocate \$50,000, for a total of \$150,000 over three fiscal years, to the County of Placer for implementation of 211 Placer - Placer County's new information and referral service.

WPCTSA funds will be used to promote 211 Placer among community residents and to ensure that accurate information on transportation issues is included in 211 Placer's resources. To that end, the 211 Placer operator, Connecting Point, and County of Placer staff will engage with WPCTSA to explore the most effective way in which to share ongoing and emergent transportation information on the 211 Placer website and through 2-1-1 call specialists.

Moreover, the County of Placer will invite WPCTSA to serve on the 211 Placer Advisory Group, a body designed to provide feedback on 211 Placer, including recommendations to strengthen information and referral services.

We appreciate the important financial commitment WPCTSA has made to 211 Placer and look forward to working with the Agency to strengthen information and referral services to county residents.

Sincerely,



Jeffrey S. Brown, M.S.W., M.P.H.
Director of Health and Human Services



MEMORANDUM

TO: PCLTA Board of Directors

DATE: June 24, 2020

FROM: Mike Luken, Executive Director

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

ACTION REQUESTED

1. Receive a presentation from staff on the June 2020 Polling Results, Expenditure Plan and Ordinance 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District.

If polling results dictate placing the measure on the November 2020 Ballot:

2. Conduct a Public Hearing and Approve Ordinance No. 20-01 Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Attachment 1).
3. Adopt Resolution No. 20-01 requesting the Placer County Board of Supervisors to call an election to obtain voter approval of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District Ordinance on the November 3, 2020 ballot.
4. Direct the Executive Director to prepare and cause to be published a summary of Ordinance 20-01 with the names of the Board members voting for and against the ordinance.
5. Direct the Executive Director to file a Notice of Exemption pursuant to CEQA.

If polling results do not dictate placing the measure on the November 2020 Ballot:

6. Direct staff to continue the public outreach plan for a South Placer District Transportation Sales Tax Measure for a potential November 2022 election.

DISCUSSION

Staff, FM3 and FSB Public Affairs will present polling results to the Board at the meeting. If polling results dictate, Staff will present Ordinance 20-01 for adoption by the Board for a potential ½ cent transportation sales tax measure. If polling results to not dictate this approach, staff will discuss continuing the outreach for a future election.

PCLTA Board of Directors

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

June 24, 2020

Page 2

BACKGROUND

Subcounty District Legislation – AB 1413

Assembly Bill 1413 was signed into law in October 2019 by Governor Newsom permitting the formation of a sub-county sales tax district in the counties of San Diego, Solano and Placer. The proposed district must contain only contiguous cities, and either all the unincorporated area of the county or none of the unincorporated area of the county. If authorized by 2/3 of the voters in the proposed district, AB 1413 permits the revenue from the measure to fund transportation projects that would benefit the proposed district as set forth in the Expenditure Plan. In the case of Placer County, in accordance with prior Board direction, the proposed South Placer County District could be composed of one or more of the contiguous cities/town of Roseville, Rocklin, Lincoln and Loomis. Based on the polling results, the Board asserted at their January 22, 2020 meeting the boundary of the proposed district would be the cities of Rocklin, Roseville and Lincoln.

Revised Sales Tax Projection for Contiguous Cities/Town

Approximately \$1.2 billion was projected for the proposed 30-year, ½ cent sales tax in the proposed South Placer County District. This very conservative revenue analysis was performed by HDL Companies as an update to their 2017 projection which came in at approximately \$1.4 billion.

Due to the unknown nature of the land use that would generate sales tax in the unincorporated area and HDL’s experience in doing so in other counties examining the feasibility of transportation sales tax measures in California, in 2017 HDL did not project any increase in sales tax for developing areas in the unincorporated area. With that in mind, HDL revised their projection of sales tax revenue without the unincorporated area which stayed essentially the same at \$1.2 billion over 30 years to cover the gap in local matching funds needed for transportation projects in the proposed South Placer County District. Staff examined the feasibility of a ¼ cent measure in prior years but it fell far short of the \$1.2 billion needed and would require a second sales tax measure in approximately 10-15 years to provide a local match to build out the planned transportation system for South Placer County. HDL did build into their economic model, periods of downturn in the economy such as what is expected in the coming months.

Transportation Funding Outreach Program

Staff presented a summary of outreach activities in April and May. Due to current conditions related to the COVID-19 crisis, only social media activities and low-cost streaming media advertising have been taking place. Outreach since the last meeting has focused the importance of having an improved transportation system in South Placer for the economic recovery.

Proposed Expenditure Plan

The expenditure plan is found as Exhibit A of Ordinance 20-01 and a one-page summary is attached to this report as Attachment 2.

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

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

PCLTA Board of Directors

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

June 24, 2020

Page 3

Approval of Transportation Sales Tax Ordinance

To move this matter forward, the Authority must consider approval of the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District (Ordinance 20-01). The Ordinance was reviewed by legal staffs of all Placer Jurisdictions, PCTPA Legal Counsel and staff from the California Department of Tax and Fee Administration (CDTFA). The ordinance contains the proposed ballot language and has been modified to incorporate an economic recovery title.

The ordinance contains the following provisions:

- | | |
|--|--|
| 1. Summary | 14. Severability |
| 2. Definitions | 15. Transactions Tax Rate, Place of Sale and Use Tax Rate |
| 3. Authority | 16. Adoption of Provisions of State Law |
| 4. Imposition of Retail Transactions and Use Tax | 17. Limitations on Adoption of State Law and Collection of Use Taxes |
| 5. Purpose | 18. Independent Citizen Oversight Committee |
| 6. Bonding Authority | 19. District Policy Advisory Committee |
| 7. Maintenance of Effort | 20. Amendments |
| 8. Administration of Plans | 21. Enjoining Collection Forbidden |
| 9. Transparency, Accountability and Administrative Costs | 22. Effective Date |
| 10. Operative Date | 23. Environmental |
| 11. Election | 24. Adoption of Ordinance |
| 12. Expenditure Plan Amendments | |
| 13. Annual Appropriations Limits | |

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

Independent Citizen Oversight Committee

Oversight, transparency, and accountability are key to a successful implementation of a transportation sales tax. In addition to a professional separate annual audit, a citizen committee will oversee the expenditure of transportation sales tax dollars to ensure that they are spent on what they were originally intended. The Ordinance proposes that the three cities in the District each appoint two citizens to an oversight committee. It is proposed that the County appoint one individual from the unincorporated area to bring the committee to seven (7) members. Staff is also investigating the use of a kiosk at the Galleria at Roseville on a long-term basis, along with website enhancements to increase accessibility to information about a potential sales tax-funded transportation investment plan.

Administrative Costs

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

District Policy Advisory Committee

The Ordinance proposes an advisory subcommittee of the PCLTA Board comprised of representative from the three cities within the District and one member of the Board of

PCLTA Board of Directors

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

June 24, 2020

Page 4

Supervisors to review all activities related the transportation sales tax measure before they are considered by the full board.

Current Events/Cautiously Proceeding Ahead

The final decision of putting the measure on the ballot remains solely with the PCLTA Board. At the Board's request, the Board Polling Subcommittee reviewed the proposed poll prepared by staff and the consultant on June 2. Staff and the consultant team commenced polling from June 6 to June 13. The Board Polling Subcommittee will meet on June 22, 2020, to discuss the results of the poll prior to Board consideration.

This June 2020 polling will be useful both to determine if conditions warrant moving to a November 2020 election and if not, the methods supported by South Placer residents to continue public outreach for a November 2022 election. In the event that polling does not achieve a desired outcome, public outreach for a November 2022 election would commence on July 1, 2020. Staff would make necessary adjustments to the Overall Workplan in October if the election is delayed until 2022.

Only if these June 2020 polling results are favorable, will staff recommend that the Board conduct a final approval of the Ordinance by the Authority. A resolution requesting the matter be placed on the ballot is attached to this report should the PCLTA Board decide to move forward with a November 3, 2020 ballot measure. The Board of Supervisors will consider all election items on July 27, 2020. A schedule for this process is attached to this report as Attachment 3 and was prepared by staff and legal counsel with input from the Placer County Elections Office and the Clerks of each jurisdiction.

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PLACER COUNTY
LOCAL TRANSPORTATION
AUTHORITY

ORDINANCE No. 20-01

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

The Placer County Local Transportation Authority does ordain as follows:

PREAMBLE

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

Maintenance and repairs of existing roadways and improvements to relieve congestion cannot be accomplished adequately with available funds. Without additional funds, the system will bog down and pavement will crumble into disrepair. State and federal highway funds are inadequate and competition for funds is increasing. Projects in regions of the state which have a local source of transportation funds, primarily through local retail transactions and use tax funds, have been and will continue to be viewed more favorably in the selection process of the California Transportation Commission. Local governments must either generate revenues to expand our system and maintain our investments or watch the system collapse and endanger the health, economy, welfare and safety of all Placer County residents.

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

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

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

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

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

- A. "Authority" means the Placer County Local Transportation Authority designated by the Placer County Board of Supervisors on August 22, 2006 pursuant to the Local Transportation Authority and Improvement Act commencing with section 180000 of the Public Utilities Code.
- B. "County" means the County of Placer.
- C. "District" or "South Placer County District" means the area composed of the incorporated territory within the City of Lincoln, City of Rocklin, and City of Roseville as authorized by California Government Code Section 67912.
- D. "District Policy Advisory Committee" means a policy advisory committee of the Authority as authorized by Public Utilities Codes section 180105 consisting of one Authority board member appointed by the board of supervisors and one Authority board member appointed by the council for each incorporated city within the District.

- E. "Expenditure Plan" or "Plan" means the South Placer County District Transportation Expenditure Plan attached hereto as Exhibit A and adopted herein as part of this Ordinance including any future amendments thereto.
- F. "Transportation Tax" means the retail transactions and use tax created by this Ordinance.

SECTION III. AUTHORITY. This Ordinance is enacted, in part, pursuant to the provisions of California Government Code Section 67912, Division 19 (commencing with section 180000) of the Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

SECTION IV. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX. Subject to voter approval within the District, the Authority shall impose, in the incorporated territory of the City of Lincoln, City of Rocklin, and City of Roseville, a retail transactions and use tax for transportation purposes at the rate of one-half of one percent (0.5%) for a thirty (30) year period commencing April 1, 2021 (referred to as the "Transportation Tax"). The Transportation Tax shall be imposed pursuant to Section 67912 of the Government Code and in accordance with section 180201 of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue Code Sections 7261 and 7262, unless specifically modified by this Ordinance, are incorporated herein by reference as though fully set forth herein. The Transportation Tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax.

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

- A. To impose a retail transaction and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code and Section 180000 *et. seq.* of the Public Utilities Code which authorize the Authority to adopt this Ordinance which shall be operative if a two-thirds (2/3rds) majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
- B. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

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

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

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

SECTION VII. MAINTENANCE OF EFFORT. The Authority, by enactment of this Ordinance, intends the additional funds provided to local agencies by this Ordinance is to supplement existing local revenues being used for transportation purposes. The funds generated by the Transportation Tax shall not be used to

supplant other transportation revenues or to replace requirements for new development to provide for its own transportation needs. Under this Ordinance, funding priorities should be given to addressing current transportation needs, easing congestion, and improving safety.

The local agencies which receive funds from the Transportation Tax shall maintain their existing commitment of transportation funds for transportation purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies. For purposes of this Section VII, the local agency shall have satisfied this maintenance of effort requirement if it demonstrates that it has expended funds for local street improvements and maintenance other than Transportation Taxes allocated to it in an amount no less than an amount equal to the average percentage of the general fund budget spent for local street improvements and maintenance for the three (3) fiscal years prior to the date when the local agency submits its report as required by the Expenditure Plan. One-time allocations that have been expended for local street improvements and maintenance, but which may not be available on an ongoing basis shall not be considered when calculating a local agency's annual maintenance of effort.

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

SECTION IX. TRANSPARENCY, ACCOUNTABILITY, AND ADMINISTRATIVE COSTS. The Authority shall expend only that amount of the funds generated from the Transportation Tax for staff support, audit, administrative expenses, and contract services that is necessary and reasonable to carry out its responsibilities pursuant to Division 2 of the Revenue and Taxation Code, and in no case shall the funds expended for salaries and benefits of Authority staff exceed one percent (1%) of the annual amount of revenue raised by the Transportation Tax net of the amount of fees paid to the California Department of Tax and Fee Administration for collection of the sales tax and prior to the distribution of the Transportation Taxes to the local jurisdictions as provided in the Expenditure Plan (Exhibit A).

SECTION X. OPERATIVE DATE. Subject to voter approval, this Ordinance shall be operative on the first day of the first calendar quarter commencing more than 110 days after adoption of the Ordinance, but in no event earlier than April 1, 2021. Prior to the operative date of the Ordinance, the Authority shall contract with the California Department of Tax and Fee Administration (CDTFA) to perform all functions incidental to the administration and operation of the Ordinance; provided that if the Authority shall not have contracted with the CDTFA prior to the operative date, it shall nevertheless so contract and, in such case, the operative date shall

be the first day of the first calendar quarter following the execution of such a contract.

SECTION XI. ELECTION. The Authority requests the Board of Supervisors to call an election within the District for voter approval of this Ordinance, which election shall be held on November 3, 2020. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of this Ordinance, and the imposition of the Transportation Tax, shall require the affirmative vote of two-thirds (2/3rds) of the electors voting on the proposition at the election described in this section. The proposition to be placed on the ballot shall read substantially as follows:

South Placer Traffic Relief/Economic Recovery Plan. Shall a measure to create local jobs, reduce traffic congestion, and make transportation investments in Lincoln, Rocklin, and Roseville, including: completing 80/65 Interchange improvements to reduce traffic congestion; widening Highway 65; improving emergency responder access by reducing traffic congestion / fixing bottlenecks; by establishing a half-cent sales tax raising approximately \$41 million annually for 30 years, with independent audits, citizens' oversight, and increasing eligibility for state/federal matching funds, be adopted? YES ____ NO ____

SECTION XII. EXPENDITURE PLAN AMENDMENTS. The Expenditure Plan, attached hereto as Exhibit A, for Transportation Tax funds is hereby adopted and may be amended once annually only as follows: (1) initiation of the amendment by the Authority reciting findings of necessity; and (2) approval by a super-majority vote of the Authority based on a recommendation of the District Policy Advisory Committee. Notice of the Authority approved Expenditure Plan amendments shall be provided to the Board of Supervisors and the city or town council of each city or town in the county and shall become effective 45 days after notice is given.

Commencing on or before 2030 and at least every ten (10) years thereafter, the Authority shall review and, when necessary, propose revisions to the Expenditure Plan. Such revisions shall be submitted for approval according to the procedures set forth in this Section XII. Until revisions to the Expenditure Plan have been approved and become effective, the then-existing Expenditure Plan shall remain in full force and effect.

SECTION XIII. ANNUAL APPROPRIATIONS LIMIT. The annual appropriations limit of the Authority established pursuant to Section 4 of Article XIII B of the California

Constitution and Section 180202 of the Public Utilities Code The appropriations limit shall be subject to adjustment as provided shall be \$450 million by law.

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

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

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

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

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

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

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

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

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, California Department of Tax and Fee Administration (CDTFA), State Treasury, or the Constitution of the State of California;
2. The result of that substitution would require action to be taken by or against the Authority or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration (CDTFA), in performing the functions incident to the administration or operation of this Ordinance.
3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - i. Provide an exemption from this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
 - ii. Impose this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.
4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

C. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

D. EXEMPTIONS AND EXCLUSIONS.

1. There shall be excluded from the measure of the Transportation Tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
2. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
 - i. Sales of tangible personal property, other than fuel or petroleum

products, to operators of aircraft to be used or consumed principally outside the District as defined in this ordinance in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

- ii. Sales of property to be used outside the District as defined in this ordinance which is shipped to a point outside the District as defined in this ordinance, pursuant to the contract of sale, by delivery to such point by the retailer or the retailer's agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District as defined in this ordinance shall be satisfied:

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

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

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

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

- i. The gross receipts from the sale of which have been subject to a

transactions tax under any state-administered transactions and use tax ordinance.

- ii. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
- iii. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
- iv. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
- v. For the purposes of subparagraphs iii. and iv. of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
- vi. Except as provided in subparagraph vii. a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the District or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.
- vii. "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

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

SECTION XVIII. INDEPENDENT CITIZEN OVERSIGHT COMMITTEE. An Independent Citizen Oversight Committee shall be formed, as provided in the Expenditure Plan.

SECTION XIX. DISTRICT POLICY ADVISORY COMMITTEE. A District Policy Advisory Committee shall be formed consisting of one Authority board member appointed by the board of supervisors and one Authority board member appointed by the city council for each incorporated city within the District. The District Policy Advisory Committee shall make recommendations to the Authority on revenue allocations pursuant to the Expenditure Plan and on amendments to the Expenditure Plan.

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

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

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

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

SECTION XXIV. ADOPTION OF ORDINANCE. This Ordinance was introduced and the title thereof read at the regular meeting of the Authority's Board on _____, 2020 and further reading was waived by a vote of the Board present.

On a motion by _____, seconded by _____, the foregoing Ordinance was passed and enacted by the Board of the Placer County Local Transportation Authority at a regular meeting thereof, this ___ day of ____ 2020 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____, 2020

By: _____
Trinity Burruss, Chair
Placer County Local Transportation Authority

ATTESTED:

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

**EXPENDITURE PLAN
EXHIBIT A TO
ORDINANCE NO. 20-01**

**South Placer County District
Transportation Expenditure Plan**

This Expenditure Plan shall act as the South Placer County District Expenditure Plan (the "Plan"), was prepared by the Placer County Local Transportation Authority (the "Authority") for the purpose of establishing a one-half of one percent (0.5%) retail transactions and use tax for transportation purposes (the "Transportation Tax") within the incorporated territory of the Cities of Lincoln, Rocklin and Roseville (collectively referred to as the "District") , to be collected for thirty (30) years, if approved by the voters on November 3, 2020. This is proposed by the Authority as a means to fill the shortfall in funding needed to: implement necessary highway, rail, and transit projects; secure new transportation corridors through environmental clearance and right of way purchases; provide adequate maintenance and improvements on the local street and road system; promote economic growth throughout the District and County; and meet the needs of commuters and the specialized needs of the growing senior and disabled population.

CHAPTER 1: GOALS AND OBJECTIVES

1.1 *MAINTAIN AND IMPROVE THE QUALITY OF LIFE IN PLACER COUNTY BY SUPPLEMENTING EXISTING FUNDS FOR TRANSPORTATION*

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

Provide funding for the adequate maintenance and improvement of local streets and roads, transit infrastructure and operations within, or for the benefit of, the City of Lincoln, City of Rocklin and City of Roseville, and unincorporated areas benefiting such District cities.

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

1.2 *PROVIDE FOR ACCOUNTABILITY IN THE EXPENDITURE OF TAXPAYER FUNDS*

Provide for mandatory dedication of Transportation Tax funds only for the transportation improvements and programs identified in this Plan and no other purpose. Provide for a mandatory, annual financial audit of program expenditures to insure that all funds are spent in accordance with this voter adopted Plan and associated legal ordinance.

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

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

Provide for the strict limitation of administrative staff costs in implementing this Plan, by limiting, in law, funds expended for salaries and benefits to no more than one percent (1%) of the annual amount of revenues raised by the Transportation Tax as provided in Section IX of the Ordinance, net of the amount of fees paid to the California Department of Tax and Fee Administration (CDTFA) for collection of the sales tax.

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

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

1.3 PROVIDE FOR EQUITY IN THE DISTRIBUTION OF TRANSPORTATION TAX REVENUES

Address the unique needs of each of the areas of the District.

Provide a reasonable balance between competing highway, rail, transit, bicycle/pedestrian, and local streets and road needs.

1.4 PROVIDE FOR LOCAL CONTROL OF THE TRANSPORTATION IMPROVEMENT PLAN

Provide for cost effective, local administration of the Plan through the existing Placer County Transportation Planning Authority. No new agency would be required to administer these funds.

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

CHAPTER 2: TAXPAYER ACCOUNTABILITY SAFEGUARDS

2.1 LEGAL DEDICATION OF FUNDS

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

2.2 MANDATORY ANNUAL FISCAL AUDIT

No less than annually, the Authority shall conduct an independent fiscal audit of the expenditure of all funds generated by the Transportation Tax. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 3, 2020. In addition, the audit shall determine compliance with the Maintenance of Effort requirements and requirements described in Section 3.3 of this Plan entitled "Local Transportation Programs." The audit shall also ensure that no more than one percent (1%) of the annual amount of Transportation Tax is used for administrative staff salaries and benefits in implementing this Plan, as required under Section IX of the Ordinance.

2.3 INDEPENDENT CITIZEN OVERSIGHT COMMITTEE

A seven (7) member Independent Citizen Oversight Committee shall be formed to review the annual independent fiscal audit of the expenditure of the Transportation Tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the Authority Board of Directors. The annual report shall also be made available to the public. Membership in the Independent Citizen Oversight Committee shall be composed of two registered voters appointed by the governing body of each District city and one appointed by the Placer County Board of Supervisors. The appointee of the County shall reside in the District. Persons currently employed by the Placer County Transportation Planning Agency, County of Placer or any District incorporated city therein, or currently serving as a city councilmember or member of the Board of Supervisors, are not eligible for membership on the Citizen Oversight Committee.

In the event a contiguous city or town is added to the District, the Independent Citizen Oversight Committee membership would be expanded to include two registered voters appointed by the governing body of that new city or town.

2.4 MANDATORY PLAN UPDATE AND TERMINATION OF TRANSPORTATION TAX

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

CHAPTER 3: SPECIFIC TRANSPORTATION PROGRAMS TO BE FUNDED

The Transportation Tax shall be allocated by the Authority based on a recommendation from the District Policy Advisory Committee for projects within or benefiting the District cities consistent with the following provisions.

3.1 MAJOR HIGHWAY/ ROAD PROGRAMS – Fifty-Four Percent (54%)

Many more state highway improvement projects are needed to deal with congestion and safety problems in the District than existing state and federal revenues can fund. Programmed and projected formula funds from these sources over the thirty (30) years are estimated to be **one hundred and twenty seven million dollars (\$127 million)** and will fund about **fifty-four percent (54%)** of the improvements needed and identified in this Plan. Funds generated by the Transportation Tax will supplement those funding sources with an estimated **six hundred and forty-eight million (\$648 million)** and, along with an estimated **one billion one hundred and seventeen million dollars (\$1.117 billion)** in developer impact fees, state, federal and other sources, will cover the remaining costs estimated to accomplish these improvements. **The actual amount of funds available for expenditure on state highway improvement projects from the identified sources and the amount expended for such purposes may vary from these estimates.**

Fifty-four percent (54 %) of the Transportation Tax is allocated to Major Highway/Road Projects. The Major Highway/Road projects to be implemented with the Transportation Tax revenues are as follows:

ROUTE	LIMITS	PROJECT
I-80/SR 65	Interchange Phase 2-3	Improve interchange operations and capacity
I-80	I-80/Rocklin Road Interchange	Improve interchange capacity and operations
I-80	Douglas Blvd to Riverside Ave (westbound) SR 65 to Rocklin Rd (eastbound)	Add/extend auxiliary lanes
SR 65	Galleria Blvd to Ferrari Ranch Road.	Widen to 3-5 lanes each direction
SR 65	SR 65/Nelson Lane Interchange SR65/Nicholas Road Interchange	Improve to grade separated interchange
Baseline Road	Foothills Blvd to SR 70/99	Widen to 4-6 lanes and grade separation at UPRR
Placer Parkway	SR 65 to SR 70/99	Construct 4-6 lane expressway

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

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

3.2. *RAIL AND TRANSIT PROGRAM – 10%*

This Plan will provide an estimated **one hundred and twenty million dollars (\$120 million)** of Transportation Taxes to expand rail, add bus rapid transit, and implement services and continue and expand programs to meet the transit needs of seniors, disabled persons and commuters.

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

Seniors and disabled persons are becoming an increasing percentage of the population each year, and will drive demand for more frequent transit service to more areas. In addition, a number of transportation programs have been implemented which meet specialized needs for transportation to medical services, social service agencies and programs, shopping and other purposes that cannot be met by conventional transit. Local residents are also in need of improvements in local and intercity transit service. An estimated **sixty million dollars (\$60 million)** in Transportation Tax funds will be used to expand these transit services.

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

The existing Capitol Corridor rail service has provided a viable alternative to the automobile for daily commuters to downtown Sacramento and reduces traffic on I-80. The current service level needs to be augmented by expanding capacity between Sacramento and Roseville to bring ten (10) round trips per day to Placer County. In addition, establishment of frequent and timely bus rapid transit service that provides a reasonable alternative to the automobile for existing and future daily commuters who travel to and within the South Placer area is needed. An estimated **forty million dollars (\$40 million)** of Transportation Tax funds will be made available for capital and operations of these rail and bus rapid transit services and to match available federal funds.

3.2.c. **Commuter/Express Bus Service**

Roseville Transit and Placer County Transit's existing commuter bus services provide a safe, convenient, and comfortable alternative to driving and removes congestion from highways. There is strong demand to expand this highly popular effective service to connect more residential areas and major employment centers. An estimated **twenty million dollars (\$20 million)** of Transportation Tax funds will be made available for capital and operations of commuter and express bus services, and to match available federal and state funds.

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

3.3. LOCAL TRANSPORTATION PROGRAM – twenty-five percent (25%)

The local transportation systems, particularly local streets and roads, are critical to the everyday movement of people within the District cities and the County in an area benefiting the District.

Much of the road system is aging, has potholes, and is in need of expanded maintenance and rehabilitation. New local roads adjacent to new residential and business developments will continue to be constructed and paid for by the developers. Current resources, without the establishment of Transportation Tax revenues for transportation, cannot provide adequate funding to maintain the local street and road system at the level necessary to adequately serve the public.

The priorities for local transportation vary among individual local jurisdictions. While overlay, reconstruction, repair, and maintenance of the local road system are needs common to all and is specifically allowable as an expenditure of these funds, there are additional needs as well. Transportation Tax funds can be used for transportation projects, transit operations, projects that support transportation/land use coordination, and air quality improvement projects, as designated by this Plan. Some examples of allowable projects include bike paths, transit centers, widening of existing local roads, local matching funds for transportation grants or earmarks, fueling stations for electric vehicles, compressed natural gas or other alternative fuels, sidewalks and pedestrian paths, transportation demand management programs, lighting, landscaping, security for transportation facilities, park and ride lots, Safe Routes to School programs, and traffic signal synchronization.

This Plan will provide an estimated **three hundred million dollars (\$300 million)** of Transportation Taxes specifically for these purposes. The funds will be distributed to the cities and the County for connecting roadways, trails and transit systems within or benefiting the District cities by a formula based on an equal weighting of each jurisdiction's proportionate share of the total County population and road miles, with a minimum allocation of **Five Hundred Thousand Dollars (\$500,000)** for each jurisdiction. Allocations will be updated annually based on California Department of Finance population data and reported road miles.

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

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

1. On July 1 of each year, file a Five-Year Capital Improvement Program including all capital transportation projects, including projects funded by the jurisdiction's share of the Transportation Tax.
2. The portion of funds under this Program shall be put into a "Placer County Roads (Benefitting Contiguous Cities) Fund." Expenditures from this Fund may include to the expansion, repair, safety, complete streets and maintenance of existing county roads connecting the cities within the District or which benefit the District cities.
3. Adopt and administer a development impact fee program that requires new development to pay a fair share of necessary transportation improvements attributable to the new development.
4. On July 1 of each year, file with the Authority an annual Expenditure Report for the prior fiscal year identifying the amount of Transportation Taxes, developer impact fees and other local agency funds expended by the jurisdiction and certify that the maintenance of effort requirements of the Ordinance and the Expenditure have been satisfied.

3.4 INTENTIONALLY LEFT BLANK

3.5 *BICYCLE AND PEDESTRIAN PROGRAM – five percent (5%)*

Bicycle, pedestrian, and neighborhood electric vehicle (NEV) travel provide a viable alternative for short distance trips and enhance the quality of life in our neighborhoods. Safe, easy to use facilities in key areas support the attractiveness of these clean and healthy transportation modes. An estimated **sixty million dollars (\$60 million)** in net Transportation Tax funds will be used to match local, state, and federal funds to construct and improve bicycle, pedestrian, and neighborhood electric vehicle facilities and otherwise to support walkable and bikeable communities including Safe Routes to School.

The Authority shall establish, in the first year after the adoption of this Ordinance, the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The eligibility and selection criteria shall include safety, connectivity to schools and to the overall system estimated demand/usage, ability to attract matching funds, and lack of other funding in the overall Transportation Expenditure Plan.

3.6 *COMPETITIVE PROJECTS PROGRAM – five percent (5 %)*

It is recognized that the Plan cannot anticipate every factor that could affect transportation needs over its thirty (30) year life. New technologies, new travel patterns, and new transportation modes are amongst the many possibilities that may arise in the future. To provide the flexibility to meet those unanticipated needs and opportunities, the Transportation Plan is anticipated to provide approximately **sixty million dollars (\$60 million)** to a Competitive Projects Program. The Authority shall establish, in the first year after the adoption of this Ordinance, the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The eligibility and selection criteria shall include safety, congestion relief, ability to attract matching funds, and lack of other funding in this overall Transportation Expenditure Plan. Any Competitive Projects Program funds unspent at the conclusion of the thirty (30) year Plan would be added to the Local Transportation Program.

CHAPTER 4: BOND FINANCING

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

CHAPTER 5: ALLOCATIONS SUMMARY

TRANSPORTATION TAX REVENUE ALLOCATIONS	
Major Highway/Road Program	54%
Rail and Transit Program	10%
Bicycle and Pedestrian Program	5%
Local Transportation/County Roadway Connecting Cities Program	25%
Competitive Projects Program	5%
Transparency, Accountability, and Administration	1%
TOTAL	100.000%

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

CHAPTER 6. FUNDING FLEXIBILITY AND BONDING TO EXPEDITE PROJECTS

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

CHAPTER 7. INFORMING THE PUBLIC OF LOCAL FUNDING SUPPORT

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

CHAPTER 8. SEVERANCE PROVISIONS

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

PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY

IN THE MATTER OF: REQUESTING THE PLACER COUNTY BOARD OF SUPERVISORS CALL A SPECIAL ELECTION ON NOVEMBER 3, 2020 FOR THE PURPOSE OF OBTAINING VOTER APPROVAL OF THE PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY TRANSPORTATION IMPROVEMENT PLAN AND RETAIL TRANSACTIONS AND USE TAX ORDINANCE SOUTH PLACER COUNTY DISTRICT ORDINANCE **RESOLUTION NO. 20-01**

The following resolution was duly passed by the Placer County Local Transportation Authority at a regular meeting held June 24, 2020, by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Local Transportation Authority

Executive Director

WHEREAS, the Placer County Local Transportation Authority (“Authority”), a local transportation authority operating pursuant to the provisions of Division 19 of the California Public Utilities Code, has adopted Ordinance No.20-01, the Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District Ordinance; and

WHEREAS, Ordinance No. 20-01 would impose a one-half of one percent sales tax commencing April 1, 2021, to provide supplemental funding for transportation purposes as detailed in the Transportation Improvement Plan (“Expenditure Plan”); and

WHEREAS, Ordinance No.20-01 would require voter approval to be operative, and a special election must be called by the Board of Supervisors upon receipt of a request from the Authority to obtain such voter approval under the provisions of Public Utilities Code Sections 180201 and 180203; and

WHEREAS, the Authority has found that the Ordinance is not a project within the meaning of the California Environmental Quality Act (CEQA) and is therefore exempt from CEQA review.

NOW, THEREFORE, BE IT RESOLVED that by the Placer County Local Transportation Authority Board of Directors as follows:

- 1) The Authority hereby directs staff to forward Ordinance No. 20-01, adopted June 24, 2020, to the Placer County Board of Supervisors.
- 2) As set forth in Ordinance No. 20-01, section XII, the Authority requests that the Placer County Board of Supervisors call a special election within the South Placer County District, which consists of the territories within the incorporated cities of Lincoln, Rocklin, and Roseville, for November 3, 2020, for the purpose of obtaining voter approval of Authority Ordinance No.20-01.
- 3) The Authority further requests, pursuant to part 3 (commencing with Section 10400) of Division 10 of the Elections Code, that the Placer County Board of Supervisors order consolidation of this special election with such other elections as many be held in conjunction with the statewide general election that will be conducted on November 3, 2020, in the same territory or in territory that is in part the same.
- 4) The Registrar of Voters is requested to take all steps to call and hold the election in accordance with law and the specifications herein.
- 5) The Registrar of Voters is requested to cause the exact wording of the Measure to appear on the ballot in the following form:

South Placer Traffic Relief/Economic Recovery Plan. Shall a measure to create local jobs, reduce traffic congestion, and make transportation investments in Lincoln, Rocklin, and Roseville, including: completing 80/65 Interchange improvements to reduce traffic congestion; widening Highway 65; improving emergency responder access by reducing traffic congestion / fixing bottlenecks; by establishing a half-cent sales tax raising approximately \$41 million annually for 30 years, with independent audits, citizens' oversight, and increasing eligibility for state/federal matching funds, be adopted?

- 6) The Registrar of Voters is requested to print the full text of the Measure contained in the voter information pamphlet to be distributed to voters pursuant to Chapter 4 of Division 13 (commencing with Section 13300) of the California Elections Code. The full text of the measure is all that text in which is attached hereto as Attachment A and by this reference incorporated herein as set forth in full.

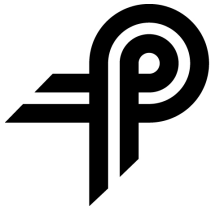
PCTPA/SOUTH PLACER DRAFT TRANSPORTATION SALES TAX DISTRICT TRANSPORTATION INVESTMENT PLAN (March 2020)

Category	Project	Total Project Cost	Estimated Funding from Other Sources (in millions)	Shortage	Sales Tax Contribution (in millions)	Percentage of Sales Tax Revenue	Sources of Other Revenues/ Matching Funds	Annual Amount Sales Tax Revenues (in millions)
MAJOR HIGHWAY PROJECTS <i>Environmental, design, right of way, and construction</i>	TOTAL MAJOR HIGHWAY PROJECTS	\$ 1,765.0	\$ 1,117.0	\$ 648.0	\$ 648.0	54%	Various	
	I-80/SR 65 Interchange Phase 2	\$ 495.0	\$ 248.0	\$ 247.0	\$ 247.0		State/federal matching funds, developer fees	
	I-80/SR 65 Interchange Phase 3	\$ 85.0	\$ 60.0	\$ 25.0	\$ 25.0			
	SR 65 Widening <i>Galleria Blvd to Ferrari Ranch Road</i>	\$ 115.0	\$ 82.0	\$ 33.0	\$ 33.0		Developer fees	
	Placer Parkway	\$ 595.0	\$ 570.0	\$ 25.0	\$ 25.0		Developer fees, Sutter Co fees	
	Baseline Road Widening	\$ 100.0	\$ 90.0	\$ 10.0	\$ 10.0		Developer fees, Sutter Co fees	
	I-80 Auxiliary Lanes	\$ 35.0	\$ 12.0	\$ 23.0	\$ 23.0		State/federal matching funds	
	Interchange Program <i>I-80/Rocklin Road SR 65/Nelson Lane SR/65/Nicolaus Road</i>	\$ 140.0	\$ 55.0	\$ 85.0	\$ 85.0		Developer fees	
	Financing for Early Construction	\$ 200.0	\$ -	\$ 200.0	\$ 200.0		None	
ALTERNATIVE TRANSPORTATION PROJECTS	TOTAL SENIOR/DISABLED TRANSIT, BICYCLE/PEDESTRIAN AND COMMUTER IMPROVEMENTS	\$ 540.0	\$ 360.0		\$ 180.0	15%	All Transit, Bicycle/Ped and Commuter Improvements	
Senior/Disabled/Other Transit <i>Environmental, design, right of way, construction, capital projects and operation</i>	Senior/Disabled Transit Enhancements	\$ 100.0	\$ 40.0		\$ 60.0	5%	Transit Funds	
Bicycle/Pedestrian Projects <i>Environmental, design, right of way, capital projects and construction</i>	Various Countywide	\$ 140.0	\$ 80.0		\$ 60.0	5%	State/federal matching funds	
Commuter Improvements (Rail, Bus, Operations) <i>Environmental, design, right of way, capital projects, operations</i>	TOTAL COMMUTER IMPROVEMENTS	\$ 300.0	\$ 240.0		\$ 60.0	5%	Various	
	Commuter Bus/Innovative Transit Projects	\$ 75.0	\$ 55.0		\$ 20.0		Cap & Trade, transit funds	
	Capital Corridor Rail/Bus Rapid Transit	\$ 225.0	\$ 185.0		\$ 40.0		Cap & Trade, transit funds	
LOCAL PROJECTS <i>Local traffic congestion hot spots and matching funds for local transportation priorities</i>	TOTAL DISTRICT	\$ 728.4	\$ 428.4		\$ 300.0	25%	State and Federal funds (Reduced due to SB1) (Numbers will adjust over time)	\$ 10.0
	City of Lincoln	\$ 128.7	\$ 72.4		\$ 56.2			\$ 1.9
	City of Rocklin	\$ 181.9	\$ 109.2		\$ 72.7			\$ 2.4
	City of Roseville	\$ 293.3	\$ 145.5		\$ 147.8			\$ 4.9
	Placer County Roads (Benefitting Contiguous Cities Only)	\$ 124.5	\$ 101.3		\$ 23.2			\$ 0.8
COMPETITIVE PROJECTS PROGRAM <i>Transportation improvements</i>	Various Countywide	\$ 135.0	\$ 75.0		\$ 60.0	5%	State/federal matching funds, developer fees	
TRANSPARENCY, OVERSIGHT, AND ADMINISTRATION		\$ 12.0	\$ -		\$ 12.0	1%	None	\$ 0.4
TOTAL PROGRAM		\$ 3,180	\$ 1,980		\$ 1,200	100%		

Version - Mar.20 - Local project match: 2018 gas tax formula, RSTP formula, TDA non-transit, Bike/ped match: CMAQ bike/ped 2017-2019, TDA bike ped

Placer County-South County District Transportation Improvement Plan and Retail Transaction and Use Tax Countdown to Election Day - November 3, 2020

- ★ **January 22, 2020 PCTPA Board Meeting**
Polling #2 Results – Boundary Determination Discussion
- ★ **Late February**
Email Ordinance and Expenditure Plan to City/Town/County Attorneys
- ★ **March 25, 2020 | PCTPA Board Meeting**
Polling #3 results presented to PCTPA Board – Decision on whether to proceed
- ★ **April 1, 2020 @ 6:00 pm: Roseville City Council | Approval of Expenditure Plan**
- ★ **April 8, 2020 @ 6:00 pm: Colfax City Council | Approval of Expenditure Plan**
- ★ **April 14, 2020 @ 6:00 pm: Rocklin City Council | Approval of Expenditure Plan**
- ★ **April 14, 2020 @ 7:00 pm: Loomis Town Council | Approval of Expenditure Plan**
- ★ **April 21, 2020 @ 1:00 pm: Placer Co Board of Sups | Approval of Expenditure Plan**
- ★ **April 22, 2020 @ 9:00: PCTPA Board Meeting**
~~1st Reading of Ordinance and Expenditure Plan~~ Moved to May meeting
- ★ **April 27, 2020 @ 6:00 pm: Auburn City Council | Approval of Expenditure Plan**
- ★ **May 12, 2020 @ 6:00 pm: Lincoln City Council | Approval of Expenditure Plan**
- ★ **May 27, 2020 | PCTPA Board**
1st Reading of Ordinance and Expenditure Plan
Publish Summary in Auburn Journal
- ★ **June 2020**
Polling
- ★ **June 24, 2020**
2nd Reading of Ordinance and Expenditure Plan
Publish Ordinance in Auburn Journal with Board Votes from June 24th Meeting
- ★ **July 1, 2020**
125 days before election: Last day boundary maps and accompanying resolution can be presented to elections.
- ★ **July 21, 2020**
Placer County Board of Sups votes to place all election items on the Nov ballot
- ★ **August 7, 2020**
Last day to file arguments against the proposed ballot measure
- ★ **August 17, 2020**
Last day to file rebuttal arguments
- ★ **November 3, 2020 - Election Day**



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** June 24, 2020

FROM: David Melko, Senior Transportation Planner

SUBJECT: **I-80 AUXILIARY LANES PROJECT CONTRACT AMENDMENT FINAL DESIGN**

ACTION REQUESTED

Authorize the Executive Director to negotiate and sign a contract amendment, not to exceed \$200,000, with Dokken Engineering to complete final design for the I-80 Auxiliary Lanes project.

BACKGROUND

The I-80 Auxiliary Lanes project will add a 5th westbound through lane on I-80 from east of Douglas Boulevard to west of Riverside Avenue in Roseville where four through lanes currently exist, and improvements to on and off ramps within the project area. In addition, the project will construct an eastbound auxiliary lane on I-80 from 0.8 miles east of Highway 65 to Rocklin Road, including widening the off-ramp to two lanes.

The project is currently in design and the 90 percent design plans were submitted to Caltrans in December 2019. Various functional units at Caltrans District 3 have reviewed the submittal and provided comments. Dokken Engineering has assembled the comments from these reviews and is currently preparing responses and working toward submitting 95 percent design plans to Caltrans in July 2020. Coordination is also occurring regarding the steps involved with handing the 100 percent design over to Caltrans to Advertise, Award and Administer (AAA) the future project construction work. Construction would begin in 2021 if construction funding is identified.

DISCUSSION

The Board authorized in January 2018 a contract with Dokken Engineering for a not-to-exceed \$1.4 million for final design and right-of-way. During the review of the 90 percent design submittal, several unanticipated issues related to utilities and drainage were discovered requiring additional engineering. The AAA process also requires additional coordination with Caltrans to Ready to List (RTL) the project and move the project forward to construction. Dokken Engineering's cost estimate to complete these additional services is a not-to-exceed \$200,000, with funding for this work on the SPRTA Board agenda for June. With this amendment, the total consultant contract for design and right of way is \$1.6 million.

Staff recommends that the Board authorize the Executive Director to negotiate and sign a contract amendment with Dokken Engineering to complete the design and right of way for the I-80 Auxiliary Lanes Project. PCTPA's TAC concurred with the staff recommendation.

DM:LM:ML



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** June 24, 2020

FROM: David Melko, Senior Transportation Planner

SUBJECT: PLACER COUNTY AIRPORT LAND USE COMPATIBILITY PLAN
UPDATE CONTRACT AWARD AUTHORIZATION

ACTION REQUESTED

Authorize the Executive Director to negotiate and sign a contract for a not-to-exceed \$180,000, with Mead & Hunt for services to update the 2014 Placer County Airport Land Use Compatibility Plan (ALUCP), including environmental review.

BACKGROUND

PCTPA acting as the Airport Land Use Commission (ALUC), adopted the Placer County ALUCP on February 26, 2014. The ALUCP promotes airport land use compatibility for orderly growth around airports and to safeguard the public welfare. A comprehensive update to the ALUCP will focus on revisions based on updated airport layout plans for Auburn Municipal and Lincoln Regional airports, along with supporting environmental documentation.

DISCUSSION

A Request for Proposal was distributed to approximately 26 aviation consultant firms on March 12, 2020. Two proposals were submitted. They were ranked by a selection committee consisting of representatives from the cities of Auburn and Lincoln, Placer County, and PCTPA. Mead & Hunt was identified as the unanimous top-ranked firm because of prior experience preparing the 2000 and 2014 ALUCPs and the firm's extensive state-wide and national airport land use compatibility expertise. Mead & Hunt's cost estimate to complete the ALUCP Update, including environmental review, is a not-to-exceed \$180,000. Funding for the ALUCP Update is included in PCTPA's FY 2020/21 Overall Work Program and includes a local airport contribution from the cities of Auburn and Lincoln.

With the concurrence of the selection committee and the TAC, staff recommends the Board authorize the Executive Director to negotiate and sign a contract with Mead & Hunt for the ALUCP Update.

DM:LML:ss



TO: WPCTSA Board of Directors

DATE: June 24, 2020

**FROM: Kathleen Hanley, Assistant Planner
Mike Luken, Executive Director**

**SUBJECT: FY 2020/21 BUDGET ADOPTION – WESTERN PLACER
CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

ACTION REQUESTED

Board approval of FY 2020/2021 Budget.

BACKGROUND

The 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 the proposed operating budget for FY 2021/FY2021. Operating revenues total \$1,711,678, a decrease of 27 percent compared to the FY 2020/2021 Budget amended by the Board in October 2019. This reflects anticipated losses in State Transit Assistance (STA) and Local Transportation Fund (LTF) revenue as a result of the COVID-19 crisis. These projected revenues are consistent with the FY 2020/2021 PCTPA Overall Work Program and Budget which was adopted by the PCTPA Board in May 2020.

Operating expenditures total \$1,638,383, a decrease of 20 percent compared to the FY 2019/2020 Budget. Some of this decrease in expenditures reflects the completion of WPCTSA projects including the Call Center Study and South Placer Transit Project analysis. The South Placer Transit Information Call Center annual allocation and the Operating Reserve were also reduced to balance the budget. Operating Reserves, based upon prior budgets, are adequate to cover an unanticipated expense during the fiscal year.

COVID-19 has impacted the operations of Health Express and MyRides with ridership limited to prevent COVID-19 spread, need for additional services such as meals on wheels, and with decreased demand with social services in the County at reduced levels. As the long-term impacts of the COVID-19 crisis are still unknown, the proposed budget does not include any cuts to ongoing WPCTSA programs. A reduction in costs to the Call Center is proposed in the budget and the agreement is on the consent agenda for today's meeting. An amendment to the FY 2020/2021 WPCTSA Budget will be presented to the Board in October and, given a better understanding of the economic impacts of the crisis, will include a long-term strategy to fund WPCTSA's programs. With a projected FY 2020/21 end-of-year surplus of only \$73,295, sustained losses to revenue will necessitate a possible increase in the amount of LTF required to support the WPSTSA and/or potential substantial changes to WPCTSA's programs in FY2021/2022 budget.

Staff recommends approval of the FY 2020/2021 Budget. The TOWG and TAC concurred with the staff recommendation at their May 5th and June 9th meetings.

KH:LM:ML:ss

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

June 2020

	FY 2021 Proposed	FY 2020 Amendment #1	Difference FY 2020 vs. FY 2021
Operating Expenditures			
PCTPA Staff Administration MOU - Per PCTPA OWP WE #23 (1)	\$ 130,407	\$ 121,511	\$ 8,896
Legal Services	\$ 7,500	\$ 7,500	\$ -
Placer Collaborative Network (PCN) Membership	\$ 250	\$ 250	\$ -
WPCTSA Seniors First Board Member Annual Contribution	\$ -	\$ -	\$ -
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	\$ 151,657	\$ 150,261	\$ 1,396
Programs			
MV Transit - Health Express (3)	\$ 650,866	\$ 650,558	\$ 308
Seniors First - Health Express Program Management (4)	\$ 100,000	\$ 100,000	\$ -
Seniors First - My Rides (4)	\$ 280,860	\$ 276,860	\$ 4,000
Transit Ambassador Program (5)	\$ 30,000	\$ 30,000	\$ -
South Placer Transit Project (6)	\$ 20,000	\$ 200,000	\$ (180,000)
Call Center Study (7)	\$ -	\$ 40,000	\$ (40,000)
Transit Planning (8)	\$ -	\$ 20,000	\$ (20,000)
Retired Vehicle Program	\$ -	\$ -	\$ -
Bus Pass Subsidy Program (9)	\$ 15,000	\$ 15,000	\$ -
South Placer Transit Information Center (Call Center) (10)	\$ 240,000	\$ 300,000	\$ (60,000)
Placer 211 (11)	\$ 50,000	\$ -	\$ 50,000
Subtotal Existing & New Programs	\$ 1,386,726	\$ 1,632,418	\$ (245,692)
Subtotal Operating Expenditures	\$ 1,538,383	\$ 1,782,679	\$ (244,296)
Operating Reserve (12)	\$ 100,000	\$ 267,402	\$ (167,402)
Total Operating Expenditures	\$ 1,638,383	\$ 2,050,081	\$ (411,697)

	FY 2021	FY 2020	2020 vs. 2021
Operating Revenue			
FY 2021 LTF Article 4.5 (13)	\$ 811,656	\$ 1,110,737	\$ (299,081)
FY 2021 State Transit Assistance PUC 99313 (14)	\$ 108,162	\$ 108,829	\$ (667)
Interest Income (15)	\$ 6,000	\$ 6,000	\$ -
Carryover (16)	\$ 630,000	\$ 897,800	\$ (267,800)
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	\$ 50,000	\$ 7,000
Federal Transit Administration (FTA) Section 5310	\$ -	\$ -	\$ -
Total Operating Revenue	\$ 1,711,678	\$ 2,272,226	\$ (560,548)

	FY 2021	FY 2020	2020 vs. 2021
Operating Revenue to Expenditure Comparison			
Carryover	\$ 73,295	\$ 222,145	\$ (148,851)

Notes

- Per PCTPA Final OWP and Budget FY 21, May 2020.
- Direct expenses include auto, advertising, meeting, conference & training, postage, printing, and travel.
- Per Agreement with MV Transportation approved September 2019.
- Per Seniors First MyRides and Health Express Agreement approved June 2018.
- Per Transit Ambassador Program Agreement with Roseville Transit approved November 2017.
- Reflects planning consultant services to implement a new transit service connecting South Placer and the Watt /I-80 Light Rail Station
- Reflects planning consultant services to study peer Call Centers and recommend future administration of the South Placer Transit Information Center
- Reflects planning consultant services to review Health Express service, update South Placer Transit Information website, and print South Placer Transit Guides
- Bus pass reimbursement for participating social service organizations based on approved agreements.
- Per Call Center Agreement with Roseville Transit approved November 2017.
- Per Placer 211 Agreement with Placer County Health and Human Services approved April 2020
- Due to anticipated lost revenue as a result of the COVID-19 pandemic, the carryover has been decreased.
- Preliminary LTF Estimate from February 2020, with assumed 20% loss due to COVID-19 Crisis
- Preliminary STA Estimate from February 2020, with assumed 20% loss due to COVID-19 Crisis
- Interest income estimate.
- Per fiscal year-to-date financial records, April 2020.
- Revenue attributable to non-profit match for programs.

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

Technical Advisory Committee Meeting Minutes

June 9, 2020 – 3:00 p.m.

ATTENDANCE

Technical Advisory Committee (TAC)

Chris Ciardella, City of Auburn
Fallon Cox, Caltrans
Chris Clardy, City of Colfax
Araceli Cazarez, City of Lincoln
Justin Nartker, City of Rocklin
Mike Dour, City of Roseville
Jake Hanson, City of Roseville
Jason Shykowski, City of Roseville
Amber Conboy, Placer County
Will Garner, Placer County
Katie Jackson, Placer County

Staff

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

This meeting was conducted via video conference call.

Transportation Sales Tax Ordinance – Second Reading of Ordinance

Mike Luken explained that last month the Board directed staff to do a final transportation funding poll. FM3 will be conducting the poll of 700 surveys with questions added for economic recovery beginning on Saturday. We will present the results to the Board at the June meeting where they will decide if we should move forward with Transportation Sales Tax in November 2020. If they choose to move forward, the Board will adopt the ordinance and request that the Board of Supervisors place it on the ballot. If they decide not to move forward in November 2020, the poll will provide information to help formulate the message regarding the need for local transportation funding as we look forward to a 2022 election.

WPCTSA Proposed FY 2020/21 Budget

Kathleen Hanley reported that we will be taking the FY 2020/21 annual CTSA budget to the Board this month. She explained that consistent with the FY 2020/21 OWP, we are projecting a loss in revenue due to COVID 19 and anticipate a decrease in State Transit Assistance (STA) and Local Transportation Funds (LTF) revenue. For this budget there are no cuts to any CTSA programs, and we plan on utilizing carryover in the near term. In October, we will be working with the Transit Operators Working Group (TOWG) determining if there needs to be adjustments to the current FY 2020/21 CTSA budget and then examining a potential significant adjustment to programming and revenue needed for the FY 2021/22 budget. The TOWG had reviewed the CTSA budget previously, and the TAC concurred bringing it to the Board in June.

Kathleen said that in the addition to the CTSA Budget, the FY 2020/21 Placer 211 and South Placer Transit Call Center and Transit Ambassador programs will each be brought to the Board as consent items.

I-80 Auxiliary Lanes Contract Amendment

David Melko explained that PCTPA has been the lead on engineering and environmental for the I-80 Auxiliary Lanes project which is currently at 95 percent design. We are working with Caltrans to complete the final design and continue to coordinate with Caltrans to have the project ready for construction in 2021. To complete the final engineering, we will be asking the Board to approve a contract amendment of \$200,000 for the consultant Dokken Engineering, with funding coming from SPRTA. The TAC concurred.

Airport Land Use Compatibility Plan (ALUCP) Contract Award

David Melko explained that we went out for a Request for Proposals (RFP) to update the ALUCP in March. The update will focus on revisions based on the updated airport layout plans for the Auburn Municipal and Lincoln Regional airports. The selection committee consisted of Auburn, Lincoln, Placer County and PCTPA staff. Two firms submitted proposals, and the selection committee determined that Mead and Hunt was the top ranked firm. David said the work is included in the FY 2020/21 OWP with local contributions from airport sponsors. Agreements committing staff, city consultants and matching funds will be executed between PCTPA, Lincoln and Auburn for the update.

Other Issues/Upcoming Deadlines

Mike Luken said there were three projects in Placer County named as California Transportation Awards finalists - I-80/SR 65 Interchange Project – Phase 1, Colfax Roundabout Project and Downtown Bridge and Trail Project in Roseville.

PCTPA Board Meeting: Wednesday, June 24, 2020
Next TAC Meeting: Tuesday, August 11, 2020 - 3:00 pm

The TAC meeting concluded at approximately 3:40 pm.

SS:LM:ML:ss

TO: PCTPA Board of Directors

DATE: June 24, 2020

FROM: Luke McNeel-Caird, Deputy Executive Director

SUBJECT: STATUS REPORT

1. I-80/SR 65 Interchange Improvements Project Update

PCTPA, along with Caltrans, Federal Highway Administration (FHWA), the cities of Lincoln, Rocklin, Roseville, and the County of Placer, are project partners for the I-80/SR 65 Interchange Improvements Project. The interchange sits at a major crossroads for Placer County, and the increasing congestion and backups at this facility have negative impacts for our mobility, goods movement, economic development, and quality of life. For these reasons, the improvement to this interchange is a top priority project for PCTPA.

Both federal and state environmental approvals were secured in September 2016, which included Phases 1, 2, and 3. The Phase 1 improvements included adding a third lane on



northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard and adding improvements to the Galleria Boulevard/Stanford Ranch Road interchange. The \$50 million to fully fund the Phase 1 project was secured in August 2017 and construction began on April 30, 2018. The hand stamp concrete from the groundbreaking on December 17, 2017, was placed next to the Antelope Creek Trail under Highway 65 (see photo above). A ribbon cutting for Phase 1 was held on Thursday, September 5, 2019.

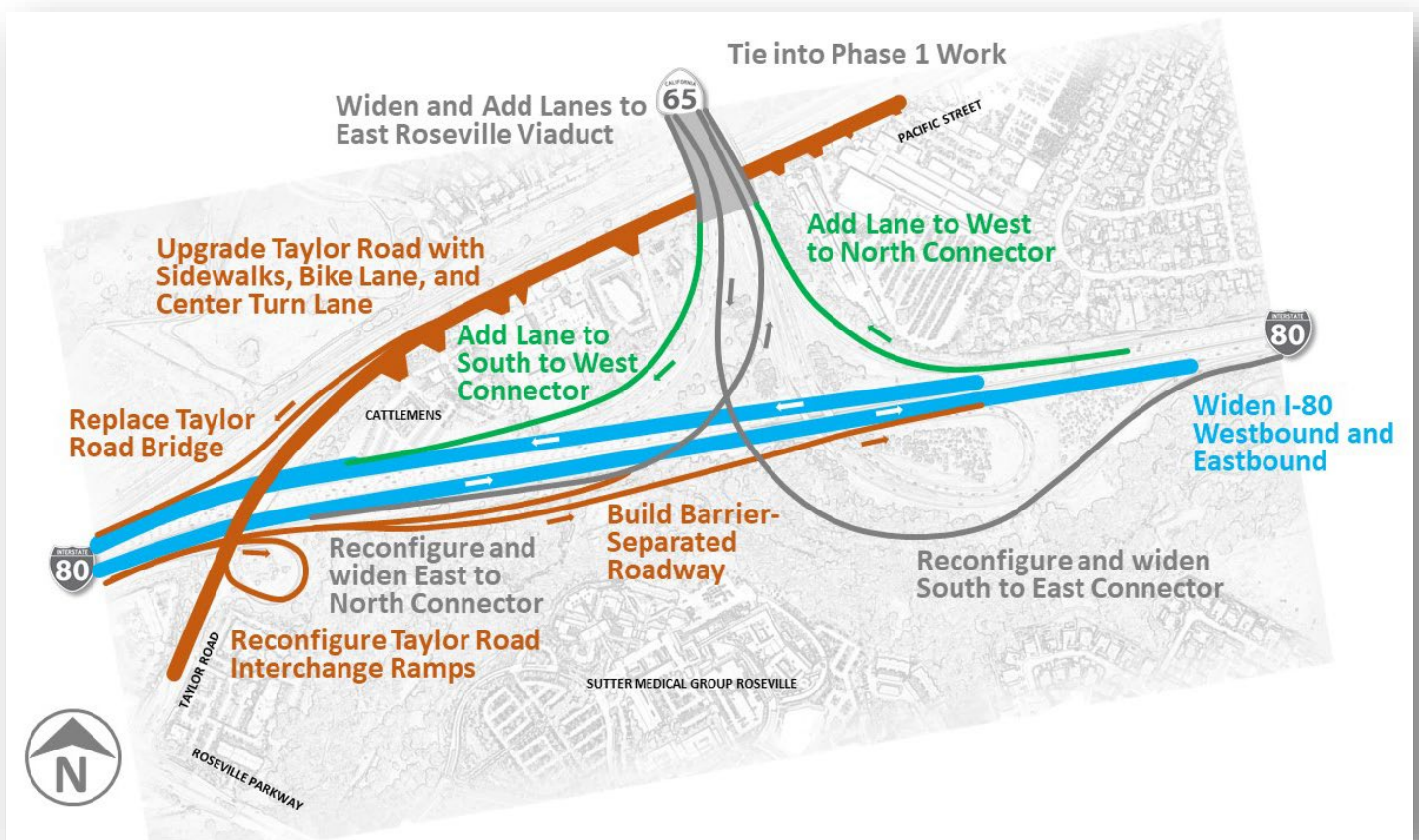
The Phase 1 project construction was delivered 4 months ahead of schedule, and the project was completed under the \$50 million budget. The photo to the right shows the widened structure under Highway 65 looking north. The new third lane on Highway 65 from Interstate 80 to Pleasant Grove Boulevard was fully



**PCTPA Board of Directors
Status Report
June 24, 2020
Page 2**

opened to traffic on Saturday, September 7. Caltrans is currently working on closing out the project, and staff will report back to the Board on the final project savings once available.

Looking to the next steps, PCTPA lacks funding to implement design or construction of Phases 2 and 3, which have an estimated total combined cost of \$580 million. Without a local source, we lack matching funds to pursue state and federal funding. The exhibit below shows the proposed Phases 2 and 3 improvements, which would reconfigure the existing eastbound to northbound loop to a three-lane direct flyover.



LM:ML:ss

June 10, 2020

TO: Mike Luken, Executive Director, Placer County Transportation Planning Agency
FROM: Cherri Spriggs, Principal, FSB Public Affairs
RE: May Summary of Activities for Funding Strategy Outreach Effort

It should be noted that as "Shelter-In-Place" Directives were issued much of the outreach work turned virtual rather than in-person

Areas of focus this month were as follows:

Legislation – Complete

Research – In Progress

- Assisted with survey draft
- Participated in multiple planning calls

Stakeholder Outreach – In Progress

- Updated stakeholder universe
- Continued to meet individually with key stakeholders
- Assisted with coordination for the Lincoln City Council Meeting
- Assisted with coordination for the PCTPA Board Meeting

Partner Collaboration – In Progress

- Continued to connect with key partners

Earned Media/Collateral Development/Paid Advertising – In Progress

- Continued digital streaming service advertisements as well as Facebook and Instagram placements
- Continued social media response
- Coordinated with AIM on digital content and social media messaging
- Drafted Placer Recovery Op-Ed

Account Management – In Progress

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Continued Implementing Draft FY 2019-2020 Plan
- Updated Draft FY 2019-2020 Plan
- Prepared monthly report

FY-2019/20 OUTREACH PLAN	ELEMENTS
July 2019	<ul style="list-style-type: none"> ● Op-Ed SB 1 Funding, John Allard ● Social Media with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Non-Profit Stakeholder Meeting ● Stakeholder Meeting ● Rocklin Chamber July Mixer at Quarry Park ● Roseville Galleria Table ● Expenditure Plan Booklet Production
August 2019	<ul style="list-style-type: none"> ● Op-Ed, Evacuation/Emergency Responders, Devon Bell ● Social Media Coordination with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Electronic Billboards ● Roseville Galleria Table ● Lincoln Chamber Executive Director's Breakfast ● Expenditure Plan Booklet Production
September 2019	<ul style="list-style-type: none"> ● Op-Ed, AB1413, Jim Holmes ● Social Media Coordination with AIM ● Legislative Support ● Advertising ● Electronic Billboards ● Tier III & Tier IV Presentations ● Rocklin Chamber Hot Chili Cool Cars ● Roseville Splash ● Roseville Chamber ● Lincoln Showcase ● Stakeholder Meeting ● Roseville Galleria Table ● Focus Group Prep ● Expenditure Plan Booklet Production
October 2019	<ul style="list-style-type: none"> ● Op-Ed, Safe Routes to School, Gayle Garbolino ● Social Media Coordination with AIM ● Legislative Support ● Focus Groups ● Tier III & Tier IV Presentations ● Stakeholder Meeting ● Loomis Eggplant Festival ● Roseville Galleria Table ● Earned Media Story Re: Transportation Needs & Funding ● Movie Theater Advertising

FY-2019/20 OUTREACH PLAN	ELEMENTS
	<ul style="list-style-type: none"> ● Small Business Summit
<p>November 2019</p>	<ul style="list-style-type: none"> ● Due to Op Ed Back Up Skipping November ● Activity Coordination with AIM ● Roseville Galleria Table – November 9 Nancy/Mike Canceled ● January Survey Development ● Tier III & Tier IV Presentations ● Movie Theater Advertising ● Roseville Holiday Parade ● Expenditure Plan Piece Production ● Direct Mail Piece Production ● Video Production – Emergency Study Fireman/Police/Ambulance
<p>December 2019</p>	<ul style="list-style-type: none"> ● Op Ed, Local Match & Visitor Funding, Jeff Richardson ● Activity Coordination with AIM ● Survey Finalized to Take to December 5 Board Meeting ● Stakeholder Meeting ● Tier III & Tier IV Presentations ● Movie Theater Advertising ● Roseville Galleria Table/Kiosk – December 7 Cherri/Kathleen ● Direct Mail Production ● Expenditure Plan Piece Production ● Video Production – Emergency Study Fireman/Police/Ambulance ● *Digital Advertising
<p>January 2020</p>	<ul style="list-style-type: none"> ● Survey in the Field ● Funding Strategy Town Hall Meeting @ William Jessup – January 16 ● Activity Coordination with AIM ● Tier III & Tier IV Presentations ● Direct Mail – Transportation Needs & Funding ● Movie Theater Advertising ● Digital Advertising
<p>February 2020</p>	<ul style="list-style-type: none"> ● Op Ed, TBD Author & Topic ● Tier III & Tier IV Presentations ● Activity Coordination with AIM ● March Survey Development ● Stakeholder Meeting ● Direct Mail Production ● Video Production – How Transportation is Funded ● *Electronic Billboards ● *Movie Theater Advertising ● *Digital Advertising

FY-2019/20 OUTREACH PLAN	ELEMENTS
<p>March 2020</p>	<ul style="list-style-type: none"> • Op-Ed, Economic Development, Sherry Conway – <i>Bumped due to COVID 19</i> • Activity Coordination with AIM • Tier III & Tier IV Presentations - <i>Bumped due to COVID 19</i> • Roseville Galleria Table - <i>Bumped due to COVID 19</i> • Stakeholder Meeting • Survey in the Field • Survey Results Going to PCTPA Board • Direct Mail Piece Hits Early March After Primary • Video Production/Finalize – How Transportation is Funded • *Movie Theater Advertising • *Digital Advertising • Electronic Billboard Advertising • Static Billboard Advertising
<p>April 2020</p>	<ul style="list-style-type: none"> • Op-ed, Transportation Needs & Funding - <i>Bumped due to COVID 19</i> • Tier III & Tier IV Presentations- <i>Bumped due to COVID 19</i> • Activity Coordination with AIM • Roseville Galleria Table- <i>Bumped due to COVID 19</i> • Stakeholder Meeting- <i>Rescheduled due to board meetings and previous meeting held on 3/26</i> • Digital Advertising • Cities Vote to Place on the Ballot
<p>May 2020</p>	<ul style="list-style-type: none"> • Op-Ed, Mike Luken on the Placer County Economic Recovery • Cities Vote to Place on the Ballot • PCTPA Board Decision to Proceed-<i>Bumped to June meeting</i> • Earned Media Story Re: Decision- <i>Bumped due to rescheduling of vote</i> • Stakeholder Meeting- <i>Scheduled for June 23</i> • Roseville 2020- <i>Bumped due to COVID 19</i> • Rocklin State of the City- <i>Bumped due to COVID 19</i> • Roseville Galleria Table- <i>Bumped due to COVID 19</i> • Activity Coordination with AIM • *Direct Mail Production – Bumped due to COVID 19; Budget did not permit • Assisted with Survey Development • Placed Hulu/Roku Advertising • Oversaw Creative Development for Paid Streaming Advertising
<p>June 2020</p>	<ul style="list-style-type: none"> • PCTPA Board Decision to Proceed (Alternate Date) • *Direct Mail Production • Activity Coordination with AIM

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: June 5, 2020
RE: May 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 May.

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. AIM also launched the Spring 2020 edition of the PCTPA newsletter via email and social media.

Below are activity summaries of AIM's work:

Funding Strategy

AIM continued to work with PCTPA to support its efforts in discussing the need for local transportation infrastructure funding. AIM developed and launch a COVID-19 Automobile Safety video on social media. AIM continued to promote and repost the Trails and Public Transit COVID safety video on social media.

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:

- 80/65 short video clip about emergency responders: Chief Doug Lee
- Bike Month reminder and fact
- Capitol Corridor public transit article repost
- CCJPA safety and service update
- Colfax paving traffic alert

- Colfax traffic alert reminder (repost from Caltrans District 3)
- COVID car safety video
- COVID trails video repost
- May is Bike month kick-off
- Myth vs. Fact repost: *Property Taxes*
- Myth vs. Fact repost: *Self-Help Counties*
- Myth vs. Fact repost: *The Real Cost*
- Newsletter article: Economic Development
- Newsletter article: Mike's Message
- Newsletter article: Transportation Funding
- Newsletter launch and repost: Spring 2020 edition
- Placer County bike trail map
- Placer County Conservation Program (repost from Placer County)
- Reopen Placer County Guidelines
- Roseville Mahany Park trail survey
- Roseville Transit COVID service update
- Roseville Transit service update

Current social media page statistics include:

- Facebook – 1,803 Followers
 - *Previously 4/31: 1,800*
- Twitter – 1,402 Followers
 - *Previously 4/31: 1,411*
- Instagram – 1,029 Followers
 - *Previously 4/31: 1,025*

Key website analytics include:

- Total page views for the PCTPA website during May: 3,209
 - 26.27% of views were on the Main Page
 - 16.08% of views were on the Placer County bike maps page
 - 5.58% of views were on the Agendas 2020
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during April: 334

Newsletter #44

AIM developed and launched Newsletter #44 on the PCTPA website, email blast, and promoted the launch through social media. Key articles included: Mike's Message, Economic Development, and Transportation Funding. The newsletter also highlighted important COVID safety reminders for continued social distancing.

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.

Project Assistance

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project.



1701 Pennsylvania Avenue
Suite 300
Washington, D.C. 20006
(202) 722-0167

May 29, 2020

To: PCTPA
From: Sante Esposito
Subject: May Monthly Report

Congress Work Situation

The Senate is back in session under normal rules and procedures. The House is operating with remote committee hearings, remote committee markups, and remote voting by proxy on the House Floor. The House situation is temporary only, during the pandemic. All Hill buildings remain closed except for Members, staff and credentialed press. Members' offices are being serviced by skeleton staffs. Committee staffs are being told not to come to their offices unless their committee has a hearing, markup or bill on the Floor. For the most part, Members' personal offices and committees are functioning via email and phones.

Infrastructure

Congress has been divided on how to proceed on further stimulus relief after the Democratic-led House passed a \$3T stimulus bill that stands no chance of passing in the GOP-controlled Senate. Democrats see the next relief bill as a way to tide Americans over as the economy begins to reopen, while Republicans would prefer to use further stimulus to incentivize work. Republicans have also expressed hesitation at jumping headfirst on more coronavirus relief. "I don't see the need right now," House Minority Leader Kevin McCarthy said. But this week, several GOP lawmakers — such as Senators Roy Blunt (R-Mo.) and Roger Wicker (R-Miss.) — broke ranks, stressing the need for more infrastructure spending in a bill that they say could get done in the next month or so. "I think June doesn't need to come and go without a phase four," said Wicker, referring to a fourth stimulus bill. "I want to do infrastructure," Sen. Lindsey Graham (R-S.C.) said, adding he told President Trump that "this is the time" to get infrastructure done. In a tweet on April 21, Trump called on Congress to fund projects for "bridges, tunnels, and broadband."

To review, also in the Senate Senator Barrasso, Chair of the Environment and Public Works Committee, has said that he wants the Committee's bipartisan FAST Act and WRDA reauthorization bills included in any infrastructure package.

To review, in the House the House Democratic leadership along with the chairs of the key

congressional committees of jurisdiction (T&I, Energy and Commerce, and Ways and Means) support a mega infrastructure framework that includes surface transportation issues, broadband, 911 updates, brownfields, safe drinking water, with mention of housing, education and natural resources.

To review, in the Administration 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.

Senate Highway Bill

FAST Act reauthorization required by Sept. 30 when current program expires. Senate EPW has reported its version of the bill (see below). 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. House T&I working on a draft. Other House committees that need to act include Energy and Commerce (safety) and Ways and Means (how to pay for the bill).

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.

Earmarks

Status: No new developments. Continue to monitor in conjunction with the Office of House Majority Leader.

To review, recent reports indicate discussion, and in some cases real interest, in bringing back earmarks. Many House Democrats have voiced support for overturning the current ban on earmarks. Most noticeably is Majority Leader Hoyer who is shopping an earmark return plan that would require for every earmark the recipient be a public, not a private entity, the Member requesting the earmark be identified, the earmark project be located in the Member's district/state, and the Member acknowledge under penalty that he or she has no vested interest in the earmark project. Transparency and accountability, Hoyer says, are the cornerstones of his proposal. To date, House Republicans are either opposed or silent on the return as are Senate republicans. Senate Democrats support overturning the ban with accompanying stringent rules.

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.^[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.

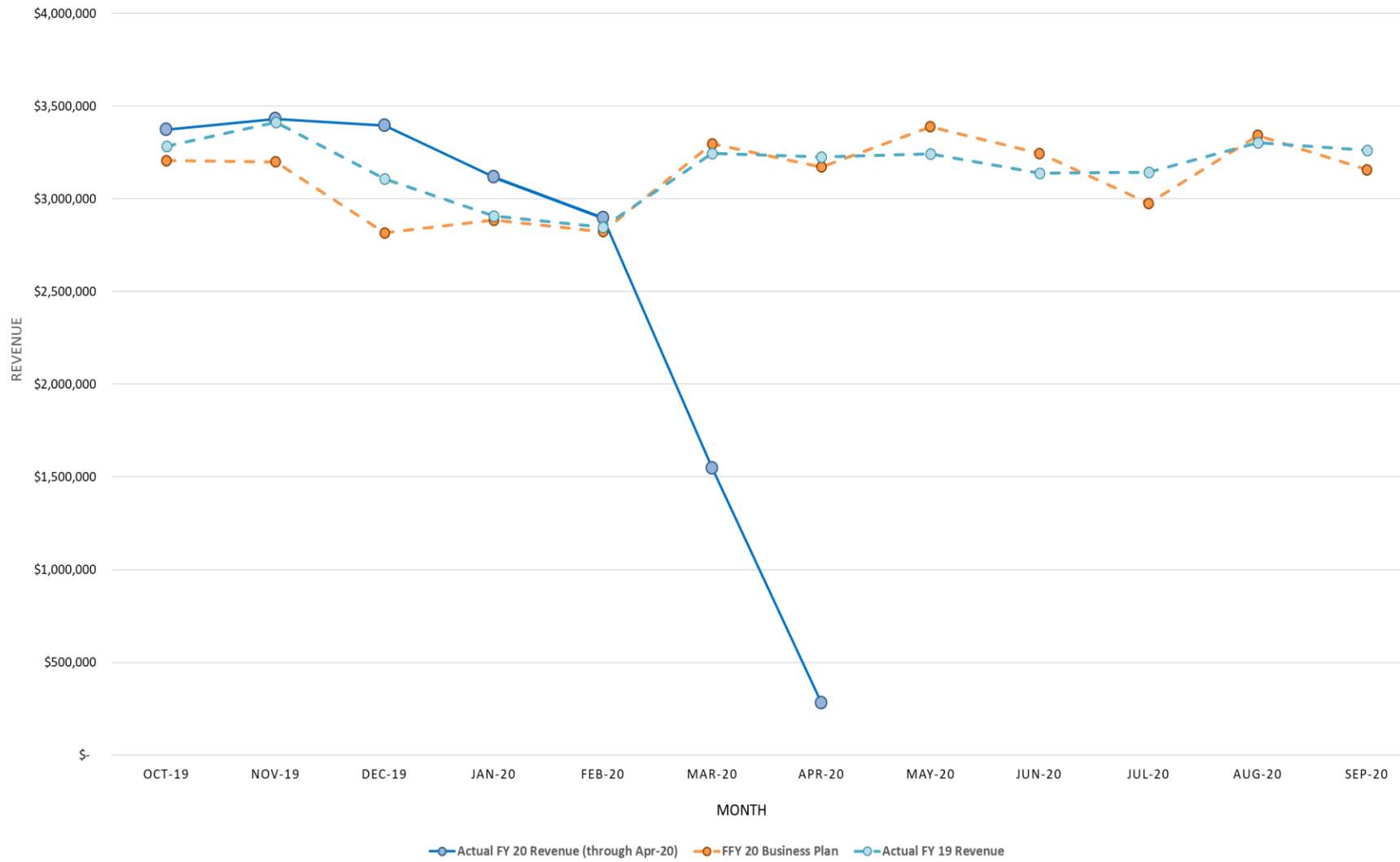
S.1518 — 116th Congress (2019-2020) **Rebuild America Now Act**

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.

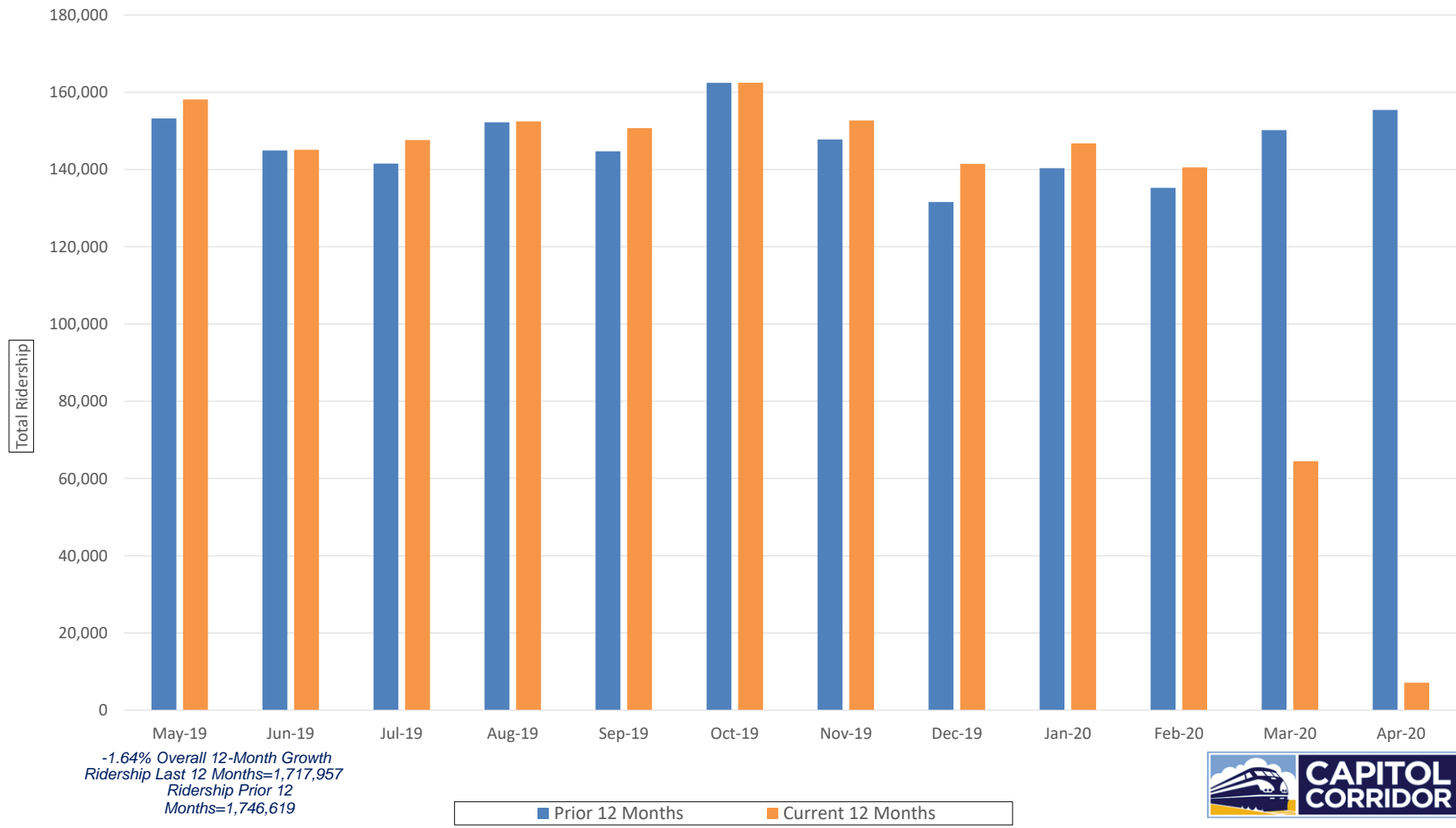
Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2)
Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.

CAPITOL CORRIDOR REVENUE (FFY 2019 - 2020)
FFY 20 ACTUALS, COMPARED TO FFY 20 BUSINESS PLAN FORECASTS & FFY 19 ACTUALS



CAPITOL CORRIDOR RIDERSHIP (APRIL 2019 - MARCH 2020)

COMPARING PREVIOUS 12 MONTH PERIOD TO CURRENT 12 MONTH PERIOD





TRAIN PERFORMANCE

FY20 (October 2019 - April 2020)

FY 20 Actuals & Percent Change from FY20 Business Plan, FY 19 Actuals

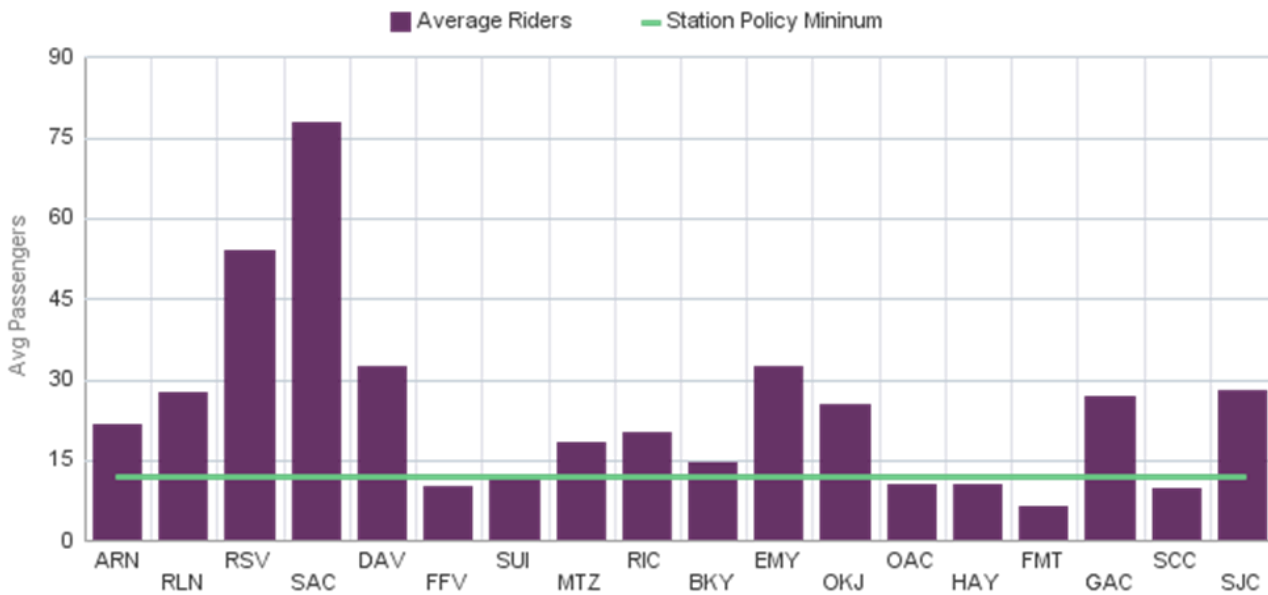
Performance Model	Ridership	Revenue	End-Point OTP	Passenger OTP	System Operating Ratio	Customer Satisfaction (CSI)
Actual FY 20 Performance	815,591	\$ 18,035,785.19	87%	86%	50%	90.72
FY 20 Business Plan Forecasted	1,003,544	\$ 21,394,484.27	90%	90%	52%	92.5
<i>FY 20 Actual vs FY 20 Business Plan (% Change)</i>	-19%	-16%	-3%	-4%	-4%	-2%
<i>FY 20 vs FY 19 Actual Performance (% Change)</i>	-20%	-18%	-2%	-1%	-17%	0%

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 20/October 1, 2019 -May 28, 2020

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	3,959	3,413	22	Y
BKY	39,617	39,159	15	Y
DAV	88,767	84,505	32	Y
EMY	85,235	87,852	32	Y
FFV	26,497	27,155	10	N
FMT	10,375	10,066	6	N
GAC	46,555	38,551	27	Y
HAY	15,284	17,585	10	N
MTZ	46,742	51,479	18	Y
OAC	17,348	20,522	10	N
OKJ	69,833	66,384	25	Y
RIC	51,896	56,943	20	Y
RLN	5,050	4,321	27	Y
RSV	9,791	8,588	54	Y
SAC	213,117	204,786	78	Y
SCC	16,726	13,413	10	N
SJC	46,284	42,175	28	Y
SUI	29,497	31,608	11	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