



A G E N D A

Wednesday, May 24, 2017 – 9:00 a.m.

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

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: March 22, 2017** **Action**
Pg. 1
- D. Agenda Review**
- E. Public Comment**
- F. Consent Calendar** **Action**
Pg. 4
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. Reprogram Roseville Congestion Mitigation & Air Quality (CMAQ) Funds from Roseville CMS Installation Project – Pleasant Gove Blvd to 2017 Pedestrian Facilities Improvement
 2. Regional Surface Transportation Program (RSTP) Apportionments Pg. 9
 3. Administrative Correction to SACOG/PCTPA Memorandum of Understanding
 4. PCTPA FY 2017 and 2018 Federal Transit Administration (FTA) Section 5311 Program of Projects Pg. 10
 5. City of Rocklin Funding Agreement 17-01 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$35,100 Pg. 17
 6. Town of Loomis Funding Agreement 17-01 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$3,887 Pg. 22
 7. City of Rocklin Funding Agreement 17-02 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$35,120 Pg. 27

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8.	Town of Loomis Funding Agreement 17-02 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$3,860	Pg. 32
9.	City of Colfax Funding Agreement 17-01 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$1,162	Pg. 37
10.	Travel Policy and Procedures	Pg. 42
11.	FY 2015/16 TDA Financial Audits (under separate cover)	
12.	FY 2016/17 City of Roseville Claim for Local Transportation Funds (LTF) - \$7,469,295	Pg. 49
13.	FY 2016/17 City of Roseville Claim for State Transit Assistance (STA) Funds - \$348,287	Pg. 54
14.	FY 2016/17 City of Lincoln Claim for Local Transportation Funds (LTF) - \$2,638,732	Pg. 59
15.	FY 2016/17 City of Lincoln Claim for State Transit Assistance (STA) Funds - \$113,980	Pg. 64
16.	FY 2016/17 City of Auburn Claims for Local Transportation Funds (LTF) - \$784,832	Pg. 69
17.	FY 2016/17 City of Auburn Claim for State Transit Assistance (STA) Funds - \$34,466	Pg. 75
G.	<u>9:00 AM - PUBLIC HEARING: State Route 65 Widening Project Draft Environmental Document</u>	Action Pg. 81
H.	Placer County Freeway Service Patrol (FSP) Service Changes	Action Pg. 82
I.	Congestion Mitigation and Air Quality (CMAQ) Allocation Criteria for FY 2019/20 through 2021/22	Action Pg. 84
J.	State Legislative Update and Implications for Local Funding Strategy	Action Pg. 88
K.	Final FY 2017/18 Overall Work Program (OWP) and Budget	Action Pg. 90
L.	Executive Director’s Report	Info
M.	Board Direction to Staff	
N.	Informational Items	Info
1.	TAC Minutes	Pg. 92
2.	Status Reports	
a.	PCTPA	Pg. 95
b.	AIM Consulting – April 2017	Pg. 113
c.	Key Advocates – April 2017	Pg. 116

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3. Newspaper Articles
4. Revenues and Expenditures for February and March 2017
(separate cover)
5. WPCTSA Quarterly Financial Statements for March 31, 2017
(separate cover)

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Next Regularly Scheduled PCTPA Board Meeting
June 28, 2017

The Placer County Board of Supervisors' Chambers 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.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: May 9, 2017

FROM: Celia McAdam, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the May 24, 2017 agenda for your review and action.

1. Reprogram Roseville Congestion Mitigation & Air Quality (CMAQ) Funds from Roseville CMS Installation Project – Pleasant Gove Blvd to 2017 Pedestrian Facilities Improvement

On November 28, 2012, the PCTPA Board approved CMAQ project funding recommendations for FY 2014/15 through FY 2015/16. The City of Roseville is requesting PCTPA approval to reprogram \$100,000 CMAQ funds approved for construction of Roseville Changeable Message Signs (CMS) Installation Project - Pleasant Grove Boulevard to construction funding for the 2017 Pedestrian Facilities Improvement project (ADA improvements on various roadways). This request will allow the City to move forward with construction in 2017. Staff recommends Board approval.

2. Regional Surface Transportation Program (RSTP) Apportionments

In January 1999, the PCTPA Board of Directors approved an allocation formula for Regional Surface Transportation Funds (RSTP) based on population as well as maintained road miles for each jurisdiction in Placer County. The approved formula pools both urban and exchange RSTP funds and then calculates the apportionment formula based on an average of the latest population data and maintained road miles.

Estimated RSTP funding levels are based on current funding under the Fixing America's Surface Transportation (FAST) Act. These estimates are prepared by Caltrans Division of Transportation Programming and are provided to the jurisdictions for purpose of programming their projects in SACOG's Metropolitan Transportation Improvement Program (MTIP). The attachment provides the RSTP apportionment by jurisdiction for 2020 through 2022.

3. Administrative Correction to SACOG/PCTPA Memorandum of Understanding

On October 26, 2016, the PCTPA adopted the updated Memorandum of Understanding (MOU) between the Sacramento Area Council of Governments (SACOG) and PCTPA. This MOU details the roles and responsibilities of each agency, particularly in the areas of state and federal transportation planning and funding requirements. Earlier this year, staff identified a minor typographical error in regards to payments for reimbursable work. SACOG invoices PCTPA for reimbursable actual expenditures on a quarterly basis, but the MOU reads "equal quarterly installments". The corrected language is as follows:

~~“SACOG shall be paid in equal quarterly installments at or near the beginning of each quarter reimbursed quarterly contingent upon cash flow considerations.”~~

Staff recommends Board approval of the administrative correction.

4. PCTPA FY 2017 and 2018 Federal Transit Administration (FTA) Section 5311 Program of Projects

FTA Section 5311 funds provide operating or capital assistance for transit in rural areas. Placer County Transit and the City of Auburn are the only transit operators who provide service in the rural areas of PCTPA’s jurisdiction. The proposed FY 2017 program of projects totals \$449,311 and the proposed FY 2018 program of projects totals \$459,573. All funds will be used for operating assistance for funding rural transit services within the City of Auburn and unincorporated Placer County (including TART service in the North Lake Tahoe basin). Both jurisdictions agree to allocate available Section 5311 funds based on a formula of revenue vehicle hours, revenue vehicle miles and ridership:

- FY 2017 Program of Projects
Placer County = \$370,383 and City of Auburn = \$78,928; and
- FY 2018 Program of Projects
Placer County = \$378,842 and City of Auburn = \$80,731.

The TAC concurred with the Section 5311 Program of Projects for 2017 and 2018. Staff recommends approval of the attached resolution.

4. City of Rocklin Funding Agreement 17-01 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$35,100
PCTPA is the grant recipient for Proposition 1B – TSSSDRA funds. The City of Rocklin share of \$35,100 will pass through PCTPA to implement the Bus Stop Safety and Security Improvements Project. A Funding Agreement is needed with the City of Rocklin to pass through the TSSSDRA funds. PCTPA will work closely with the City to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Funding Agreement between PCTPA and the City of Rocklin is attached. Staff recommends Board approval.

5. Town of Loomis Funding Agreement 17-01 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$3,887
PCTPA is the grant recipient for Proposition 1B – TSSSDRA funds. The Town of Loomis share of \$3,887 will pass through PCTPA to implement the Transit Improvement Project. A Funding Agreement is needed with the Town of Loomis to pass through the TSSSDRA funds. PCTPA will work closely with the Town to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Funding Agreement between PCTPA and the Town of Loomis is attached. Staff recommends Board approval.

6. City of Rocklin Funding Agreement 17-02 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$35,120
PCTPA is the grant recipient for Proposition 1B – TSSSDRA funds. The City of Rocklin share of \$35,120 will pass through PCTPA to implement the Rocklin Multimodal Station Security and Fencing Project. A Funding Agreement is needed with the City of Rocklin to pass through the TSSSDRA funds. PCTPA will work closely with the City to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Funding Agreement between PCTPA and the City of Rocklin is attached. Staff recommends Board approval.
7. Town of Loomis Funding Agreement 17-02 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$3,860
PCTPA is the grant recipient for Proposition 1B – TSSSDRA funds. The Town of Loomis share of \$3,860 will pass through PCTPA to implement the Transit Improvement Project. A Funding Agreement is needed with the Town of Loomis to pass through the TSSSDRA funds. PCTPA will work closely with the Town to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Funding Agreement between PCTPA and the Town of Loomis is attached. Staff recommends Board approval.
8. City of Colfax Funding Agreement 17-01 for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$1,162
PCTPA is the grant recipient for Proposition 1B – TSSSDRA funds. The City of Colfax share of \$1,162 will pass through PCTPA to implement the Colfax Multimodal Station Security Project. A Funding Agreement is needed with the City of Loomis to pass through the TSSSDRA funds. PCTPA will work closely with the City to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Funding Agreement between PCTPA and the City of Colfax is attached. Staff recommends Board approval.
9. Travel Policy and Procedures
As part of PCTPA’s ongoing efforts to refine our administrative processes and internal control, staff has prepared the attached Travel Policy and Procedures. This document sets guidelines for the approval and reimbursement of local and overnight travel for PCTPA staff including the Executive Director. All employees received training on the travel policy and procedures at the April 4, 2017 staff meeting. Staff recommends Board approval.
11. FY 2015/2016 TDA Financial Audits (under separate cover)
Staff recommends acceptance of the Transportation Development Act (TDA) Financial Audits for fiscal year 2015/2016 for the Cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, the Town of Loomis, and Placer County. The TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those

agencies receiving Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and Low Carbon Transit Operations Program (LCTOP) funds. All audits have been submitted to the State Controller's Office as required.

12. FY 2016/17 City of Roseville Claim for Local Transportation Funds (LTF) - \$7,469,295
The City of Roseville submitted claims for \$7,469,295 in LTF funds for FY 2016/17 - \$5,034,516.83 for streets and roads purposes and \$2,434,778.17 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, 2016. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.
13. FY 2016/17 City of Roseville Claim for State Transit Assistance (STA) Funds - \$348,287
The City of Roseville submitted a claim for \$348,287 in STA funds for FY 2016/17 for transit purposes. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
14. FY 2016/17 City of Lincoln Claim for Local Transportation Funds (LTF) - \$2,638,732
The City of Lincoln submitted claims for \$2,638,732 in LTF funds for FY 2016/17 - \$2,263,624 for streets and roads purposes and \$375,108 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, 2016. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.
15. FY 2016/17 City of Lincoln Claim for State Transit Assistance (STA) Funds - \$113,980
The City of Lincoln submitted a claim for \$113,980 in STA funds for FY 2016/17 for transit purposes. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
16. FY 2016/17 City of Auburn Claims for Local Transportation Funds (LTF) - \$784,832
The City of Auburn submitted claims for \$784,832 in LTF funds for FY 2016/17 - \$400,000 for streets and roads purposes and \$384,832 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, 2016. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.
17. FY 2016/17 City of Auburn Claim for State Transit Assistance (STA) Funds - \$34,466
The City of Auburn submitted a claim for \$34,466 in STA funds for FY 2016/17 for \$32,399.24 transit operations and \$2,066.76 for transit capital uses. The City's claim is in

compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

RSTP APPORTIONMENT (EXCLUDING TAHOE AREA) - ESTIMATED FUNDS AVAILABLE FOR 2020 - 2022¹

Fiscal Year	Fund Type/Category	Total Estimate	Placer County	Auburn	Colfax	Lincoln	Loomis	Rocklin	Roseville	Sum
2015 to 2016	RSTP Total	\$1,819,499	\$738,392	\$0	\$0	\$225,277	\$36,778	\$243,929	\$575,123	\$1,819,499
Final Estimate	Urban ²	\$1,819,499	\$738,392			\$225,277	\$36,778	\$243,929	\$575,123	\$1,819,499
	Rural Exchange	\$0								
										\$1,819,499
2020 to 2022	RSTP Total	\$14,735,553	\$5,724,123	\$542,040	\$88,498	\$1,746,377	\$285,108	\$1,890,970	\$4,458,436	\$14,735,553
Estimate	Urban	\$11,270,844	\$2,889,953			\$1,746,377	\$285,108	\$1,890,970	\$4,458,436	\$11,270,844
	Rural Exchange	\$3,464,709								
	<i>Placer County Base</i> ³	\$1,200,888	\$1,200,888							\$1,200,888
	<i>RTPA Base</i>	\$2,263,821	\$1,633,283	\$542,040	\$88,498					\$2,263,821
										\$16,555,052
Sum		\$16,555,052	\$6,462,516	\$542,040	\$88,498	\$1,971,654	\$321,886	\$2,134,899	\$5,033,559	\$16,555,052

Notes:

- ¹ Distributions based on adopted PCTPA Board policy (January 1999).
- ² Urban funding based on area located in Urbanized Area per 2010 US Census
- ³ Placer County Rural Base funding based on 1994 MOU

Sources:

RSTP Final Estimates for 2014/15-2015/16, Caltrans Division of Transportation Programming, October 2015 and October 2016
RSTP Estimates for 2016/17-2019/20 Apportionments, Caltrans Division of Transportation Programming, February 2016

	2016 DOF ⁴	Percentage (%)	Road Miles ⁵	Percentage (%)	Averaged %
Placer Co	98,784	27.18%	938.13	50.51%	38.85%
Auburn	14,070	3.87%	64.73	3.48%	3.68%
Colfax	2,068	0.57%	11.74	0.63%	0.60%
Lincoln	47,339	13.03%	198.29	10.68%	11.85%
Loomis	6,692	1.84%	37.67	2.03%	1.93%
Rocklin	60,351	16.61%	168.23	9.06%	12.83%
Roseville	134,073	36.90%	438.66	23.62%	30.26%
Total	363,377	100.00%	1,857.45	100.00%	100.00%

Notes:

- ¹ Population estimates for 2016 from Department of Finance (DOF)
- ² Road miles from Caltrans Public Road Data and Placer County



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL & MASS TRANSPORTATION
Rural Transit and Intercity Bus Branch**

**FEDERAL TRANSIT ADMINISTRATION (FTA)
SECTION 5311 REGIONAL PROGRAM OF PROJECTS (POP)**

FEDERAL FISCAL YEAR 2017



All Section 5311, 5311(f), and Rural CMAQ Transit Applications and POPs are due May 24th, 2017.
However, if there are issues meeting the deadlines, please notify your HQ Liaison as soon as possible.

FEDERAL FISCAL YEAR 2017
Section 5311 Program of Projects (POP)

Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

Carryover:	(+)	0
<i>Estimated</i> Apportionment [FFY 2017]:	(+)	449,311
(A) TOTAL FUNDS AVAILABLE:	=	449,311

(B) Programming (POP): Complete Parts I and II

		<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+)	449,311
Part II. Capital - Total:	(+)	0
(B) Total [Programmed]:	(=)	449,311

(C) Balance

		<i>Federal Share</i>
(A) Total Funds Available:	(+)	449,311
(B) Total [Programmed]:	(-)	449,311
* Balance:	(=)	0

***BALANCE – Regional Apportionment Funds ONLY:**

- Please Note -
 - funds must be programmed in subsequent year
 - final approval to be determined by the Department
- Request/Letter to carryover funds should include -
 - justification for programming postponement
 - purpose and project plan
 - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAQ, STP or Federalized STIP): Complete Part III (For reference only).

Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.

		<i>Federal Share</i>
(D) Part III. Flex Fund - Total:		0

FUNDING SUMMARY

		<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+)	449,311
(D) Flex Fund - Total:	(+)	0
GRAND TOTAL [Programmed]:	(=)	449,311

Contact Person/Title: David Melko, Senior Transportation Planner Date: 05/24/2017
 Phone Number: 530.823.4090 & dmelko@pctpa.net

Statewide Transportation Improvement Program (STIP) –

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation’s (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

Metropolitan Planning Organizations (MPOs) are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department’s Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department’s Division of Transportation Programming website:

<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>

PART I. Regional Apportionment - Operating Assistance

For all Operating Projects - a complete application MUST be submitted with this POP.

Subrecipient	Project Description	Federal Share (2017 Funds)	Carryover Funds Utilized	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
Placer County DPW	Tahoe Area Regional Transit (TART) Highway 89 & 267 Route Operating Assistance	\$350,383	\$0	\$1,149,617	\$0	\$1,500,000	2017	PCT 10491 Pending Amendment
Placer County DPW	Placer County Transit (PCT) Colfax/Alta Route Operating Assistance	\$20,000	\$0	\$200,000	\$0	\$220,000	2017	PCT 10491 Pending Amendment
City of Auburn	Auburn Transit Operating Assistance	\$78,928	\$0	\$456,480	\$0	\$535,408	2017	PLA25547 09/04/2015
	Operating Assistance Funds Total	\$449,311	\$0	\$1,806,097	\$0	\$2,255,408		



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL & MASS TRANSPORTATION
Rural Transit and Intercity Bus Branch**

**FEDERAL TRANSIT ADMINISTRATION (FTA)
SECTION 5311 REGIONAL PROGRAM OF PROJECTS (POP)**

FEDERAL FISCAL YEAR 2018



All Section 5311, 5311(f), and Rural CMAQ Transit Applications and POPs are due May 24th, 2017.
However, if there are issues meeting the deadlines, please notify your HQ Liaison as soon as possible.

FEDERAL FISCAL YEAR 2018
Section 5311 Program of Projects (POP)
 Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

	Carryover: (+)	<u>0</u>
<i>Estimated</i> Apportionment [FFY 2018]:	(+)	<u>459,573</u>
(A) TOTAL FUNDS AVAILABLE:	=	<u>459,573</u>

(B) Programming (POP): Complete Parts I and II

		<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+)	<u>459,573</u>
Part II. Capital - Total:	(+)	<u>0</u>
(B) Total [Programmed]:	(=)	<u>459,573</u>

(C) Balance

		<i>Federal Share</i>
(A) Total Funds Available:	(+)	<u>459,573</u>
(B) Total [Programmed]:	(-)	<u>459,573</u>
* Balance:	(=)	<u>0</u>

***BALANCE – Regional Apportionment Funds ONLY:**

- Please Note -
 - funds must be programmed in subsequent year
 - final approval to be determined by the Department
- Request/Letter to carryover funds should include -
 - justification for programming postponement
 - purpose and project plan
 - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAQ, STP or Federalized STIP): Complete Part III (For reference only).

Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.

		<i>Federal Share</i>
(D) Part III. Flex Fund - Total:		<u>0</u>

FUNDING SUMMARY

		<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+)	<u>459,573</u>
(D) Flex Fund - Total:	(+)	<u>0</u>
GRAND TOTAL [Programmed]:	(=)	<u>459,573</u>

Contact Person/Title: David Melko, Senior Transportation Planner Date: 05/24/2017
 Phone Number: 530.823.4090 & dmelko@pctpa.net

Statewide Transportation Improvement Program (STIP) –

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation’s (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

Metropolitan Planning Organizations (MPOs) are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department’s Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department’s Division of Transportation Programming website:

<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>

PART I. Regional Apportionment - Operating Assistance

For all Operating Projects - a complete application MUST be submitted with this POP.

Subrecipient	Project Description	Federal Share (2018 Funds)	Carryover Funds Utilized	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
Placer County DPW	Tahoe Area Regional Transit (TART) Highway 89 & 267 Route Operating Assistance	\$354,842	\$0	\$1,245,158	\$0	\$1,600,000	2018	PCT 10491 Pending Amendment
Placer County DPW	Placer County Transit (PCT) Colfax/Alta Route Operating Assistance	\$24,000	\$0	\$200,000	\$0	\$224,000	2018	PCT 10491 Pending Amendment
City of Auburn	Auburn Transit Operating Assistance	\$80,731	\$0	\$454,677	\$0	\$535,408	2018	PLA25547 09/04/2015
	Operating Assistance Funds Total	\$459,573	\$0	\$1,899,835	\$0	\$2,359,408		

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION
APPROVING PCTPA FY 2016/17 AND FY 2017/18
FEDERAL TRANSIT ADMINISTRATION
SECTION 5311 PROGRAM OF PROJECTS**

RESOLUTION NO. 17-14

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2017 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Vice Chair
Placer County Transportation Planning Agency

Executive Director

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, this designation requires PCTPA to complete a Program of Projects allocating \$449,311 in FY 2016/17 and \$459,573 in FY 2017/18 in FTA Section 5311 funds for transit operating and/or capital assistance in rural areas of Placer County; and

WHEREAS, Placer County Department of Public Works and the City of Auburn are the only transit operators who provide service in the rural areas of PCTPA's jurisdiction; and

WHEREAS, Placer County Department of Public Works and the City of Auburn agree to allocate FTA Section 5311 funds based on a formula of revenue vehicle hours, revenue vehicle miles and ridership.

**NOW THEREFORE, BE IT RESOLVED THAT THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY HEREBY:**

1. Approves the PCTPA FY 2016/17 FTA Section 5311 Program of Projects in the amount of \$449,311 for operating assistance: Placer County = \$370,383 and City of Auburn = \$78,928.
2. Approves the PCTPA FY 2017/18 FTA Section 5311 Program of Projects in the amount of \$459,573 for operating assistance: Placer County = \$378,842 and City of Auburn = \$80,731.
3. Authorizes the Executive Director to submit the PCTPA FY 2016/17 and FY 2017/18 FTA Section 5311 Program of Projects to the California Department of Transportation.

May 24, 2017

Rick Horst, City Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

**SUBJECT: FUNDING AGREEMENT 17-01 BETWEEN THE CITY OF ROCKLIN
AND THE PLACER COUNTY TRANSPORTATION PLANNING
AGENCY FOR THE CITY OF ROCKLIN BUS STOP SAFETY AND
SECURITY IMPROVEMENTS PROJECT**

Dear Mr. Horst:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the City of Rocklin on the Bus Stop Safety and Security Improvements Project.

- 1. Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the City of Rocklin on the Bus Stop Safety and Security Improvements Project. The City of Rocklin Bus Stop Safety and Security Improvements Project will be funded under the Transit System Safety Security and Disaster Response Account (TSSSDRA) included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The City of Rocklin Bus Stop Safety and Security Improvements Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2014/15 is incorporated in this Funding Agreement.
- 2. Term:** City is to commence work immediately and shall be completed no later than March 31, 2018, according to the project schedule / milestones provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2014/15. There are no extensions beyond this date. Any funds remaining unexpended (including interest) thereafter will revert to California Office of Emergency Services.
- 3. Scope of Services:** City will perform the tasks / milestones to manage and install the City of Rocklin Bus Stop Safety and Security Improvements Project provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2014/15.

City of Rocklin Funding Agreement #17-01

May 24, 2017

Page 2

4. **Personnel:** City will provide its own personnel to perform the work specified in the Funding Agreement. City will also provide administrative support, management, and overhead expenses.

5. **Compensation:** For services rendered, the City of Rocklin will receive a sum not to exceed the amount of \$35,100 (plus accrued interest) identified in the City of Rocklin Bus Stop Safety and Security Improvements Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for 2014/15. Upon completion of the project, the City shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

If this Funding Agreement meets with your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to David Melko of my staff at (530) 823-4090.

Celia McAdam, Executive Director Date
Placer County Transportation Planning Agency

Rick Horst, City Manager Date
City of Rocklin

Attachment: City of Rocklin Bus Stop Safety and Security Improvements Project TSSSDRA Grant Application

cc: Dave Palmer, City of Rocklin
Will Garner, Placer County
David Melko, PCTPA

Investment Justification Template

A. Investment Heading	
Date Submitted	November 18, 2016
Grant Year Applying For	2014/2015
County of Allocation	Placer
Agency Name	Lead Agency: Placer County Transportation Planning Agency (PCTPA) Implementing Agency: City of Rocklin
Investment Name	City of Rocklin Bus Stop Safety and Security Improvements
Investment Phase	Phase 1
Amount Requesting	\$35,100
FIPS Number	061-91059
Number of Projects	1

B. Contact Information	
<p>Point of contact's (POC) name and title: Lead Agency: David Melko, Senior Transportation Planner PCTPA 299 Nevada St. , Auburn, CA. 95603 530-823-4030 dmelko@pctpa.net</p> <p>Implementing Agency: David Palmer, City Engineer City Of Rocklin 4180 Alvis Ct, Rocklin, CA.95677 916-625-5118 dave.palmer@rocklin.ca.us</p>	<p>Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award:</p> <p>Authorizing Official (AA) name and title: Celia McAdam, Executive Director PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 emcadam@pctpa.net</p>

C. Investment Funding plan			
Investment YEAR_2011/2012	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning	5,000		
Equipment	20,000		
Construction	10,100		
Total	35,100		

****NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS: *Placer County Transportation Planning Agency (PCTPA) 061-91059*

Letter and Project Title: *City of Rocklin Bus Stop Safety and Security Improvements*

D. Provide a brief description for this investment.

This project will focus on safety and security improvements for bus stops along Sunset Boulevard, Pacific Street, and/or Granite Drive corridors by providing shelters, benches and lighting for bus passengers using Placer County Transit.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

This project will involve the construction of bus shelters, benches and lighting along the identified street corridors.

F. Describe how the investment will achieve the safety, security, or emergency response benefit.

Currently the bus stop passengers do not have shelters, benches or lighting. This requires passengers to wait in the dark at certain times. Because of the long waiting time between bus routes, this increases potential safety and security risks for the passengers waiting to use the system. By providing lighted bus shelters, visibility of the area improves and increases the security comfort of the passengers. Visibility makes it less susceptible for criminal activity.

G. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

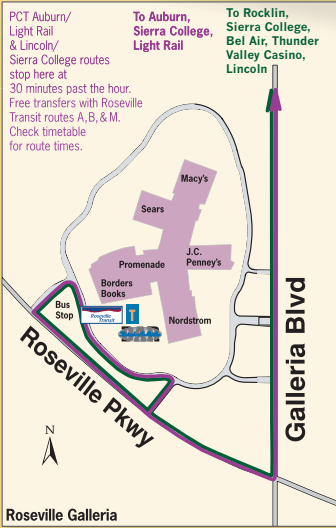
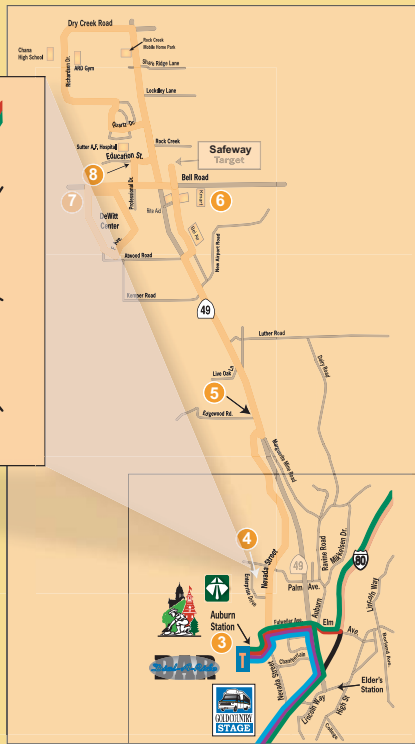
The facilities installed under this program will have a useful life of at least 15 years. This includes bus passenger shelters, benches and lighting.

H. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions, purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Milestone 1: July 2017 - Purchase passenger shelters.

Milestone 2: August 2017 - Install passenger shelters.

PLACER COUNTY TRANSIT SYSTEM



"We're Going Your Way"

- Transfer Center
- Roseville
- Auburn
- Dial-A-Ride
- Regional Transit
- Regional Transit Light Rail Station
- Gold Country Stage
- Placer Commuter Express

Key to Destinations

- 1 Colfax Amtrak
- 2 Clipper Gap Park 'n Ride
- 3 Auburn Station
- 4 Auburn Post Office
- 5 Social Security Office
- 6 Plaza Dr.
- 7 DeWitt Center (County Offices)
- 8 Sutter Auburn Faith Hospital
- 9 Penryn Park 'n Ride
- 10 Loomis Station
- 11 Sierra College
- 12 Rocklin Station
- 13 Galleria
- 14 Roseville Park 'n Ride
- 15 Louis Ln & Orlando
- 16 Sacramento Light Rail
- 17 Granite Drive
- 18 Kmart
- 19 SoWhitney & Lincoln
- 20 Sunset & Pebble Creek
- 21 Thunder Valley Casino
- 22 Lincoln - 3rd & F St.

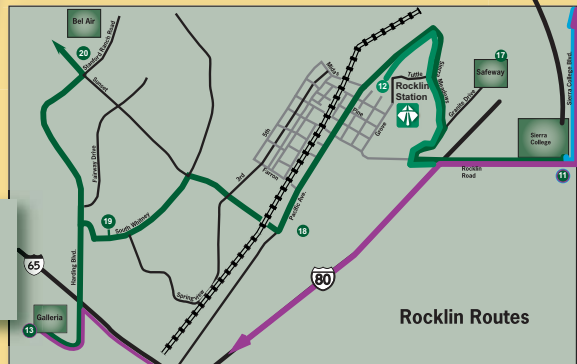
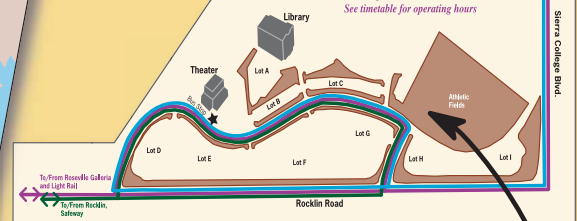
Legend - PCT Routes

- Placer Commuter Express
- Auburn to Light Rail
- Highway 49
- Lincoln/Sierra College
- Alta/Colfax
- Taylor Road Shuttle
- Dial-A-Ride Service Areas



PCT Bus Stop at Sierra College
 Taylor Road Shuttle arrives from Auburn/Newcastle/Penryn/Loomis at :15
 Departures to Loomis/Penryn/Newcastle/Auburn at :45
 All Transfers are Free
 Call (916) 788-2342 (788-DIAL)

Auburn / Light Rail bus:
 To Auburn - departs at :40
 From Auburn - arrives at :17
 To Galleria/Light Rail - departs at :17
 From Light Rail/Galleria - arrives at :40
 See timetable for operating hours



This bus runs a continuous route from Lincoln to Sierra College

Watt Ave./I-80 Sacramento Regional Transit
 LRT (Light Rail)

May 24, 2017

Joan Phillipe, Interim Town Manager
Town of Loomis
3665 Taylor Road
Loomis, CA 95650

**SUBJECT: FUNDING AGREEMENT 17-01 BETWEEN THE TOWN OF LOOMIS
AND THE PLACER COUNTY TRANSPORTATION PLANNING
AGENCY FOR THE TOWN OF LOOMIS TRANSIT IMPROVEMENT
PROJECT**

Dear Ms. Phillipe:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the Town of Loomis for the Transit Improvement Project.

1. **Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the Town of Loomis for the Transit Improvement Project. The Town of Loomis Transit Improvement Project will be funded under the Transit System Safety Security and Disaster Response Account (TSSSDRA) included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The Town of Loomis Transit Improvement Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2014/15 is incorporated in this Funding Agreement.
1. **Term:** Town is to commence work immediately and shall be completed according to the project schedule / milestones provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2014/15, with project completion no later than March 31, 2018. There are no extensions beyond this date. Any funds remaining unexpended (including interest) thereafter will revert to California Office of Emergency Services.
2. **Scope of Services:** Town will perform the tasks / milestones to manage and install the Town of Loomis Transit Improvement Project provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2014/15.

Town of Loomis Funding Agreement #17-01

May 24, 2014

Page 2

3. **Personnel:** Town will provide its own personnel to perform the work specified in the Funding Agreement. Town will also provide administrative support, management, and overhead expenses.

4. **Compensation:** For services rendered, the Town of Loomis will receive a sum not to exceed the amount of \$3,887 (plus accrued interest) identified in the Town of Loomis Transit Improvement Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2014/15. Upon completion of the project, the Town shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

If this Funding Agreement meets with your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to David Melko of my staff at (530) 823-4090.

Celia McAdam, Executive Director Date
Placer County Transportation Planning Agency

Joan Phillipe, Interim Town Manager Date
Town of Loomis

Attachment: Town of Loomis Transit Improvement Project FY 2014/15 TSSSDRA Grant Application

C: Britton Snipes, Town Engineer and Director of Public Works, Town of Loomis
Will Garner, Transit Manager, Placer County
David Melko, PCTPA

Investment Justification Template

A. Investment Heading	
Date Submitted	November 8, 2016
Grant Year Applying For	2014/15
County of Allocation	Placer
Agency Name	Lead Agency: Placer County Transportation Planning Agency (PCTPA) Implementing Agency: Town of Loomis
Investment Name	Loomis Transit Improvement Project #1
Investment Phase	2014/15
Amount Requesting	\$3,887
FIPS Number	061-91059
Number of Projects	1

B. Contact Information	
Point of contact's (POC) name and title; Lead Agency: David Melko, Senior Transportation Planner, PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 dmelko@pctpa.net Implementing Agency: Town of Loomis Britton Snipes, Town Engineer 3665 Taylor Road, Loomis, CA 95678 916-652-1840 bsnipes@loomis.ca.gov	Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award Authorized Agent (AA) name and title; Celia McAdam, Executive Director, FAICP PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 cmcadam@pctpa.net

C. Investment Funding plan			
Investment YEAR_2013/14	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning			
Equipment	\$3,887		\$3,887
Construction			
Total	\$3,887		\$3,887

****NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS: Placer County Transportation Planning Agency (PCTPA) 061-91059
Letter and Project Title: Loomis Transit Improvement Project #1

D. Provide a brief description for this investment.

This investment of \$3,887 is to improve safety and security at the existing Town of Loomis Depot Park & Ride Facility. The funds will be used to provide additional lighting and security cameras.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The installation of additional lighting and security cameras is a capital project proposed to enhance the public's sense of safety and security at the transit facility.

F. Describe how the investment will achieve the safety, security, or emergency response benefit.

The Placer County Transit (PCT) service in the Loomis area runs hourly, requiring a relatively long wait between bus routes. Providing additional lighting and security cameras at the Town's Depot Park & Ride Facility will provide a visible monitoring location thereby increasing the security comfort of the passenger. The visibility of the bus stop makes it less susceptible for criminal activity. Also the perception of a "soft" system is lessened because it demonstrates that there is a regional effort to improve the safety and security of the Placer County Transit system.

G. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

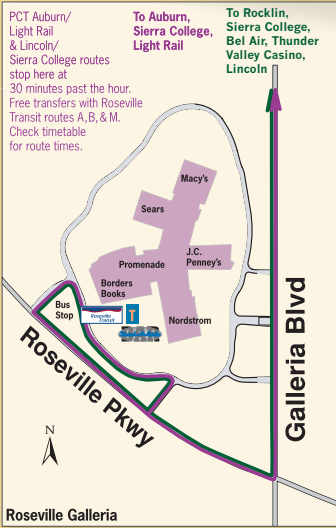
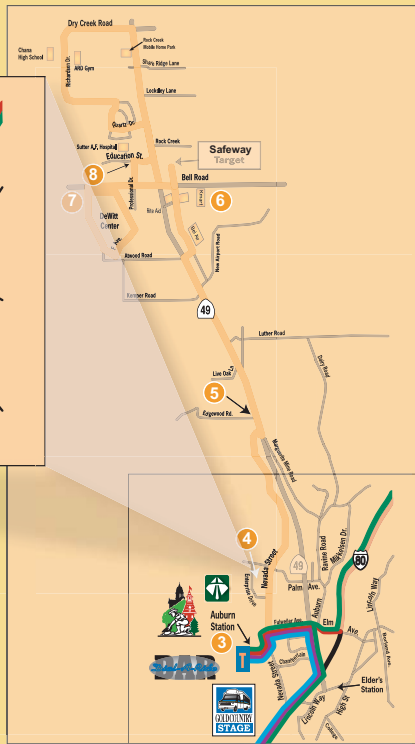
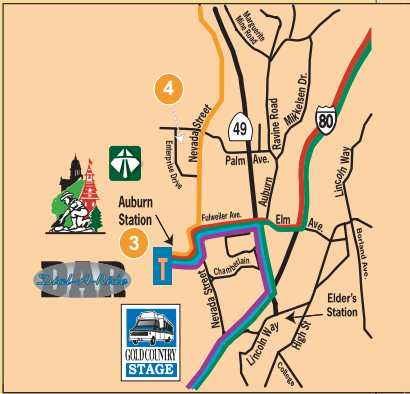
The additional lighting and security cameras installed under this program will have a useful life of 15 to 20 years.

H. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Construction Schedule

- | | |
|--------------------------------------|-----------------------|
| • Award Purchase | April 2017 |
| • Construction/Installation/Purchase | June – September 2017 |
| • Project Close-Out | November 2017 |
| • Project Complete | December 2017 |

PLACER COUNTY TRANSIT SYSTEM



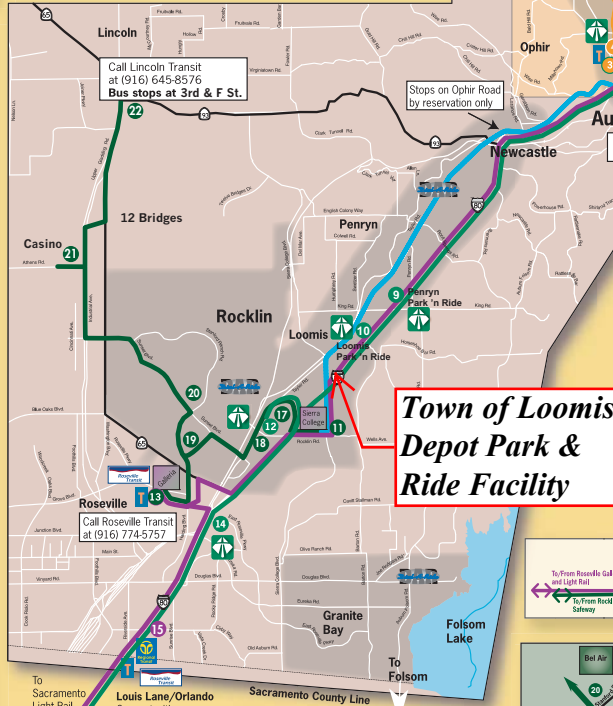
- Transfer Center
- Roseville
- Auburn Transit
- Dial-A-Ride
- Regional Transit
- Regional Transit Light Rail Station
- Gold Country Stage
- Placer Commuter Express

Key to Destinations

- 1 Colfax Amtrak
- 2 Clipper Gap Park 'n Ride
- 3 Auburn Station
- 4 Auburn Post Office
- 5 Social Security Office
- 6 Plaza Dr.
- 7 DeWitt Center (County Offices)
- 8 Sutter Auburn Faith Hospital
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- 15 Louis Ln & Orlando
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- 17 Granite Drive
- 18 Kmart
- 19 SoWhitney & Lincoln
- 20 Sunset & Pebble Creek
- 21 Thunder Valley Casino
- 22 Lincoln - 3rd & F St.

Legend - PCT Routes

- Placer Commuter Express
- Auburn to Light Rail
- Highway 49
- Lincoln/Sierra College
- Alta/Colfax
- Taylor Road Shuttle
- Dial-A-Ride Service Areas



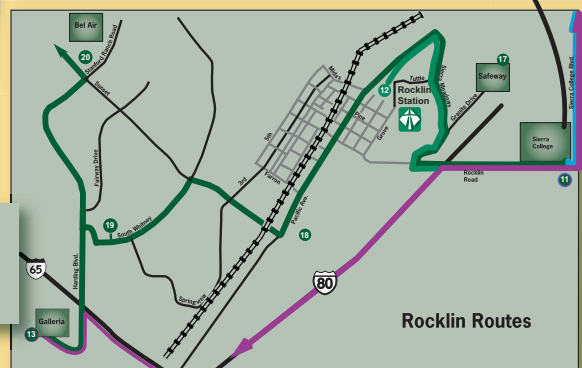
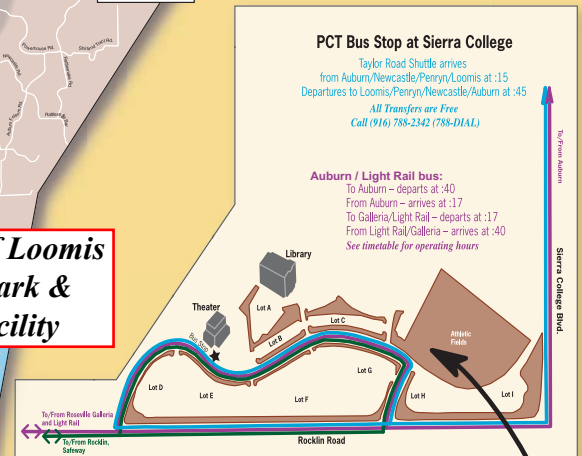
Town of Loomis Depot Park & Ride Facility

"We're Going Your Way"

PCT Bus Stop at Sierra College

Taylor Road Shuttle arrives from Auburn/Newcastle/Penryn/Loomis at :15
 Departures to Loomis/Penryn/Newcastle/Auburn at :45
 All Transfers are Free
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Auburn / Light Rail bus:
 To Auburn - departs at :40
 From Auburn - arrives at :17
 To Galleria/Light Rail - departs at :17
 From Light Rail/Galleria - arrives at :40
 See timetable for operating hours



This bus runs a continuous route from Lincoln to Sierra College

Watt Ave./I-80 Sacramento Regional Transit
 LRT (Light Rail)

May 24, 2017

Rick Horst, City Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

**SUBJECT: FUNDING AGREEMENT 17-02 BETWEEN THE CITY OF ROCKLIN
AND THE PLACER COUNTY TRANSPORTATION PLANNING
AGENCY FOR THE CITY OF ROCKLIN MULTIMODAL STATION
SECURITY AND FENCING PROJECT**

Dear Mr. Horst:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the City of Rocklin on the Rocklin Multimodal Station Security and Fencing Project.

- 1. Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the City of Rocklin on the Rocklin Multimodal Station Security and Fencing Project. The City of Rocklin Multimodal Station Security and Fencing Project will be funded under the Transit System Safety Security and Disaster Response Account (TSSSDRA) included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The City of Rocklin Multimodal Station Security and Fencing Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16 is incorporated in this Funding Agreement.
- 2. Term:** City is to commence work immediately and shall be completed no later than March 31, 2019, according to the project schedule / milestones provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16. There are no extensions beyond this date. Any funds remaining unexpended (including interest) thereafter will revert to California Office of Emergency Services.
- 3. Scope of Services:** City will perform the tasks / milestones to manage and install the City of Rocklin Multimodal Station Security and Fencing Project provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16.

City of Rocklin Funding Agreement #17-02

May 24, 2017

Page 2

4. **Personnel:** City will provide its own personnel to perform the work specified in the Funding Agreement. City will also provide administrative support, management, and overhead expenses.

5. **Compensation:** For services rendered, the City of Rocklin will receive a sum not to exceed the amount of \$35,120 (plus accrued interest) identified in the City of Rocklin Multimodal Station Security and Fencing Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for 2015/16. Upon completion of the project, the City shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

If this Funding Agreement meets with your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to David Melko of my staff at (530) 823-4090.

Celia McAdam, Executive Director Date
Placer County Transportation Planning Agency

Rick Horst, City Manager Date
City of Rocklin

Attachment: City of Rocklin Multimodal Station Security and Fencing Project TSSSDRA Grant Application

cc: Dave Palmer, City of Rocklin
Will Garner, Placer County
David Melko, PCTPA

Investment Justification Template

A. Investment Heading	
Date Submitted	December 19, 2016
Grant Year Applying For	2015/2016
County of Allocation	Placer
Agency Name	Lead Agency: Placer County Transportation Planning Agency (PCTPA) Implementing Agency: City of Rocklin
Investment Name	City of Rocklin Multimodal Station Security/Safety Fencing
Investment Phase	Phase 1
Amount Requesting	\$35,120
FIPS Number	061-91059
Number of Projects	1

B. Contact Information	
<p>Point of contact's (POC) name and title: Lead Agency: David Melko, Senior Transportation Planner PCTPA 299 Nevada St. , Auburn, CA. 95603 530-823-4030 dmelko@pctpa.net</p> <p>Implementing Agency: David Palmer, City Engineer City Of Rocklin 4180 Alvis Ct, Rocklin, CA.95677 916-625-5118 dave.palmer@rocklin.ca.us</p>	<p>Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award:</p> <p>Authorizing Official (AA) name and title: Celia McAdam, Executive Director PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 emcadam@pctpa.net</p>

C. Investment Funding plan			
Investment YEAR_2011/2012	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning	5,000		
Equipment			
Construction	30,120		
Total	35,120		

****NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS: *Placer County Transportation Planning Agency (PCTPA) 061-91059*

Letter and Project Title: *City of Rocklin Multimodal Station Security Fencing*

D. Provide a brief description for this investment.

Previous programs have provided funding to improve safety and security at the Multimodal Station in the City Of Rocklin. This project will focus on further safety and security improvements at the Multimodal Station by providing tubular steel security/safety fencing between the westbound and eastbound railroad tracks.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

This project will involve the construction of tubular steel security/safety fencing between the westbound and eastbound UPRR tracks.

F. Describe how the investment will achieve the safety, security, or emergency response benefit.

Currently, Capitol Corridor train passengers can cross over the UPRR railroad tracks going to and from the Multimodal Station. This increases safety risks for train passengers. By providing security/safety fencing between the tracks, passengers will be required to use the designated at-grade pedestrian crossing at Rocklin Road next to the crossing gates.

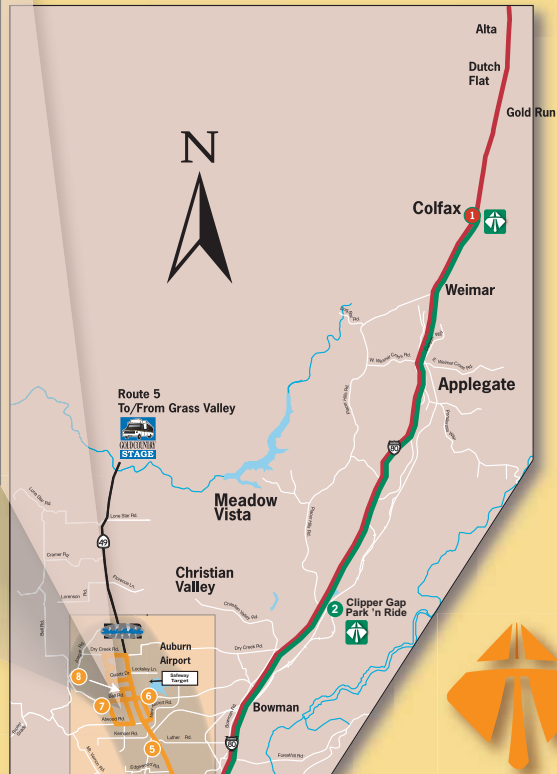
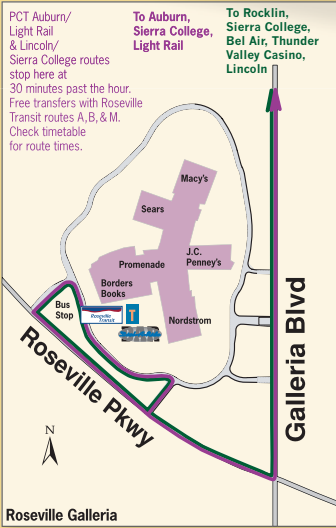
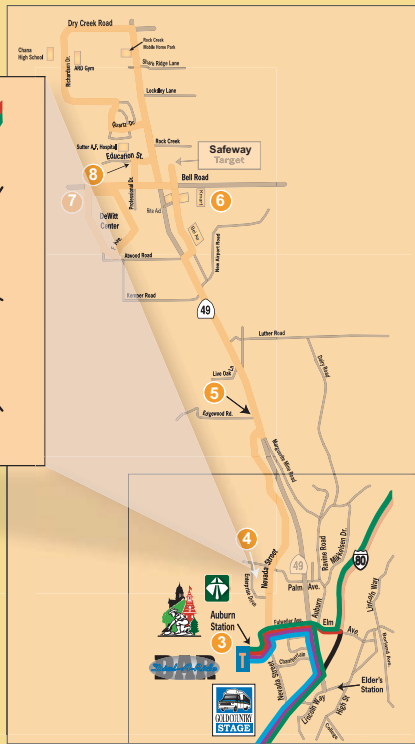
G. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

The tubular steel security/safety fencing installed under this project will have a useful life of at least 20 years.

H. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions, purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Milestone 1: July 2017- Install security/safety fencing between the westbound and eastbound UPRR tracks.

PLACER COUNTY TRANSIT SYSTEM



"We're Going Your Way"

- Transfer Center
- Roseville
- Auburn
- Dial-A-Ride
- Regional Transit
- Regional Transit Light Rail Station
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- Placer Commuter Express

Key to Destinations

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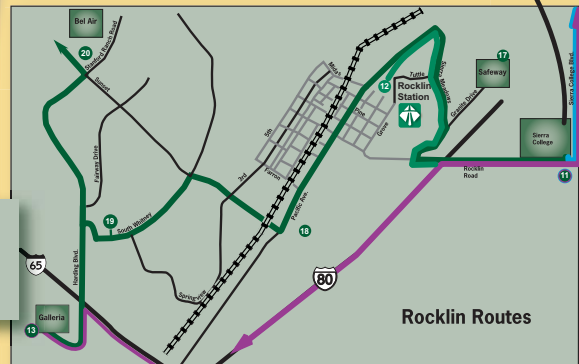
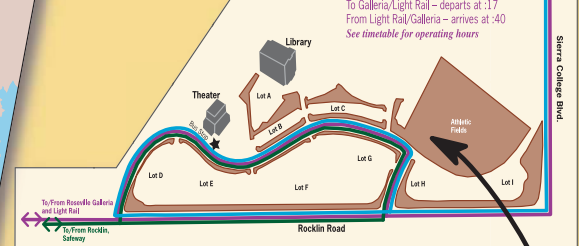
Legend - PCT Routes

- Placer Commuter Express
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- Taylor Road Shuttle
- Dial-A-Ride Service Areas



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 Taylor Road Shuttle arrives from Auburn/Newcastle/Penryn/Loomis at :15
 Departures to Loomis/Penryn/Newcastle/Auburn at :45
 All Transfers are Free
 Call (916) 788-2342 (788-DIAL)

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 From Auburn - arrives at :17
 To Galleria/Light Rail - departs at :17
 From Light Rail/Galleria - arrives at :40
 See timetable for operating hours



This bus runs a continuous route from Lincoln to Sierra College

Watt Ave./I-80 Sacramento Regional Transit
 LRT (Light Rail)

May 24, 2017

Joan Phillipe, Interim Town Manager
Town of Loomis
3665 Taylor Road
Loomis, CA 95650

**SUBJECT: FUNDING AGREEMENT 17-02 BETWEEN THE TOWN OF LOOMIS
AND THE PLACER COUNTY TRANSPORTATION PLANNING
AGENCY FOR THE TOWN OF LOOMIS TRANSIT IMPROVEMENT
PROJECT**

Dear Ms. Phillipe:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the Town of Loomis for the Transit Improvement Project.

1. **Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the Town of Loomis for the Transit Improvement Project. The Town of Loomis Transit Improvement Project will be funded under the Transit System Safety Security and Disaster Response Account (TSSSDRA) included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The Town of Loomis Transit Improvement Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16 is incorporated in this Funding Agreement.
1. **Term:** Town is to commence work immediately and shall be completed according to the project schedule / milestones provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16, with project completion no later than March 31, 2019. There are no extensions beyond this date. Any funds remaining unexpended (including interest) thereafter will revert to California Office of Emergency Services.
2. **Scope of Services:** Town will perform the tasks / milestones to manage and install the Town of Loomis Transit Improvement Project provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16.

Town of Loomis Funding Agreement #17-02

May 24, 2014

Page 2

3. **Personnel:** Town will provide its own personnel to perform the work specified in the Funding Agreement. Town will also provide administrative support, management, and overhead expenses.

4. **Compensation:** For services rendered, the Town of Loomis will receive a sum not to exceed the amount of \$3,860 (plus accrued interest) identified in the Town of Loomis Transit Improvement Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16. Upon completion of the project, the Town shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

If this Funding Agreement meets with your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to David Melko of my staff at (530) 823-4090.

Celia McAdam, Executive Director Date
Placer County Transportation Planning Agency

Joan Phillipe, Interim Town Manager Date
Town of Loomis

Attachment: Town of Loomis Transit Improvement Project FY 2015/16 TSSSDRA Grant Application

C: Britton Snipes, Town Engineer and Director of Public Works, Town of Loomis
Will Garner, Transit Manager, Placer County
David Melko, PCTPA

Investment Justification Template

A. Investment Heading	
Date Submitted	November 8, 2016
Grant Year Applying For	2015/16
County of Allocation	Placer
Agency Name	Lead Agency: Placer County Transportation Planning Agency (PCTPA) Implementing Agency: Town of Loomis
Investment Name	Loomis Transit Improvement Project #2
Investment Phase	2015/16
Amount Requesting	\$3,860
FIPS Number	061-91059
Number of Projects	1

B. Contact Information	
Point of contact's (POC) name and title; Lead Agency: David Melko, Senior Transportation Planner, PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 dmelko@pctpa.net Implementing Agency: Town of Loomis Britton Snipes, Town Engineer 3665 Taylor Road, Loomis, CA 95678 916-652-1840 bsnipes@loomis.ca.gov	Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award Authorized Agent (AA) name and title; Celia McAdam, Executive Director, FAICP PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 cmcadam@pctpa.net

C. Investment Funding plan			
Investment YEAR_2013/14	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning			
Equipment	\$3,860		\$3,860
Construction			
Total	\$3,860		\$3,860

****NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS: Placer County Transportation Planning Agency (PCTPA) 061-91059
Letter and Project Title: Loomis Transit Improvement Project #2

D. Provide a brief description for this investment.

This investment of \$3,860 is to improve safety and security at the existing Town of Loomis Depot Park & Ride Facility. The funds will be used to provide additional lighting and security cameras.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The installation of additional lighting and security cameras is a capital project proposed to enhance the public's sense of safety and security at the transit facility.

F. Describe how the investment will achieve the safety, security, or emergency response benefit.

The Placer County Transit (PCT) service in the Loomis area runs hourly, requiring a relatively long wait between bus routes. Providing additional lighting and security cameras at the Town's Depot Park & Ride Facility will provide a visible monitoring location thereby increasing the security comfort of the passenger. The visibility of the bus stop makes it less susceptible for criminal activity. Also the perception of a "soft" system is lessened because it demonstrates that there is a regional effort to improve the safety and security of the Placer County Transit system.

G. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

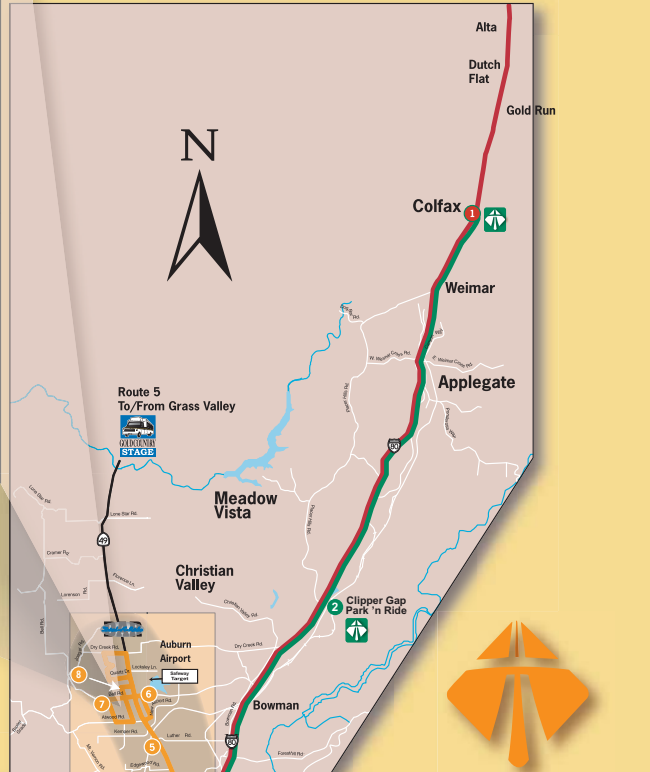
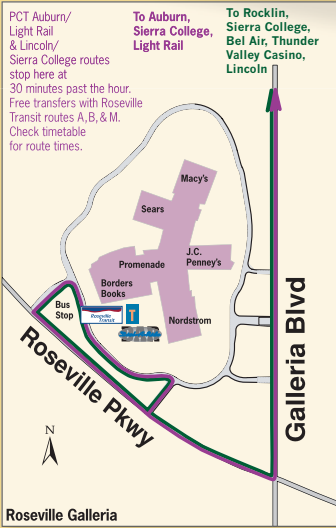
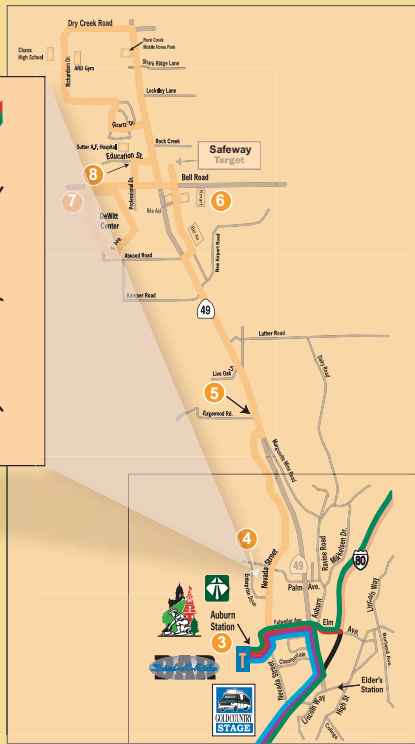
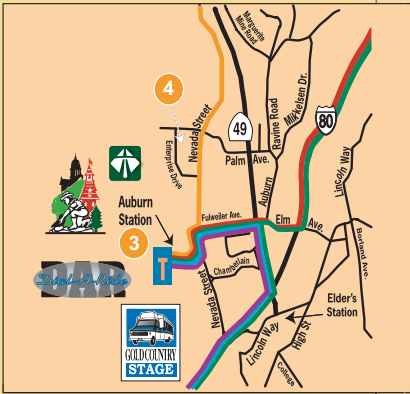
The additional lighting and security cameras installed under this program will have a useful life of 15 to 20 years.

H. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Construction Schedule

- | | |
|--------------------------------------|-----------------------|
| • Award Purchase | April 2017 |
| • Construction/Installation/Purchase | June – September 2017 |
| • Project Close-Out | November 2017 |
| • Project Complete | December 2017 |

PLACER COUNTY TRANSIT SYSTEM

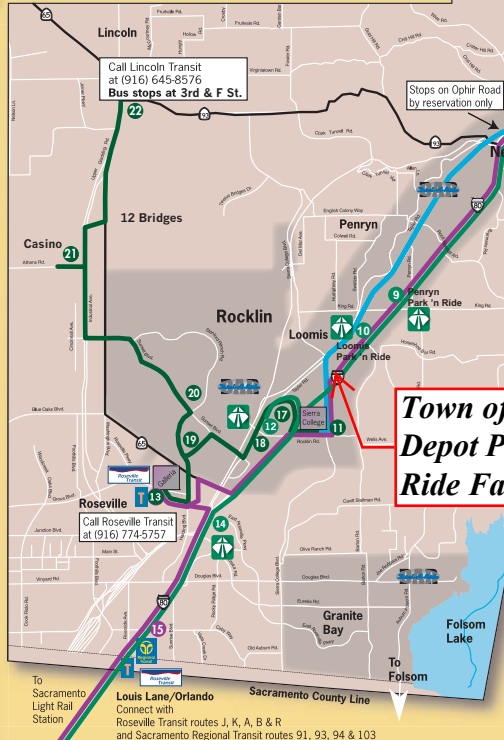


"We're Going Your Way"

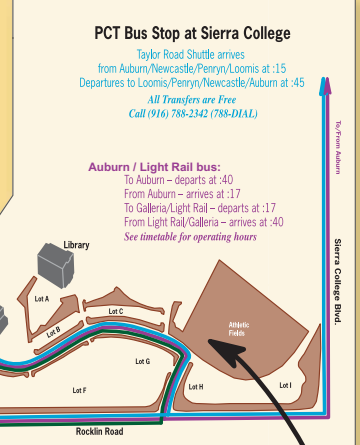
- Transfer Center
- Roseville
- Auburn
- Dial-A-Ride
- Regional Transit
- Regional Transit Light Rail Station
- Gold Country Stage
- Placer Commuter Express

- Key to Destinations**
- 1 Colfax Amtrak
 - 2 Clipper Gap Park 'n Ride
 - 3 Auburn Station
 - 4 Auburn Post Office
 - 5 Social Security Office
 - 6 Plaza Dr.
 - 7 DeWitt Center (County Offices)
 - 8 Sutter Auburn Faith Hospital
 - 9 Penryn Park 'n Ride
 - 10 Loomis Station
 - 11 Sierra College
 - 12 Rocklin Station
 - 13 Galleria
 - 14 Roseville Park 'n Ride
 - 15 Louis Ln & Orlando
 - 16 Sacramento Light Rail
 - 17 Granite Drive
 - 18 Kmart
 - 19 SoWhitney & Lincoln
 - 20 Sunset & Pebble Creek
 - 21 Thunder Valley Casino
 - 22 Lincoln - 3rd & F St.

- Legend - PCT Routes**
- Placer Commuter Express
 - Auburn to Light Rail
 - Highway 49
 - Lincoln/Sierra College
 - Alta/Colfax
 - Taylor Road Shuttle
 - Dial-A-Ride Service Areas



Town of Loomis Depot Park & Ride Facility

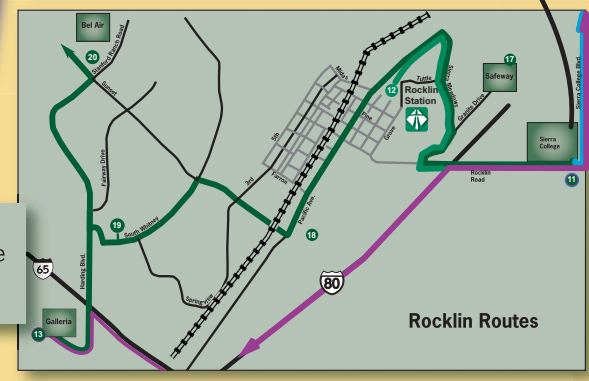


PCT Bus Stop at Sierra College
Taylor Road Shuttle arrives from Auburn/Newcastle/Penryn/Loomis at :15. Departures to Loomis/Penryn/Newcastle/Auburn at :45. All Transfers are Free. Call (916) 788-2342 (788-DIAL).

Auburn / Light Rail bus:
To Auburn - departs at :40
From Auburn - arrives at :17
To Galleria/Light Rail - departs at :17
From Light Rail/Galleria - arrives at :40
See timetable for operating hours



This bus runs a continuous route from Lincoln to Sierra College



Rocklin Routes

Watt Ave./I-80 Sacramento Regional Transit
LRT (Light Rail)

May 24, 2017

John Schempf, City Manager
City of Colfax
City Hall
33 South Main Street
Colfax, CA 95713

**SUBJECT: FUNDING AGREEMENT 17-01 BETWEEN THE CITY OF COLFAX
AND THE PLACER COUNTY TRANSPORTATION PLANNING
AGENCY FOR THE COLFAX MULTIMODAL STATION SECURITY
PROJECT**

Dear Mr. Schempf:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the City of Colfax for the Colfax Multimodal Station Security Project.

1. **Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the City of Colfax for the Colfax Multimodal Station Security Project. The Colfax Multimodal Station Security Project will be funded under the Transit System Safety Security and Disaster Response Account (TSSSDRA) included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The Colfax Multimodal Station Security Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16 is incorporated in this Funding Agreement.
1. **Term:** City is to commence work immediately and shall be completed according to the project schedule / milestones provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16, with project completion no later than March 31, 2019. There are no extensions beyond this date. Any funds remaining unexpended (including interest) thereafter will revert to California Office of Emergency Services.
2. **Scope of Services:** City will perform the tasks / milestones to manage and install the Colfax Multimodal Station Security Project provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16.

City of Colfax Funding Agreement #17-01

May 24, 2014

Page 2

3. **Personnel:** City will provide its own personnel to perform the work specified in the Funding Agreement. City will also provide administrative support, management, and overhead expenses.

4. **Compensation:** For services rendered, the City of Colfax will receive a sum not to exceed the amount of \$1,162 (plus accrued interest) identified in the Colfax Multimodal Station Security Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2015/16. Upon completion of the project, the City shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

If this Funding Agreement meets with your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to David Melko of my staff at (530) 823-4090.

Celia McAdam, Executive Director Date
Placer County Transportation Planning Agency

John Schempf, Town Manager Date
City of Colfax

Attachment: City of Colfax Multimodal Station Security Project FY 2015/16 TSSSDRA Grant Application

C: Wes Heathcock, Community Services Director, City of Colfax
Will Garner, Transit Manager, Placer County
David Melko, PCTPA

Investment Justification Template

A. Investment Heading	
Date Submitted	February 27, 2017
Grant Year Applying For	2015/16
County of Allocation	Placer
Agency Name	Lead Agency: Placer County Transportation Planning Agency (PCTPA) Implementing Agency: City of Colfax
Investment Name	Colfax Multimodal Station Security Camera Project #1
Investment Phase	2015/16
Amount Requesting	\$1,162
FIPS Number	061-91059
Number of Projects	1

B. Contact Information	
Point of contact's (POC) name and title; Lead Agency: David Melko, Senior Transportation Planner, PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 dmelko@pctpa.net Implementing Agency: City of Colfax Wes Heathcock, Community Services Director P.O. Box 702 Colfax, CA 95713 530-346-2313 Wes.Heathcock@Colfax-CA.gov	Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award Authorized Agent (AA) name and title; Celia McAdam, Executive Director, FAICP PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 cmcadam@pctpa.net

C. Investment Funding plan			
Investment YEAR_2013/14	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning			
Equipment	\$1,162		\$1,162
Construction			
Total	\$1,162		\$1,162

****NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS: Placer County Transportation Planning Agency (PCTPA) 061-91059
Letter and Project Title: Colfax Multimodal Station Security Camera Project #1

D. Provide a brief description for this investment.

This investment of \$1,162 is to improve safety and security at the existing City of Colfax Multimodal Station. The funds will be used to provide additional security cameras and associated radio transmitters for offsite recording of video.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The installation of additional security cameras and associated radio transmitters is a capital project proposed to enhance the public's sense of safety and security at the transit facility.

F. Describe how the investment will achieve the safety, security, or emergency response benefit.

The Placer Commuter Express (PCE) service in the City of Colfax provides three morning/evening trips on an hourly frequency, requiring a relatively long wait between bus routes. Placer County Transit (PCT) Colfax/Alta service also operates two trips per day, mid-morning and mid-afternoon. Providing additional security cameras and associated radio transmitters at the City's Multimodal Station will provide a visible monitoring location thereby increasing the security comfort of transit passengers. The visibility of the bus stop makes it less susceptible for criminal activity. Also the perception of a "soft" system is lessened because it demonstrates that there is a regional effort to improve the safety and security of the Placer County Transit system.

G. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

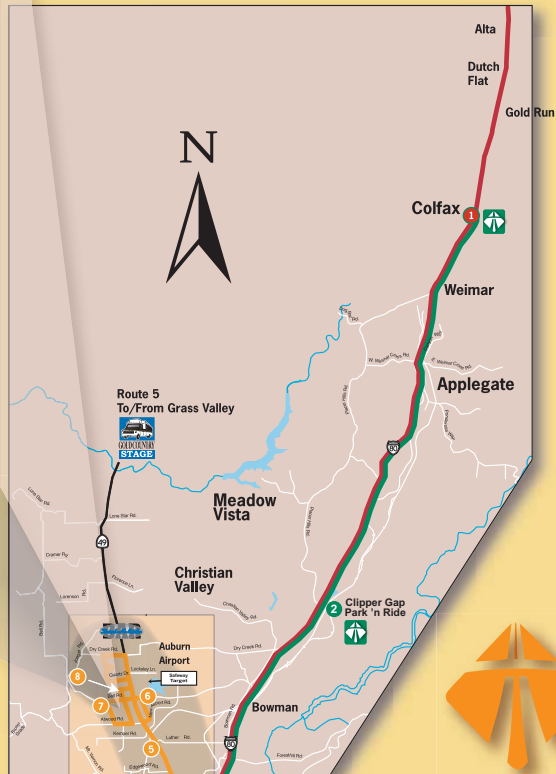
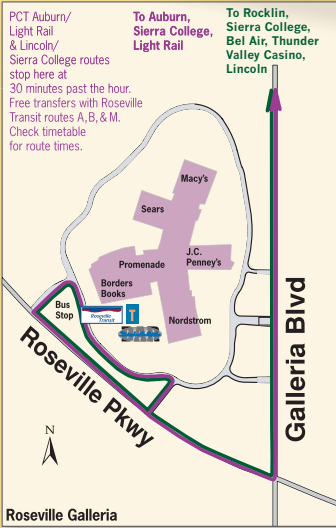
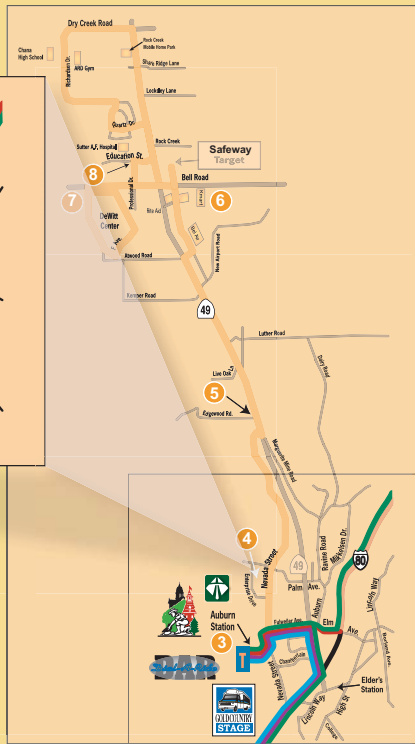
The additional security cameras and associated radio transmitters installed under this program will have a useful life of 15 to 20 years.

H. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Construction Schedule

- *Award Purchase* *May 2017*
- *Construction/Installation/Purchase* *July – October 2017*
- *Project Close-Out* *November 2017*
- *Project Complete* *December 2017*

PLACER COUNTY TRANSIT SYSTEM



- Transfer Center
- Roseville
- Auburn
- Dial-A-Ride
- Regional Transit
- Regional Transit Light Rail Station
- Gold Country Stage
- Placer Commuter Express

- Key to Destinations**
- 1 Colfax Amtrak
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 - 19 SoWhitney & Lincoln
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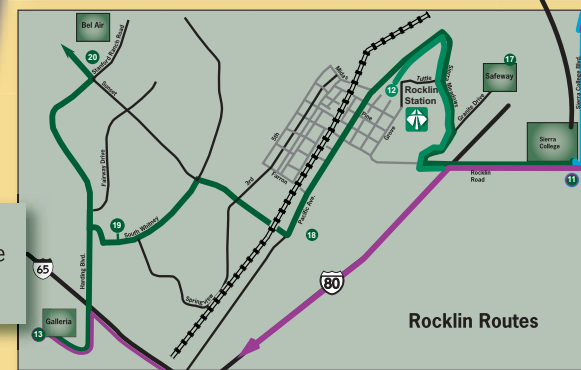
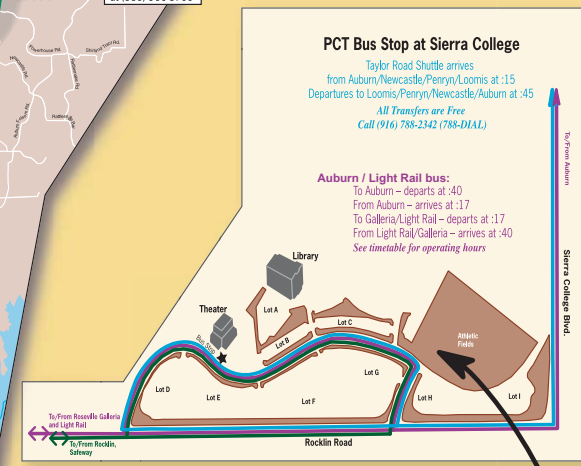
- Legend - PCT Routes**
- Placer Commuter Express
 - Auburn to Light Rail
 - Highway 49
 - Lincoln/Sierra College
 - Alta/Colfax
 - Taylor Road Shuttle
 - Dial-A-Ride Service Areas

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 See timetable for operating hours



This bus runs a continuous route from Lincoln to Sierra College

Watt Ave./I-80 Sacramento Regional Transit
 LRT (Light Rail)



Placer County Transportation
Planning Agency

Travel Policy and Procedures

Date Adopted: May 24, 2017

PLACER COUNTY TRANSPORTATION PLANNING AGENCY TRAVEL POLICY AND PROCEDURES

TRAVEL EXPENSES

This document is intended to establish the policy and procedure for the approval and reimbursement of employee travel, including attendance at meetings, training, seminars or conferences and provide guidelines for Board members and employees who have been approved to travel on behalf of Placer County Transportation Planning Agency (PCTPA).

It is desirable and beneficial to PCTPA and its constituents to have Board members and employees participate in state and national activities, training, and conferences related to PCTPA's subject matter jurisdiction.

1. Overnight Travel Request and Permission

- 1.1 Board members and employees must fill out an Overnight Travel Request and Permission form prior to traveling overnight on PCTPA business. The project work element, purpose of travel, and trip budget must be filled in on the form. The form must be approved by the Executive Director prior to the time of travel.
- 1.2 The Executive Director must fill out an Overnight Travel Request and Permission form prior to traveling overnight on PCTPA business. The project code, purpose of travel, and trip budget must be filled in on the form. The form must be approved by the PCTPA Board Chairperson prior to the time of travel.
- 1.3 The expense report must document that expenses meet existing PCTPA policy. All documents related to reimbursable expenditures are public records subject to disclosure under state and federal law.
- 1.4 Penalties for falsifying expense reports include, but are not limited to the following:
 - 1.4.1 Loss of reimbursement privileges
 - 1.4.2 Restitution to PCTPA
 - 1.4.3 Civil penalties for misuse of public resources
 - 1.4.4 Prosecution for misuse of public funds
 - 1.4.5 Disciplinary action for employees

2. Overnight Travel Expense Reimbursement

- 2.1 The Travel Expense form must be used by Board members and employees to record actual trip expenses. The report should be completed within thirty days from the return date. For Board members and employees, the actual expenses must be approved by Executive Director. The form should then be forwarded to the Fiscal/Administrative Officer for processing, with a personal check attached for any funds due to PCTPA. Failure to submit expense reports within the required time frame may result in the traveler not being reimbursed or collection action being taken if money is owed to PCTPA.
- 2.2 All expenses should be itemized, including items PCTPA may have paid for in advance so that that the report provides a complete record of expenses. It is the traveler's responsibility to submit a completed report in order to receive prompt reimbursement.

- 2.3 Receipts for expenditures must be attached to the expense report for all expenses where a receipt is practicably attainable. A receipt is mandatory for all expenses in excess of \$10 unless a written satisfactory explanation is provided. Such written explanations are subject to approval by the Fiscal/Administrative Officer.
- 2.4 Travel advances may be requested. Any travel advance shall not exceed the total estimated amount of the trip, minus any items prepaid by PCTPA, such as airfare and registration.
- 2.5 Employees will be reimbursed for reasonable travel expenses up to the reimbursement amounts established by the California Human Resources for non-exempt/excluded employees when such travel is authorized for state or federal reimbursement. The expenditure guidelines established in IRS Bulletin for Special Per Diem Rates should be observed as upper limits for reimbursement of non-state or federal funded travel, unless the circumstances dictate otherwise and the expense is approved by the Executive Director.
- 2.5.1 Air Travel – Air travel is to be coach class for the most direct route. Travelers are encouraged to book at least 14 to 21 days in advance to qualify for the lowest airfares. PCTPA will cover the cost if it is more cost-effective (i.e., difference in airfare as compared to the additional cost for hotel and meals) to include a Saturday stay. Travelers should consider this option, when practical.
- 2.5.2 Personal Auto Use – In the event that a private auto is used for the trip, mileage shall be paid at the currently established Internal Revenue Service rate. Maximum reimbursement shall not exceed the cost of using a rental car, train, or commercial airline to reach the same destination.
- 2.5.3 Ground Transportation – In using surface transportation, the least expensive alternative must be utilized where practical. For example, an airport shuttle should be used instead of a taxi. Such transportation should be used for travel to and from the airport and for reasonable business-related trips at the location.
- 2.5.4 Parking – PCTPA will reimburse the lesser of the parking cost for a personal auto left at the airport or the cost of a shuttle service or cab to and from the airport.
- 2.5.5 Personal Travel – If a traveler wishes to combine PCTPA travel with personal travel, or to travel with family members, the traveler may do so, provided that it does not exceed the cost equivalent of a single-person trip.
- 2.5.6 Rental Car – Use of rental cars must be pre-approved. PCTPA will only reimburse for the cost of renting the least expensive size vehicle necessary for the number of people traveling. PCTPA will not reimburse for rental car insurance coverage because employees are included under PCTPA general automobile insurance coverage.
- 2.5.7 Meals – PCTPA will pay for meals while the traveler is in travel status. The maximum reimbursement amount for meals will be calculated by multiplying the applicable per diem rate in IRS Notice 2012-63 by the number of days of travel.
- 2.5.8 Business Meals – Reasonable business meals involving outside persons or when necessary to conduct PCTPA-related business are permitted. All such meals must be

itemized with justification on the Expense Report to determine if eligible for reimbursement.

- 2.5.9 Hotel – Travelers will be reimbursed for the cost of a moderate and reasonably priced single occupancy hotel room. Travelers should request the “government rate” when making hotel reservations. If a hotel stay is needed in connection with a conference or other education activity, lodging costs shall not exceed the maximum group rate published for the conference. If the group rate is not available, the traveler must use comparable lodging.
- 2.5.10 Other Business-Related Expenses – Other business-related expenses that arise when traveling such as supplies, equipment rental, reprographics, facsimiles, and other documented business-related expenses may be reimbursed when traveling on PCTPA business and used for PCTPA purposes.
- 2.5.11 Registration – Travelers requesting to attend a conference or training that requires registration should do so in sufficient time to take advantage of any discounts.
- 2.5.12 Cancellation Penalties – In the event that registration, airfare, hotel deposit, or similar items that require prepayment are paid and nonrefundable and the traveler is unable to attend, then the traveler will be responsible for reimbursing PCTPA for all prepaid amounts, unless the inability to attend is for valid business reasons, medical reasons or personal emergencies, as approved by the Executive Director for employees or the Executive Committee for Board members.
- 2.5.13 Non-allowable Expenses – PCTPA will not provide any reimbursement for personal entertainment expenses, travel expense for family members, movies in hotels, personal items, charitable contributions, alcohol, air travel insurance, or any other expenses not deemed necessary for business purposes. PCTPA also will not provide reimbursement for the purpose of attending political events or for expenses incurred with any private club that discriminates on the basis of race, gender, religion, sexual orientation, disability, or any other discriminatory criteria in its membership policy.

3. Local Expense Reimbursement

- 3.1 Expense reports must be submitted that record any potentially eligible expenses. The form must be submitted together with all receipts and should be submitted within thirty days of the expense being incurred. The report must describe the item or the destination (if mileage reimbursement is requested) and the purpose. The traveler should indicate which work element each item should be charged to.
- 3.2 Expenses are eligible for reimbursement if they are related to and necessary to carrying out PCTPA business. They may include, but are not limited to: business meals or meetings, mileage, parking, and miscellaneous out-of-pocket expenses. The Executive Director may disallow any extraordinary or inappropriate expense. Whenever possible, travel should be by public transportation whenever feasible.

Attachment 1 – PCTPA Overnight Travel Request and Permission
Attachment 2 – PCTPA Overnight Travel Expense Report
Attachment 3 – PCTPA Expense Report



PLACER COUNTY TRANSPORTATION PLANNING AGENCY

OVERNIGHT TRAVEL PERMISSION REQUEST

NAME: _____

DATE OF REQUEST: _____

DATES OF TRAVEL: _____

DESTINATION: _____

PURPOSE OF TRAVEL: _____

Work Element No.

Estimate of Costs:

Travel: (specify mode) Car (personal, staff not available), Plane et al

Lodging: _____ nights x rate of _____

Meals _____ day(s) _____ per day maximum (\$50.00)

Other Expenses:

Amount	Reservation Made by:
\$ -	
\$ -	
\$ -	
\$ -	
\$ -	
\$ -	
\$ -	

Total estimated expenses \$ -

Advance requested, if any \$ -

REQUESTED BY: _____ DATE: _____

APPROVED BY: _____ DATE: _____



PART I TRAVEL INFORMATION

NAME: _____ DATE: _____

DATE OF TRAVEL: _____ LOCATION: _____

PURPOSE OF TRAVEL: _____

PART II ACTUAL EXPENSES - Please attach all receipts

For expenses exceeding State of CA meals/lodging reimbursement (below) charge excess amount to the General Fund column.

<http://www.calhr.ca.gov/employees/Pages/travel-reimbursements.aspx>

<http://www.dot.ca.gov/hq/asc/travel/ch12/1consultant.htm>

DATE:	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	GENERAL FUND	TOTAL
REGISTRATION FEES									\$ -
LODGING									\$ -
BREAKFAST (Persons Entertained)									\$ -
LUNCH (Persons Entertained)									\$ -
DINNER (Persons Entertained)									\$ -
AIRFARE									\$ -
TAXI / BUS / UBER									\$ -
PARKING / MILEAGE / TOLL									\$ -
CAR RENTAL									\$ -
TELEPHONE									\$ -
MISCELLANEOUS									\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PART III METHOD OF PAYMENT

TOTAL ACTUAL EXPENSES		\$ -
PREPAID EXPENSES	\$ -	
PAID WITH PCTPA CREDIT CARD	\$ -	
PAID BY EMPLOYEE	\$ -	
SUBTOTAL PAYMENT		\$ -
TOTAL AMOUNT DUE EMPLOYEE		\$ -
-- or --		
AMOUNT DUE TO PCTPA (Attach Check)		\$ -

PART III APPROVALS

I hereby certify that all expenses reported above were incurred during performance of my job/duties and are legitimate expenses chargeable to the Placer County Transportation Planning Agency.

REQUESTED BY: _____ DATE: _____

APPROVED BY: _____ DATE: _____



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

EXPENSE REPORT

NAME: _____

MONTH: _____

ITEMIZED MILEAGE AND PARKING

DATE	DESTINATION	PURPOSE	WORK ELEMENT	MILES	PARKING
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
			TOTAL MILES	0	\$ -
				x	
				\$ 0.535	
TOTALS					\$ -
				(A)	(B)

OTHER EXPENSES

DATE	DESCRIPTION	PURPOSE	WORK ELEMENT	AMOUNT
			TOTAL	\$ -

(A) TOTAL MILES \$ -

(B) TOTAL PARKING (attach receipts) \$ -

(C) OTHER EXPENSES (attach receipts) \$ -

(D) TOTAL AMOUNT DUE \$ -

FINANCE USE ONLY

ACCOUNT NO. _____ AMOUNT _____

APPROVALS

I hereby certify that all expenses reported above were incurred during performance of my job/duties and are legitimate expenses chargeable to the Placer County Transportation Planning Agency.

REQUESTED BY: _____ DATE: _____

APPROVED BY: _____ DATE: _____

CLAIM FOR LOCAL TRANSPORTATION FUNDS
TRANSIT PURPOSES

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

FROM: CLAIMANT: City of Roseville
ADDRESS: 316 Vernon Street, Suite 150
Roseville, CA 95678
CONTACT PERSON: Michael Dour
Phone: 916-746-1304 Email: mdour@roseville.ca.us

The City of Roseville 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 2016/2017, 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/Capital:	\$ <u>2,434,778.17</u>
P.U.C. 99275, Article 4.5, Community Transit Services:	\$ _____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ _____
C.C.R. 6648, Capital Reserve:	\$ _____
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ _____

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: 4-20-17

CLAIM FOR LOCAL TRANSPORTATION FUNDS
STREETS & ROADS PURPOSES

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

FROM: CLAIMANT: City of Roseville
ADDRESS: 316 Vernon Street, Suite 150
Roseville, CA 95678
CONTACT PERSON: Michael Dour
Phone: 916-746-1304 Email: mdour@roseville.ca.us

The City of Roseville 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 2016/2017, for street and road purposes (P.U.C. 99400a) in the amount of \$ 5,034,516.83 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: _____
(signature)

BY:  _____
(signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 4-20-17

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 Roseville _____

Fiscal Year: _____ 2016/2017 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TRANSIT OPERATIONS	Administration & Services \$5,465,172 Operating Reserve \$1,500,000	Interest Earnings from FY2016 \$84,537 Carryover \$5,331,360 Passenger Fares \$1,041,753 Advertising/Other \$224,470 Transfer Out to Fund 441 (\$2,500,000) LTF Article 4 FY2017 \$2,434,778 STA FY2017 \$348,287
	OPERATIONAL COSTS \$6,965,172	OPERATIONAL REVENUE \$6,965,172
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$3,777,890 Repower \$75,000 Capital Reserve \$1,500,000	LCTOP State Grants \$162,000 FTA Capital Assistance \$755,000 Other \$10,000 Carryover \$4,425,890
	CAPITAL COSTS \$5,352,890	CAPITAL REVENUE \$5,352,890
STREETS AND ROADS	TSM & Bikeway Program \$1,218,294 Maintenance-Roadway \$2,750,000 Construction \$1,023,817	LTF Article 8A FY2017 \$5,034,517 Interest Earnings FY2017 \$15,000 Transfer In from Fund 440 \$2,500,000 Carryover \$3,445,223
	Subtotal \$4,992,111	
	Capital Reserve \$1,500,000	
	STREETS & ROADS COSTS \$6,492,111	STREETS & ROADS REVENUE \$6,492,111 ESTIMATED CARRYOVER FY17 \$4,502,641

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 17-8

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2017 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 2016/17 fiscal year funds.

1. To the City of Roseville for projects conforming to Article 4 – Section 99260(a) of the Act: \$ 2,434,778.17
2. To the City of Roseville for projects conforming to Article 8 – Section 99400(a) of the Act \$ 5,034,516.83

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, 2016, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION NO. 17-138

APPROVING AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
DEVELOPMENT ACT CLAIM FOR FY2016-17

WHEREAS, the California Public Utilities Code authorizes local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act (TDA); and

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

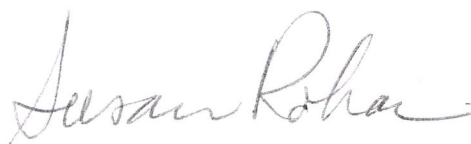
WHEREAS, the City of Roseville has up to \$7,469,295 in LTF available to claim from PCTPA and is also eligible to receive up to \$348,387 in STA funds; and

WHEREAS, staff recommends that the City of Roseville apply for the full amount of the FY2016-17 claim of \$7,817,582; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby approves the annual Transportation Development Act claim for FY2016-17 and authorizes and directs the City Manager or his designee to execute the claim and any related documents.


PASSED AND ADOPTED by the Council of the City of Roseville this 19th day of
April, 2017, by the following vote on roll call:

AYES	COUNCILMEMBERS:	Gore, Alvord, Herman, Allard, Rohan
NOES	COUNCILMEMBERS:	None
ABSENT	COUNCILMEMBERS:	None



MAYOR

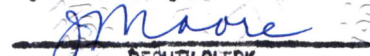
ATTEST:

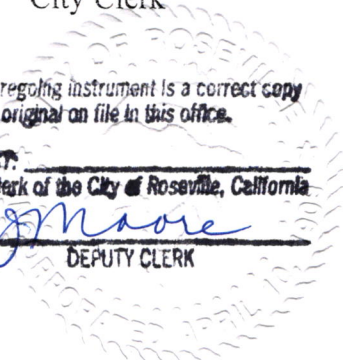


City Clerk

The foregoing instrument is a correct copy
of the original on file in this office.

ATTEST: _____
City Clerk of the City of Roseville, California



DEPUTY CLERK

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM: CLAIMANT: City of Roseville
ADDRESS: 316 Vernon Street, Suite 150
Roseville, CA 95678
CONTACT PERSON: Michael Dour
Phone: 916-746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 348,287 for Fiscal Year 2016/2017, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ <u>348,287</u>
Transit Capital (6730a):	\$ _____
Contracted Transit Services (6731b):	\$ _____
Community Transit Services Provided by WPCTSA (6731.1):	\$ _____


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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: 
(signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 4/20/17

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 Roseville _____

Fiscal Year: _____ 2016/2017 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TRANSIT OPERATIONS	Administration & Services \$5,465,172 Operating Reserve \$1,500,000	Interest Earnings from FY2016 \$84,537 Carryover \$5,331,360 Passenger Fares \$1,041,753 Advertising/Other \$224,470 Transfer Out to Fund 441 (\$2,500,000) LTF Article 4 FY2017 \$2,434,778 STA FY2017 \$348,287
	OPERATIONAL COSTS \$6,965,172	OPERATIONAL REVENUE \$6,965,172
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$3,777,890 Repower \$75,000 Capital Reserve \$1,500,000	LCTOP State Grants \$162,000 FTA Capital Assistance \$755,000 Other \$10,000 Carryover \$4,425,890
	CAPITAL COSTS \$5,352,890	CAPITAL REVENUE \$5,352,890
STREETS AND ROADS	TSM & Bikeway Program \$1,218,294 Maintenance-Roadway \$2,750,000 Construction \$1,023,817	LTF Article 8A FY2017 \$5,034,517 Interest Earnings FY2017 \$15,000 Transfer In from Fund 440 \$2,500,000 Carryover \$3,445,223
	Subtotal \$4,992,111	
	Capital Reserve \$1,500,000	
	STREETS & ROADS COSTS \$6,492,111	STREETS & ROADS REVENUE \$6,492,111 ESTIMATED CARRYOVER FY17 \$4,502,641

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 17-9

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2017 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service

claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.

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

Allocation to the City of Roseville of \$348,287 in State Transit Assistance Funds (PUC 99313 and PUC 99314) for transit purposes (section 6730a).

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

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

RESOLUTION NO. 17-138

APPROVING AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
DEVELOPMENT ACT CLAIM FOR FY2016-17

WHEREAS, the California Public Utilities Code authorizes local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act (TDA); and

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


WHEREAS, the City of Roseville has up to \$7,469,295 in LTF available to claim from PCTPA and is also eligible to receive up to \$348,387 in STA funds; and

WHEREAS, staff recommends that the City of Roseville apply for the full amount of the FY2016-17 claim of \$7,817,582; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby approves the annual Transportation Development Act claim for FY2016-17 and authorizes and directs the City Manager or his designee to execute the claim and any related documents.


PASSED AND ADOPTED by the Council of the City of Roseville this 19th day of
April, 2017, by the following vote on roll call:

AYES	COUNCILMEMBERS:	Gore, Alvord, Herman, Allard, Rohan
NOES	COUNCILMEMBERS:	None
ABSENT	COUNCILMEMBERS:	None



MAYOR

ATTEST:

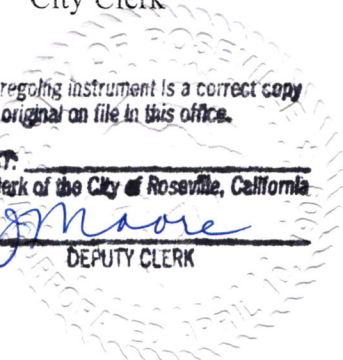


City Clerk

The foregoing instrument is a correct copy
of the original on file in this office.

ATTEST:
City Clerk of the City of Roseville, California



DEPUTY CLERK

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 2016/2017, 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/Capital:	\$ _____
P.U.C. 99275, Article 4.5, Community Transit Services:	\$ _____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ <u>375,108</u>
C.C.R. 6648, Capital Reserve:	\$ _____
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ _____

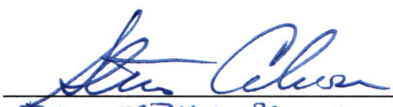
When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the 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: 
FOR MATTHEW BRACKER (signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 3-17-17

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 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 2016/2017, for street and road purposes (P.U.C. 99400a) in the amount of \$ 2,263,624 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

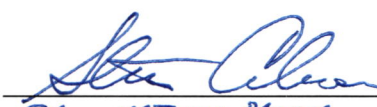
When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the 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: _____
(signature)

BY: 
FOR MATTHEW BLAWIE (signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 3-17-17

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: _____ 2016/2017 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Transit Operations	\$1,001,648	Carryover \$510,778 15/16 STA Transit \$1,782 16/17 STA Transit \$113,980 LTF Transit \$375,108
Streets and Roads	\$4,137,981	Carryover \$1,678,192 15/16 LTF Streets & Roads \$2,138,521 16/17 LTF Streets & Roads \$321,268

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 17-10

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2017 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 2016/2017 fiscal year funds.

1. To the City of Lincoln for projects conforming to Article 4 – Section 99260(a) of the Act: \$ 375,108
2. To the City of Lincoln for projects conforming to Article 8 – Section 99400(a) of the Act \$ 2,263,624

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, 2016, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION 2017-044

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2016/17 LOCAL TRANSPORTATION FUNDS AND 2015/16 AND 2016/17 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 2015/16 and 2016/2017 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

\$375,108 of Local Transportation Funds for Transit purposes; \$113,980 of State Transit Assistance for Transit Operations, \$2,263,624 of Local Transportation Funds for Streets and Roads and \$1,782 of previously unclaimed Local Transportation Funds for Transit purposes for the FY 2015/2016.

PASSED AND ADOPTED this 14th day of March, 2017.

AYES: COUNCILMEMBERS: Joiner, Karleskint, Hydrick, Nader, Gilbert

NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None



Peter Gilbert, Mayor

ATTEST:

Dia Dip as Deputy
Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of Res#2017-044 adopted by the Lincoln City Council on 3-14-2017
Dia Dip as Deputy
City Clerk

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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 State Transit Assistance be approved in the amount of \$ 113,980 for Fiscal Year 2016/2017, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ _____
Transit Capital (6730a):	\$ _____
Contracted Transit Services (6731b):	\$ <u>113,980</u>
Community Transit Services Provided by WPCTSA (6731.1):	\$ _____

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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: 
FOR MATTHEW BLOWER (signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 3-17-17

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: _____ 2016/2017 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Transit Operations	\$1,001,648	Carryover \$510,778 15/16 STA Transit \$1,782 16/17 STA Transit \$113,980 LTF Transit \$375,108
Streets and Roads	\$4,137,981	Carryover \$1,678,192 15/16 LTF Streets & Roads \$2,138,521 16/17 LTF Streets & Roads \$321,268

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 17-11

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2017 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

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

Plan.

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

Allocation to the City of Lincoln of \$113,980 in State Transit Assistance Funds (PUC 99313 and PUC 99314) for transit purposes (section 6730a).

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

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

RESOLUTION 2017-044

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2016/17 LOCAL TRANSPORTATION FUNDS AND 2015/16 AND 2016/17 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 2015/16 and 2016/2017 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

\$375,108 of Local Transportation Funds for Transit purposes; \$113,980 of State Transit Assistance for Transit Operations, \$2,263,624 of Local Transportation Funds for Streets and Roads and \$1,782 of previously unclaimed Local Transportation Funds for Transit purposes for the FY 2015/2016.

PASSED AND ADOPTED this 14th day of March, 2017.

AYES: COUNCILMEMBERS: Joiner, Karleskint, Hydrick, Nader, Gilbert

NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None



Peter Gilbert, Mayor

ATTEST:

Dia Dip as Deputy
Gwen Scanlon, City Clerk

I hereby certify that this is
a true and correct copy of
Res#2017-044 adopted by the
Lincoln City Council on 3-14-2017
Dia Dip as Deputy
City Clerk

CLAIM FOR LOCAL TRANSPORTATION FUNDS
TRANSIT PURPOSES

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

FROM: CLAIMANT: City of Auburn
ADDRESS: 1225 Lincoln Way
Auburn, CA 95603
CONTACT PERSON: Mengil A. Deane
Phone: 530-823-4211 ext 145 Email: mdeane@auburn.ca.gov

The City of Auburn 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 2016/2017, 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/Capital:	\$ <u>384,832</u>
P.U.C. 99275, Article 4.5, Community Transit Services:	\$ _____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ _____
C.C.R. 6648, Capital Reserve:	\$ _____
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ _____

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: Bernie Schroeder
(signature)

TITLE: _____

TITLE: Director of Planning & Public Works

DATE: _____

DATE: May 4, 2017

CLAIM FOR LOCAL TRANSPORTATION FUNDS
STREETS & ROADS PURPOSES

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

FROM: CLAIMANT: City of Auburn
ADDRESS: 1225 Lincoln Way
Auburn, CA
CONTACT PERSON: Mengil A. Deane
Phone: 530-823-4211 ext 145 Email: mdeane@auburn.ca.gov

The City of Auburn 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 2016/2017, for street and road purposes (P.U.C. 99400a) in the amount of \$ 400,000 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: _____
(signature)

BY: Bernie Schroeder

(signature)

TITLE: _____

TITLE: Director of Planning & Public Works

DATE: _____

DATE: May 4, 2017

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 Auburn _____

Fiscal Year: _____ 2016/2017 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Auburn Transit Operations:	\$500,035	(LTF \$384,832) (STA \$32,399) (Fare Box \$13,815) (FTA 5311 \$68,989)
Capital Projects:		
Bus Stop Facility Improvements	\$4,130	LCTOP \$2063 STA \$4130
Transit On-Board Cameras	\$8,748	TSSSDRA Prop 1B \$8748
Security Lighting	\$5,893	TSSSDRA Prop 1B \$5893
Transportation Operations:	\$86,500	LTF \$86,500
Capital Projects:		
Machinery & Equipment	\$45,000	General Fund \$45,000
Paving Projects - Public Works	\$75,000	General Fund \$75,000
Sidewalk Repairs - Commercial	\$2,500	General Fund \$2500
Emergency Repairs Storm Drain	\$25,000	General Fund \$15,000
Sidewalk Repairs - Residential	\$15,000	General Fund \$45,000
Annual Roadway Surface Sealing	\$744,000	General Fund \$166,500 Gas Tax \$264,000 LTF \$51,369
City Pavement Marking project	\$20,000	General Fund \$20,000
Storm Drain Channel - Downtown	\$10,000	General Fund \$10,000
Wavfindinn Prnject	\$15,000	General Fund \$15,000
Nevada St. Sidewalk Project	\$3,283,888	CMAQ \$1,100,098 ATP \$799,000 PTMISEA \$116,000 LTF \$262,131 Nevada St. - Traffic Mitigation \$286,033 PCWA - Agency Funds \$495,626 Sewer Fund \$200,000 Transit Fund \$25,000

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: ALLOCATION OF LOCAL TRANSPORTATION FUNDS TO THE CITY OF AUBURN

RESOLUTION NO. 17-12

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2017 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 2016/17 fiscal year funds.

- | | | |
|----|---|-----------|
| 1. | To the City of Auburn for projects conforming to Article – Section 99260(a) of the Act: | \$384,832 |
| 2. | To the City of Auburn for projects conforming to Article 8 – Section 99400(a) of the Act: | \$400,000 |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2016, prior to issuance of said instructions to the County Auditor to pay the claimant.

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RESOLUTION NO. 17-
RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2016/17
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

WHEREAS, in the procedures established by the Placer County Transportation Planning Agency (PCTPA) requires the applicant to certify by resolution approval of the execution of the application before submission of said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the CITY OF AUBURN authorizes the submittal of an application to PCTPA for the 2016/17 Local Transportation Fund Claim. The Planning & Public Works Director or the City of Auburn or her designee, is hereby authorized and empowered to execute the 2016/17 Transportation Claim and all necessary amendments and payment requests hereto in the amount of:

- \$384,832 TDA Article 4, P.U.C. 99260a (Transit Operations)
- \$400,000 TDA Article 8a, P.U.C. 99400a (Streets and Roads)
- \$34,466 STA (State Transit Assistance)

DATED: May 22, 2017

Matthew Spokely, MD, Mayor

ATTEST:

Amy Lind, City Clerk

I, Stephanie L. Snyder, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular meeting of the City Council of the City of Auburn held on the 9th Day of May 2016 by the following vote on roll call:

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Ayes:
Noes:
Absent:

Amy Lind, City Clerk

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM: CLAIMANT: City of Auburn
ADDRESS: 1225 Lincoln Way
Auburn, CA 95603
CONTACT PERSON: Mengil A. Deane
Phone: 530-492-4984 Email: mdeane@auburn.ca.gov

The City of Auburn hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 34,466 for Fiscal Year 2016/2017, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ <u>32,399.24</u>
Transit Capital (6730a):	\$ <u>2,066.76</u>
Contracted Transit Services (6731b):	\$ _____
Community Transit Services Provided by WPCTSA (6731.1):	\$ _____

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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: Bernie Schroeder
(signature)

TITLE: _____

TITLE: Director of Planning & Public Works

DATE: _____

DATE: May 4, 2017

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 Auburn _____

Fiscal Year: _____ 2016/2017 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Auburn Transit Operations:	\$500,035	(LTF \$384,832) (STA \$32,399) (Fare Box \$13,815) (FTA 5311 \$68,989)
Capital Projects:		
Bus Stop Facility Improvements	\$4,130	LCTOP \$2063 STA \$4130
Transit On-Board Cameras	\$8,748	TSSSDRA Prop 1B \$8748
Security Lighting	\$5,893	TSSSDRA Prop 1B \$5893
Transportation Operations:	\$86,500	LTF \$86,500
Capital Projects:		
Machinery & Equipment	\$45,000	General Fund \$45,000
Paving Projects - Public Works	\$75,000	General Fund \$75,000
Sidewalk Repairs - Commercial	\$2,500	General Fund \$2500
Emergency Repairs Storm Drain	\$25,000	General Fund \$25,000
Sidewalk Repairs - Residential	\$15,000	General Fund \$45,000
Annual Roadway Surface Sealing	\$744,000	General Fund \$166,500 Gas Tax \$264,000 LTF \$51,369
City Pavement Marking project	\$20,000	General Fund \$20,000
Storm Drain Channel - Downtown	\$10,000	General Fund \$10,000
Wavfindinn Prnject	\$15,000	General Fund \$15,000
Nevada St. Sidewalk Project	\$3,283,888	CMAQ \$1,100,098 ATP \$799,000 PTMISEA \$116,000 LTF \$262,131 Nevada St. - Traffic Mitigation \$286,033 PCWA - Agency Funds \$495,626 Sewer Fund \$200,000 Transit Fund \$25,000

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 17-13

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2017 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

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

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

Allocation to the City of Auburn of \$34,466 in State Transit Assistance Funds (PUC 99313 and PUC 99314) for transit operations (section 6730a) in the amount of \$32,399.24 and capital uses in the amount of \$2,066.76.

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

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

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RESOLUTION NO. 17-
RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2016/17
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

WHEREAS, in the procedures established by the Placer County Transportation Planning Agency (PCTPA) requires the applicant to certify by resolution approval of the execution of the application before submission of said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the CITY OF AUBURN authorizes the submittal of an application to PCTPA for the 2016/17 Local Transportation Fund Claim. The Planning & Public Works Director or the City of Auburn or her designee, is hereby authorized and empowered to execute the 2016/17 Transportation Claim and all necessary amendments and payment requests hereto in the amount of:

- \$384,832 TDA Article 4, P.U.C. 99260a (Transit Operations)
- \$400,000 TDA Article 8a, P.U.C. 99400a (Streets and Roads)
- \$34,466 STA (State Transit Assistance)

DATED: May 22, 2017

Matthew Spokely, MD, Mayor

ATTEST:

Amy Lind, City Clerk

I, Stephanie L. Snyder, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular meeting of the City Council of the City of Auburn held on the 9th Day of May 2016 by the following vote on roll call:

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Ayes:
Noes:
Absent:

Amy Lind, City Clerk



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** May 9, 2017

FROM: Luke McNeel-Caird, Senior Planner/Engineer

SUBJECT: **9:00 A.M. PUBLIC HEARING: STATE ROUTE 65 WIDENING PROJECT DRAFT ENVIRONMENTAL DOCUMENT**

ACTION REQUESTED

Conduct a public hearing to obtain public input on the Draft Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for the State Route (SR) 65 Widening project.

BACKGROUND

PCTPA, along with Caltrans, the cities of Rocklin, Roseville, and Lincoln, and the County of Placer are project partners for the SR 65 Widening project. In May 2014, five project concepts were presented to the Board, which were used to gain input from Placer County residents and businesses. Subsequently, the Board concurred with changes to the project in March 2015, and the following three alternatives were included in the draft environmental document:

- Alternative 1 – Carpool Lane
- Alternative 2 – General Purpose Lane
- Alternative 3 – No Build (No Project)

A community meeting was held on July 24, 2014 in Lincoln in order to inform the public about the proposed project and provide opportunity to answer any questions. In addition, the project was presented during the funding strategy outreach at six town hall meetings throughout Placer County in November 2015 and PCTPA staff presented a project update to the Roseville Transportation Commission on November 15, 2016.

DISCUSSION

The Draft IS/MND for the SR 65 Widening project is now complete. A public notice was released on May 12, 2017 to inform agencies, stakeholders, and the public that the document is available for review and comment, and is available for review at PCTPA office, Caltrans office, four libraries, and online at <http://pctpa.net/projects/sr65widening/>. The Draft IS/MND has a 30-day review period, with comments due by June 14, 2017.

After comments on the Draft IS/MND have been addressed and regulatory agency concurrence is secured, the Board will consider adoption of the preferred alternative as part of the Final IS/MND.

PCTPA staff will provide a presentation of the SR 65 Widening project, including results from the Draft IS/MND, at your Board meeting.

LM:CM:ss



MEMORANDUM

TO: Board of Directors **DATE:** May 9, 2017

FROM: David Melko, Senior Transportation Planner

SUBJECT: PLACER COUNTY FREEWAY SERVICE PATROL (FSP) SERVICE CHANGES

ACTION REQUESTED

Authorize the Executive Director to negotiate and sign Change Order No. 2 to Placer County Freeway Service Patrol Contractor Services Agreement 15-FSP-01.

BACKGROUND

Placer County's Freeway Service Patrol (FSP) is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and PCTPA. The program is a free service of privately owned tow trucks that patrol about 15 miles of congested segments along both I-80 and SR65. Tow trucks currently operate weekdays, except holidays, from 6:30 a.m. to 9:30 a.m., and 4:00 p.m. to 7:00 p.m. Monday through Friday.

The goal of FSP is to maximize the effectiveness of our freeway system. This is accomplished by the expeditious removal of disabled/stranded vehicles from the freeway system, which has a positive impact on traffic volumes by eliminating problems that contribute to non-recurrent congestion. Caltrans estimates Placer County's FSP had an overall benefit/cost (b/c) ratio of 5.0; considered productive in aiding motorists with a relatively high number of assists per tow truck hour of service.

The Contractor Services Agreement with Extreme Towing, Inc. was approved in December 2014 for an annual not to exceed amount of \$261,500. Change Order No. 1, approved by the Board in May 2015, reduced the FY 2015/16 budget to \$251,500 to align with State grant funding by eliminating Sunday service and modifying service hours to reduce overtime opportunities.

Placer County's FSP program is currently funded through a combination of federal (30%), state (60%) and local sources (10%). Both federal and state funding require annual matching funds. A combination of local sources has been used over the years based on their availability; including TDA funds, Placer County Indian Gaming Special Distribution Funds, and Placer County Air Pollution Control District (APCD) Clean Air Grant Funds.

DISCUSSION

For FY 2017/18, PCTPA will incur several costs associated with the FSP program that are currently funded by the Sacramento Transportation Authority (STA). The STA has requested that beginning FY 2017/18, PCTPA and the El Dorado County Transportation Commission (EDCTC) share the costs attributable to converting FSP radios from analog to digital and centralizing radio communication and web database services (including the FSP Tracker App). For PCTPA, these costs are estimated at about \$5,500 annually.

PCTPA Board of Directors

PLACER COUNTY FREEWAY SERVICE PATROL SERVICES CHANGES

May 2017

Page 2

In addition, PCTPA is in the final year of our contract with Extreme Towing, which ends January 2, 2018. PCTPA has up to three one-year option years to renew. Extreme Towing is proposing a 7.1 percent cost/hour increase through January 2, 2019. Statewide, FSPs have been seeing on average a 10 to 20 percent annual cost increase with contract renewals primarily due to state minimum wage increases, but also due to drivers seeking better wages elsewhere in the industry, as well as insurance cost increases.

The combination of increased costs and a flat to decreasing budget, necessitates a change in service level. Staff proposes to retain the two tow trucks but also eliminate the support vehicle known as the “Adam” truck, at an estimated savings of \$25,500. The net change will keep costs within the \$277,000 FY 2017/18 budget.

Staff recommends approval of authorization to negotiate and sign Change Order No. 2 to the Placer County Freeway Service Patrol Contractor Services Agreement 15-FSP-01. The TAC concurs with the staff recommendation.



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** May 9, 2017

FROM: Luke McNeel-Caird, Senior Planner/Engineer

SUBJECT: CONGESTION MITIGATION AND AIR QUALITY (CMAQ)
ALLOCATION CRITERIA FOR FY 2019/20 THROUGH 2021/22

ACTION REQUESTED

Adopt revised CMAQ allocation criteria for FY 2019/20 through FY 2021/22 to designate fair share targets for jurisdictions and to direct discretionary funds to leverage Caltrans funding for construction of a roundabout in the City of Colfax and construction of sidewalks on Highway 49 in the City of Auburn and County of Placer, as shown in Attachment 2.

BACKGROUND

CMAQ funding was first introduced in 1991 with the federal Intermodal Surface Transportation Efficiency Act (ISTEA), and has been included in subsequent federal surface transportation bills, including the most recent Fixing America's Surface Transportation (FAST) Act authorized in December 2015. The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter.

There have been some recent developments, including the passage of state Senate Bill 1 (SB 1), that could allow us to significantly attract state funding to be matched using federal CMAQ funding, which is restricted to non-capacity increasing improvements.

DISCUSSION

CMAQ is one of the few funding sources still available for discretionary distribution. In the past, the discretionary CMAQ funding has been used in South Placer County to move forward on preconstruction of the SR 65 Widening project. To leverage this funding source to attract state funding, staff worked with the jurisdictions to carve out CMAQ funding for the following regional projects.

Colfax Roundabout

The City of Colfax has been working with Caltrans and a local development to improve traffic operations and regional mobility at the Interstate 80 eastbound hook off- and on-ramps to South Auburn Street/State Route 174. The construction of a roundabout has been determined as the best possible solution to reduce traffic congestion and improve safety, with an estimated cost of \$2.6 million. Historically it would take Colfax perhaps decades to collect development impact fees and other funding to construct this improvement independently.

With Board concurrence, a preliminary plan has been presented between City of Colfax, Caltrans, and a local development to leverage \$900,000 in CMAQ funding to attract \$1.7 million in state funds and development fees to fully fund construction of the roundabout.

Highway 49 Sidewalks

Caltrans is currently working on pre-construction of a \$39 million project to repave Highway 49 from Interstate 80 to Dry Creek Road, approximately 4.5 miles. With the states focus on including complete streets as part of maintenance projects, Caltrans has added bicycle and pedestrian facilities to the project, which would provide Class II on-street bike lanes in both directions for the entire length. Pedestrian facilities would be added on the east side of Highway 49 in Placer County and on the west side of Highway 49 in the City of Auburn, however, some gaps would still exist between existing and proposed sidewalks.

With the passage of SB 1, approximately \$100 million is being added to the state Active Transportation Program (ATP), with the next call for projects anticipated later this year. There is an opportunity to leverage \$2 million in CMAQ funding to attract ATP and potential other funding sources to construct additional sidewalks on Highway 49. PCTPA is currently working with Caltrans, City of Auburn, and County of Placer to hold a community meeting in July 2017 to present the current project planned to be constructed by Caltrans, and also identify priorities for additional sidewalk locations

Proposed Criteria

The proposed CMAQ funding criteria, shown in Attachment 1, would designate what was previously considered discretionary funds to allow for the roundabout in Colfax and Highway 49 sidewalks in Auburn and Placer County to move forward with pre-construction.

As in all previous cycles, each jurisdiction is recommended to receive a fair share target based on population, as shown in Attachment 2.

The Technical Advisory Committee (TAC) has reviewed this proposal and recommends approval.

Next Steps

Based on Board direction, staff will issue a Call for Projects based on the fair share targets for each jurisdiction. It is anticipated, the resulting project list will be provided for Board approval later this year.

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**GUIDELINES FOR CMAQ FUNDS FOR PROJECTS IMPLEMENTED BY
PCTPA MEMBER JURISDICTIONS
FFY 2019/20 THROUGH 2021/22**

1. Set aside up to 25% of PCTPA's designated 'fair and equitable share' as a discretionary fund for designated projects as Placer's contribution to regional programs required in the State Implementation Plan (SIP) to maintain air quality conformity. These programs include:
 - Spare the Air
 - Freeway Service Patrol
 - Congestion Management Program
2. Allocate \$800,000 of the 25% discretionary portion for construction of a roundabout in the City of Colfax.
3. Allocate \$2,000,000 of the 25% discretionary portion for construction of sidewalks on Highway 49 in the City of Auburn and County of Placer.
4. Distribute the remaining 'fair and equitable share' of CMAQ to jurisdictions according to their percentage of population, per the latest Department of Finance's annual estimates. Joint or multi-jurisdictional projects could also be accommodated within the 'fair share' allocations.
5. CMAQ funding minimum will be \$100,000. This minimum may exceed the share of some of the small jurisdictions. In that case, the discretionary fund will be used to supplement these jurisdictions' 'fair share' in order to achieve the \$100,000 project minimum.
6. For each proposed CMAQ project, whether funded out of fair share or discretionary funds, the jurisdiction/applicant will submit an application to PCTPA that, at a minimum, includes the following information.
 - Description of project including justification and need
 - Project schedule by phase including anticipated date project will be open to the public
 - Total cost of project including portion to be funded from CMAQ and amount/source of local match
 - Type of CMAQ funds being requested ('fair share' and/or 'discretionary') and, for 'fair share' funds, from which jurisdiction's share (or multiple jurisdictions in the case of a joint application).
 - Calculation of air quality benefit/emissions reduction using most recent approved California Air Resources Board methodology. *Note: These calculations are required in order to comply with CMAQ guidelines.*
7. Each applicant will submit its application(s) by the specified due date to PCTPA. Applications will be reviewed by PCTPA staff and the Technical Advisory Committee (TAC). Staff and TAC recommendations will be forwarded to the Board along with a summary of all applications. The PCTPA Board will prioritize applications for funding from the discretionary portion and will approve eligible applications for jurisdictions according to the applicable 'fair share' distribution guidelines. The approved projects will then be submitted to SACOG for inclusion in the MTP and MTIP.

**CMAQ FAIR SHARE AND DISCRETIONARY FUNDS
FFY 2020 to 2022**

	<u>Previous Programming</u>	<u>Apportionment</u>	<u>Total Available</u>	<u>Colfax Minimum Distribution</u>	<u>Net Distribution</u>
FFY 2015 to 2016 Final Estimate	\$8,229,094	\$8,998,822	\$769,728		
FFY 2020 to 2022 Estimate	\$0	\$14,822,286	\$14,822,286		
Total			\$15,592,014	\$100,000	\$15,492,014

Apportionment Distribution Estimate		
	Share (\$)	Share (%)
Discretionary	\$ 3,661,250	23.63%
Placer County-West Slope	\$ 3,234,600	27.34%
Auburn	\$ 460,710	3.89%
Colfax	\$ -	0.00%
Lincoln	\$ 1,550,076	13.10%
Loomis	\$ 219,124	1.85%
Rocklin	\$ 1,976,144	16.70%
Roseville	\$ 4,390,109	37.11%
Total	\$ 15,492,014	100.00%

Discretionary Funds Available	
FY 2017 to 2019 CMP	\$ 385,000
FY 2019 TCM Funding	\$ 235,358
FY 2020 to 2022 Discretionary	\$ 3,252,646
Total	\$ 3,873,004

Discretionary Funds Allocation	
Programs	Minimum
SECAT	\$ -
Spare the Air	\$ 400,000
FSP	\$ 311,250
CMP	\$ 150,000
Colfax Roundabout	\$ 800,000
Highway 49 Sidewalks	\$ 2,000,000
Total	\$ 3,661,250

Note 1: Per adopted PCTPA Board policy, distributions are based on 2016 DOF population estimates.

Source 1: CMAQ Final Estimates for 2014/15-2015/16, Caltrans Division of Transportation Programming, October 2015, October 2016

Source 2: CMAQ Estimates for 2016/17-2019/20, Caltrans Division of Transportation Programming, February 2016



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** May 10, 2017

FROM: Celia McAdam, Executive Director

SUBJECT: STATE LEGISLATIVE UPDATE AND IMPLICATIONS FOR LOCAL FUNDING STRATEGY

ACTION REQUESTED

1. Receive overview of Senate Bill 1 (SB1) and implications for Placer's transportation system; and
2. Receive update on legislative effort to designate a transportation sales tax district within Placer County; and
3. Authorize Executive Director to negotiate and sign a contract with TBW&B Strategies to provide funding strategy outreach for FY 2017/18.

BACKGROUND

PCTPA's transportation planning efforts have long identified the need for significant infrastructure investment to accommodate the growing needs of our population and economy. In spite of our creative and aggressive efforts to generate funds and minimize costs, the gap between our needs and our available funding continues to grow, with current estimates of a \$2.1 billion gap over the next 30 years. Ultimately, that led to the adoption of the Transportation Investment Plan and sales tax ordinance that was placed on the November 2016 countywide ballot as Measure M. As the Board is aware, a transportation sales tax requires a 2/3 majority vote for passage, and Measure M received just shy of 64%.

In an effort to look to options on moving forward, the Board directed our State Advocacy Consultant, Mark Watts, to pursue legislation to permit the formation of a transportation sales tax district within Placer County.

The gap between revenues and need for transportation improvements is by no means unique to Placer County, and has been a major focus of State efforts. For several years, both Governor Brown and the Legislature have been talking about the \$59 billion of deferred maintenance needs on the State highway system. The League of California Cities and California State Association of Counties quickly added that the State's needs are on top of another \$73 billion shortfall on the local road system. This situation results from there being no inflationary index on a gas tax coupled with ever increasing vehicle fuel efficiency and greater use of alternative fuel vehicles. This means that the buying power of the gas tax is about 1/3 of what it was when it was last raised in 1994.

In 2016, the PCTPA Board joined the Fix Our Roads Coalition, a group led by the California League of Cities, California State Association of Counties, business, labor, and transportation advocates, and took a position of support to enhance funding for road maintenance and repair. In February 2017, the Board took a position of support for AB1 (Frazier)/SB 1 (Beall); at that time, the bill was estimated to generate approximately \$6.1 billion annually for transportation, with

PCTPA Board of Directors
STATE LEGISLATIVE UPDATE AND IMPLICATIONS FOR LOCAL FUNDING
STRATEGY
May 2017
Page 2

approximately half the funds going to road maintenance and rehabilitation, another \$563 million to transit and rail, and the remainder going to the State Highway Account for state and local road improvements.

DISCUSSION

SB 1 State Transportation Funding

SB 1 was passed by the Legislature in early April, and signed by Governor Brown late in the month. Like many high profile legislative efforts, SB 1 went through many iterations from the time it was first proposed, to when the PCTPA Board reviewed it in February 2017, to what was ultimately passed. The final package will generate \$5.2 billion annually for transportation; while the bulk of the funds are still directed to road maintenance, more funds are directed to alternative transportation. A summary of funding and cash flows for SB 1, as provided by the California Association of Councils of Government (CALCOG) is shown in Attachment 1.

Staff will provide the latest information as part of the presentation of this item; however, it is important to note that many details of the impacts of the bill are not yet available. Specifically, the amounts that each jurisdiction will actually see are only estimated at this time, and numerous programs within the bill, such as the guidelines for project selection, have yet to be determined. On the plus side, the significant increase in funds to the State Highway Operations Protection Program (SHOPP) opens up more partnering opportunities for state highway projects.

It should be noted that the passage of SB 1 has proven controversial and will almost necessarily impact the messages of the Funding Strategy Outreach effort. To further complicate the situation, there is currently an effort underway to put a referendum of the bill on the 2018 ballot.

Transportation Sales Tax District

Our State Legislative Advocate has pursued several avenues of legislation that would enable PCTPA to designate a transportation sales tax district within the county.

The most promising of these bills is AB 1324 (Gloria), which would allow Metropolitan Transportation Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) that are transportation sales tax authorities to designate sub-districts. As of this writing, AB 1324 has been put on hold until 2018 to allow the author to deal with issues that have arisen on the bill within his San Diego district. Efforts to find a new vehicle for the transportation sales tax districting effort are continuing, and staff will provide an update at your Board meeting.

Meanwhile, the educational efforts of Funding Strategy Outreach, as outlined in the Overall Work Program and Budget, are moving forward. Six firms responded to our Request for Proposal (RFP) for the outreach consultant services, and two firms were interviewed by a panel comprised of Chair Holmes, Boardmember Rohan, and Executive Director McAdam.

The panel ranked TBWB Strategies as the preferred firm, and recommends the Board authorize the Executive Director to negotiate and sign a contract with the firm that refines the team to include a Placer-based member at an amount not to exceed \$126,000 including all expenses.



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** May 10, 2017

FROM: Celia McAdam, Executive Director
Aaron Hoyt, Associate Planner

SUBJECT: **FINAL FY 2017/18 OVERALL WORK PROGRAM (OWP) AND BUDGET**

ACTION REQUESTED

Authorize the Executive Director to submit the attached final FY 2017/18 Overall Work Program (OWP) and Budget to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year, with final version submitted by June 1.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached final OWP and Budget has been developed in compliance with these requirements and reflects the latest information on finances and work activities, as well as comments received from the Board, Caltrans, and jurisdictions. It is expected that the OWP and Budget will be amended periodically during the fiscal year to reflect any new information, work activities, and/or budget changes.

DISCUSSION

The final version of the FY 2017/18 OWP and Budget contains only minor changes from the preliminary draft version adopted by the Board in February 2017, including the incorporation of comments from Caltrans.

The most notable change in the OWP and Budget is the reduced funding available for the Freeway Service Patrol (WE 80). The specifics of this issue, including contract revisions with the FSP provider, are shown in a separate item on your May Board agenda.

Work Program

As noted in the preliminary draft, the FY 2017/18 work program reflects two new work elements and a reinvigoration of another work element (WE), along with several ongoing planning and implementation efforts. Work Elements 22 and 24 will develop Short Range Transit Plans for the fixed route operators and the Western Placer Consolidated Transportation Services Agency (CTSA), respectively, with both funded by the CTSA. WE 60, the Regional Transportation Funding Strategy, renews the effort to develop a local transportation funding source in the wake of the failure of Measure M on the November 2016 ballot, as supported by expanded efforts under Intergovernmental Coordination (WE 12), Intergovernmental Advocacy (WE 13), and Communications and Outreach (WE 14).

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FINAL FY 2017/18 OVERALL WORK PROGRAM (OWP) AND BUDGET
May 2017
Page 2

Ongoing planning and implementation efforts include bringing Phase 1 of the I-80/SR 65 Interchange Improvement project to construction (WE 41), and continuing work to finalize environmental clearances for Highway 65 Widening (WE 42), as well as completing the update of the Regional Bikeway Master Plan (WE 33) and Dry Creek West Planning and Feasibility Study (WE 77). The plan to update the Airport Land Use Compatibility Plan (ALUCP) (WE 27), which was included in the FY 2016/17 work program, is pushed out to FY 2017/18 in recognition of the schedule for the City of Auburn to adopt an updated Airport Master Plan on which the ALUCP update would be based.

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

Staffing

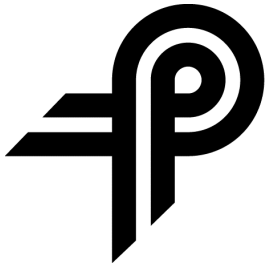
Staffing levels remains at 6.25 full time equivalent in FY 2017/18.

Budget

Staff is pleased to again provide the Board with a balanced budget of \$3,745,796.

Much has been discussed in the media recently in regards to the impacts of CalPERS to local government budgets. The Board should be assured that we continue to be able to cover our CalPERS costs without impacts to reserves. The costs remain manageable partly due to proactive management and the foresight of the Board that kept all “classic” PCTPA employees at 2% at 55 with new hires at 2% at 62, and partly because none of our 6 full time staff come under PERS safety classifications. Our unfunded accrued liability is annually recalculated by PERS based on our staffing; the \$66,461 assessed for FY 2017/18 is included in the budgeted staffing costs.

CM:AH:ss
Attachment



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Final



OVERALL WORK PROGRAM AND BUDGET

FISCAL YEAR 2017/18

May 2017

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OVERALL WORK PROGRAM FOR 2017/18

OVERVIEW

The FY 2017/18 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by the Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

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

1. The work program is action oriented. Its primary objective is to implement a programming and funding strategy that will address the mobility needs of Placer County residents, businesses, and visitors. Of key overall importance is the implementation of the Regional Transportation Plan, which serves as a guiding force for transportation improvements over the next 20 years, and its integration with SACOG's Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) and other activities that support regional planning as covered under Work Element 20. Also included here are strategies and studies to address major transportation issues or hot spots including: (1) Placer Parkway; (2) I-80/SR 65 Interchange Improvements; (3) SR 65 Widening; (4) Bikeway Planning/Countywide Bicycle Master Plan Update; (5) Airport Land Use Compatibility Plan Update; (6) Rail Program; and (7) Regional Transportation Funding Strategy.
2. The work program reflects a pro-active approach to identifying future transportation project needs (e.g., TDA Administration, Capitol Corridor Rail, implementation of the Regional Transportation Plan, Regional Transportation Funding Strategy, Bikeway Planning);
3. The work program provides a greater emphasis on implementation of previously identified needs, including administration of the South Placer Regional Transportation Authority, project management and delivery, the update of the Comprehensive Land Use Compatibility Plan for Placer's airports, and leading the preconstruction of the I-80/SR 65 Interchange Improvements, and SR 65 Widening;
4. The work program includes a comprehensive effort to assist member jurisdictions in maintaining the high level of compliance with "use it or lose it" timely use of funds requirements;
5. The work program reflects a multimodal approach. Effort has been divided between planning for transit, highways, rail, aviation, ITS, pedestrian facilities, and bikeways;

6. The work program reflects the strong commitment to partnerships with other regional agencies in approaching interregional transportation needs.
7. The work program reflects the more pronounced need to participate in regional, State, and federal discussions regarding planning and funding transportation projects;
8. The work program will assure that PCTPA meets all State and federal planning requirements;
9. The work program funding allocation system meets TDA requirements.

The 2017/18 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Loomis, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with State and federal funding priorities.

INTRODUCTION

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

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

PCTPA has executed a memorandum of understanding and Master Fund Transfer Agreement with the State Department of Transportation on January 26, 1996, and updated in 2012 and 2014 identifying the responsibilities of PCTPA as the RTPA and providing the administrative structure to implement these responsibilities.

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

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

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

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

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

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

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

PCTPA submits the state mandated RTP, developed pursuant to Section 65080.5 of the Government Code, to SACOG for inclusion in the federal Metropolitan Transportation Plan. As part of this

agreement, SACOG conducts a federal air quality conformity test on the Placer County transportation program and plan.

PCTPA receives an allocation of federal STP funds for Placer County. Pursuant to Section 182.6 of the Streets and Highways Code, PCTPA can exchange the non-urbanized funds for State gas tax funds. PCTPA allocates these exchange funds to jurisdiction projects based upon an MOU signed by all Placer jurisdictions dated November 2, 1994. The STP funding exchange formula and allocation was updated to reflect TEA 21, approved by the PCTPA Board on January 27, 1999, and is updated annually as appropriate to reflect the current Federal transportation bill.

Administration of Federal Aid Projects: PCTPA executed a Local Agency - State Agreement for Federal Aid Projects (Agreement 03-6158) with the State of California on March 2, 1994 and reauthorized on January 28, 2004. The execution of this agreement qualifies PCTPA to administer federally funded projects.

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

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

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

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

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

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

PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2017/18 OWP. The organization of PCTPA is summarized in Figure 1.

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

GEOGRAPHIC LOCATION

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

PCTPA represents the County and six incorporated cities located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2016 populations: Auburn (14,070), Colfax (2,068), Lincoln (47,339), Loomis (6,692), Rocklin (60,351) and Roseville (134,073). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 98,784. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2016 DOF E-1 Report as updated in May 2016.

AGENCY COORDINATION

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

COMMUNITY PARTICIPATION

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

PCTPA conducts public hearings regarding the development and adoption of major planning documents such as the Regional Transportation Plan, the Regional Transportation Improvement

Program, and the annual unmet needs hearing. Additional public hearings and workshops are held for individual work projects as indicated.

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

Figure 1

PCTPA Organizational Chart

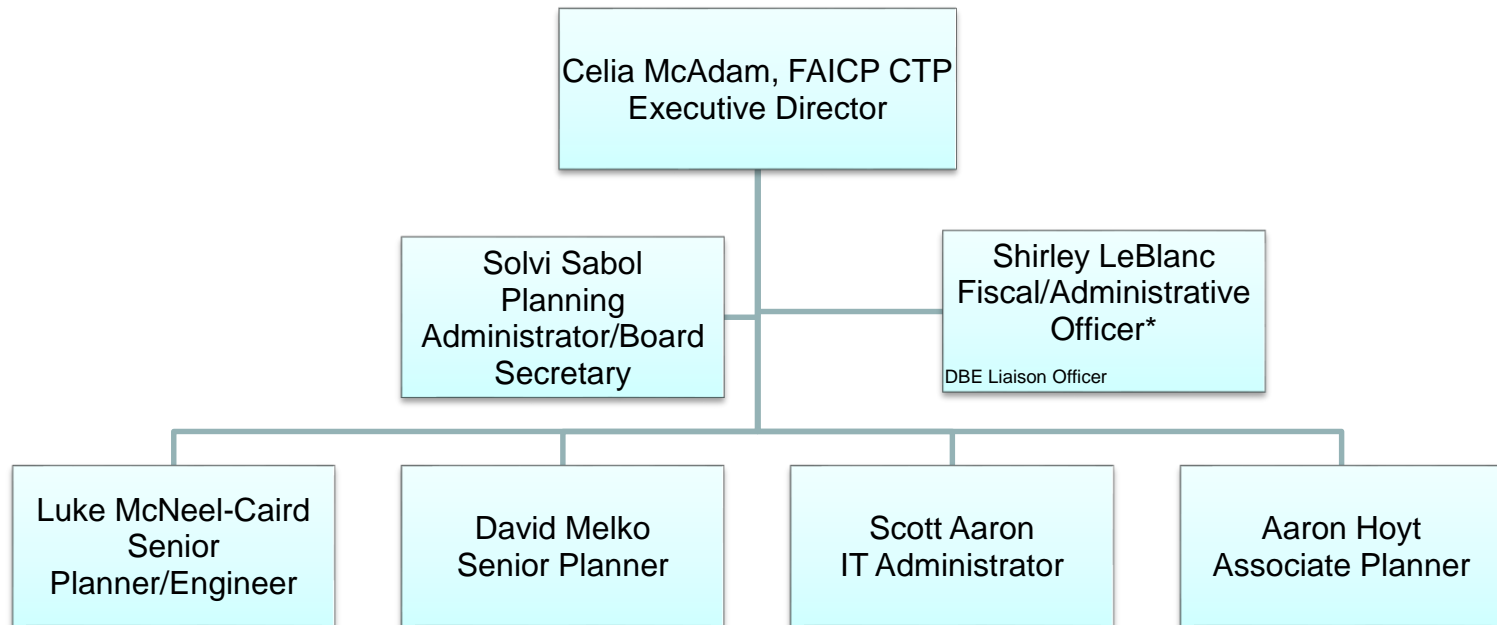
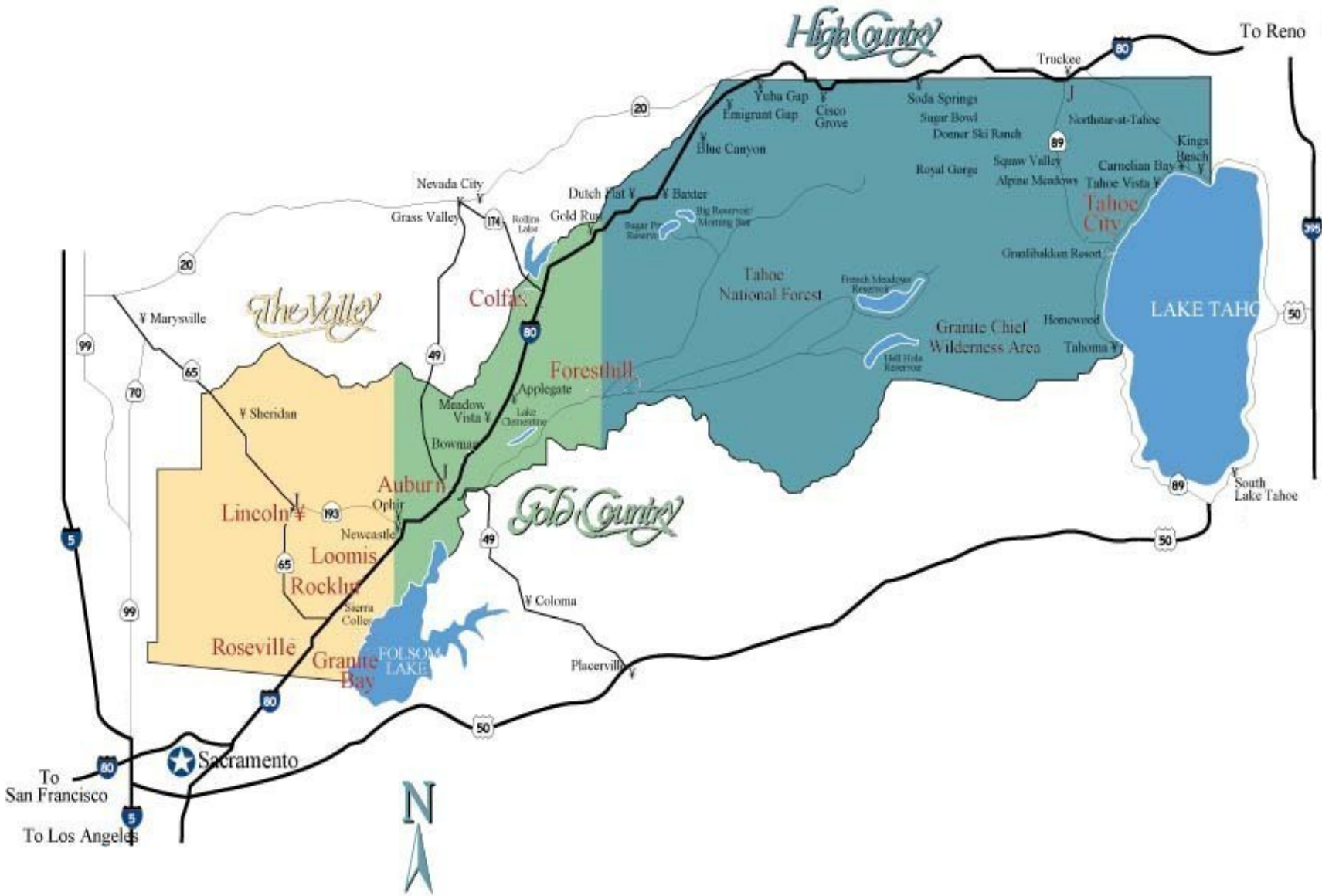


Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

Federal Planning Factors are issued by Congress to emphasize specific planning issues from a national perspective, and must be identified in local planning documents. This information will be updated as soon as exact language is available from the recent adoption of the Fixing America's Surface Transportation (FAST) Act in December 2015. Until then, the following summary outlines how and where these planning factors under MAP-21 are addressed in the Agency's Overall Work Program:

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

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- SR 65 Widening (WE 42)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Strategy (WE 60)
- ITS Program (WE 79)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Fixed Route Short Range Transit Plans (WE 22)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- CTSA Short Range Transit Plan (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail (WE 35)
- Project Programming and Reporting (WE 50)
- Dry Creek West Planning and Feasibility Study (WE 77)
- ITS Program (WE 79)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Fixed Route Short Range Transit Plans (WE 22)
- CTSA Short Range Transit Plan (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Project Programming and Reporting (WE 50)
- Dry Creek West Planning and Feasibility Study (WE 77)
- ITS Program (WE 79)
- Freeway Service Patrol (WE 80)

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

Increase the accessibility and mobility of people and for freight

- TDA Implementation (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Fixed Route Short Range Transit Plans (WE 22)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- CTSA Short Range Transit Plan (WE 24)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- SR 65 Widening (WE 42)
- Project Programming and Reporting (WE 50)
- Dry Creek West Planning and Feasibility Study (WE 77)
- ITS Program (WE 79)
- Freeway Service Patrol (WE 80)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Fixed Route Short Range Transit Plans (WE 22)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- CTSA Short Range Transit Plan (WE 24)

- Bikeway Planning (WE 33)
- Capitol Corridor Rail (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- SR 65 Widening (WE 42)
- Regional Transportation Funding Strategy (WE 60)
- Dry Creek West Planning and Feasibility Study (WE 77)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Fixed Route Short Range Transit Plans (WE 22)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- CTSA Short Range Transit Plan (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail (WE 35)
- I-80/SR 65 Interchange Improvements (WE 41)
- SR 65 Widening (WE 42)
- Dry Creek West Planning and Feasibility Study (WE 77)

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

Promote efficient system management and operation

- TDA Implementation (WE 11)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Implementation (WE 20)
- Fixed Route Short Range Transit Plans (WE 22)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- CTSA Short Range Transit Plan (WE 24)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Strategy (WE 60)
- ITS Program (WE 79)
- Freeway Service Patrol (WE 80)

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

Emphasize the preservation of the existing transportation system

- TDA Implementation (WE 11)
- SACOG/MPO Planning Implementation (WE 20)
- Fixed Route Short Range Transit Plans (WE 22)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- CTSA Short Range Transit Plan (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Strategy (WE 60)
- Freeway Service Patrol (WE 80)

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

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

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- SR 65 Capacity and Operational Improvements (WE 42)
- Regional Transportation Funding Strategy (WE 60)
- Intelligent Transportation Systems (WE 79)
- Freeway Service patrol (WE 80)

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

Enhance travel and tourism

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Fixed Route Short Range Transit Plans (WE 22)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- CTSA Short Range Transit Plan (WE 24)
- Bikeway Planning (WE 33)
- Regional Transportation Funding Strategy (WE 60)
- Dry Creek West Planning and Feasibility Study (WE 77)
- Intelligent Transportation Systems (WE 79)
- Freeway Service Patrol (WE 80)

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

FEDERAL PLANNING EMPHASIS AREAS

The Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) jointly issue planning emphasis areas (PEAs) annually to be addressed in metropolitan and statewide transportation planning processes. Although PCTPA is not a Metropolitan Planning Organization (MPO) and therefore not required to address the PEAs, the following work elements highlight PCTPA's ongoing planning efforts related to FHWA and FTA PEAs.

MAP-21/FAST Act Implementation – Transition to Performance Based Planning and Programming.

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Project Programming and Reporting (WE 50)

Models of Regional Planning Cooperation – Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Dry Creek West Planning and Feasibility Study (WE 77)

Ladders of Opportunity – Access to essential services as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

- TDA Implementation (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Fixed Route Short Range Transit Plans (WE 22)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- CTSA Short Range Transit Plan (WE 24)

CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

CALTRANS REGIONAL PLANNING ACTIVITIES

As the State Department of Transportation, Caltrans has numerous roles and responsibilities for planning, programming, constructing, operating, and maintaining the state’s transportation system. Caltrans acts as a partner with PCTPA, jurisdictions, tribal governments, and other agencies to implement their various responsibilities. One arm of this effort is the Caltrans’ regional planning activities, which are described below:

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of system planning products used by Caltrans and its transportation partners	Caltrans District 3 System Planning documents consistent with the Caltrans District 3 System Planning Four-Year Work Plan.
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects	Project Initiation Documents (PID), as indicated in the current Three-Year PID Work Plan.
Regional Planning	Participate in and assist with various regional planning projects and studies	Participation in the following projects and studies: <ul style="list-style-type: none"> ▪ Regional ITS Master Plan ▪ Continue oversight and assistance with Sustainable Communities and Strategic Partnership grants. ▪ Oversight of Planning Studies/Conceptual Projects pertaining to the State Highway System
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State’s smart mobility goals.

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WORK ELEMENT 05

AGENCY ADMINISTRATION

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

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

To clarify for purposes of allowable charges for Caltrans Rural Planning Assistance (RPA) and to specify indirect cost activities for the purposes of Caltrans Indirect Cost Allocation Plan (ICAP), this work element is split into two parts. Work Element 01 includes the majority of the administrative activities of the Agency, including accounting, agenda preparation, Board meetings, personnel activities, front desk coverage, budgeting, general management, and similar tasks.

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

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

WORK PROGRAM:

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2017/18 operating budget **Ongoing**
- Provide general front desk support, including greeting visitors, answering phones, opening and directing mail, and responding to inquiries **Ongoing**
- Participate in staff meetings to coordinate administrative and technical activities **Monthly**
- Prepare quarterly financial reports for auditors and PCTPA Board **Quarterly**
- Prepare timesheets to allocate staff time to appropriate work elements **Ongoing**
- Perform personnel duties, including employee performance reviews, recognitions, and/or disciplinary actions **Annually/as needed**
- Recruit and hire new employees **As needed**
- Administer PCTPA benefit programs **Ongoing**
- Update Administrative Operating Procedures and Personnel Policies to reflect changes in State and Federal law **As Needed**
- Prepare payroll and other agency checks **Bi-weekly**
- Prepare quarterly and annual tax reports **Quarterly**
- Maintain transportation planning files, correspondence and data **Ongoing**
- Maintain ongoing bookkeeping and accounting **Ongoing**

WORK ELEMENT 05 (continued)
AGENCY ADMINISTRATION: INDIRECT

- Maintain and update computer systems and equipment, including all information technology (IT) related tasks **Ongoing**
- Update PCTPA Bylaws to reflect changes in State and Federal law **As Needed**
- Attend governmental and professional conferences and training sessions, such as those offered by the American Planning Association (APA), Urban Land Institute (ULI), American Leadership Forum (ALF), and Institute for Transportation Studies (ITS) **As justified**

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Various – proportionately spread across all other work elements/fund types	\$349,136	PCTPA	\$349,136

WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM

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

WORK PROGRAM:

- Prepare amendments to FY 2017/18 Overall Work Program (OWP) and Budget **August 2017 - October 2017, January - February 2018, or as needed**
- Prepare FY 2018/19 Overall Work Program and Budget **January 2018 – May 2018**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**
- Prepare FY 2016/17 Overall Work Program and Budget close out documents **July 2017 – August 2017**

PRODUCTS:

- Quarterly progress reports on FY 2017/18 Overall Work Program **Quarterly**
- Conduct FY 2016/17 closeout with Caltrans staff **August 2017**
- FY 2017/18 Overall Work Program and Budget amendments **October 2017, February 2018, or as needed**
- Preliminary Draft FY 2018/19 Overall Work Program and Budget **February 2018**
- Final FY 2018/19 Overall Work Program and Budget **May 2018**

<u>REVENUES</u>		<u>EXPENDITURES</u>		
2017/18 LTF	\$17,973	PCTPA	\$42,973	
Rural Planning Assistance Funds	<u>25,000</u>			
TOTAL	\$42,973			
Percent of budget: 1.15%				

WORK ELEMENT 11 TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

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

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **October 2017 – December 2017**
- Review and summarize all comments received regarding unmet transit needs **December 2017**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2017 – January 2018**
- Prepare a report recommending a finding on unmet transit needs **January 2018 - February 2018**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2017/18 **August 2017**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2017/18 **February 2018**
- Assist claimants with the preparation of project lists, annual claims, and local program administration **Ongoing**
- Provide for the review, approval, and processing of all LTF and other TDA claims and financial transactions **Ongoing**
- Update policies governing review, approval, and processing of all LTF and other TDA claims to ensure timely compliance with TDA law **As needed**
- Maintain a financial status report of TDA and STA claims **Ongoing**
- Provide for an annual financial and compliance audit of PCTPA and each claimant by an independent auditing firm **September 2017 – March 2018**
- Update and administer five year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Ongoing**
- Facilitate and monitor activities of the Transit Operators Working Group **Quarterly**
- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

PRODUCTS:

- Preliminary Annual Findings of Apportionment for FY 2017/18 **February 2018**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2018**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2018**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- Transit Operators Working Group meeting agendas **Ongoing**
- Final Findings of Apportionment for FY 2017/18 **August 2017**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	<u>\$149,092</u>	PCTPA	\$113,542
		Legal	500
		Notifications and outreach	750
		Fiscal Audit Consultant	<u>34,300</u>
TOTAL	\$149,092		\$149,092
Percent of budget:	3.98%		

WORK ELEMENT 12

INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

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

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

WORK PROGRAM:

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

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
FY 2017/18 LTF	\$70,461	PCTPA	\$90,461
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>		
TOTAL	\$90,461		
Percent of budget: 2.41 %			

WORK ELEMENT 13 INTERGOVERNMENTAL ADVOCACY

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

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

In FY 2016/17, the Board directed staff to explore the introduction of legislation to allow Placer to subdivide the county into transportation sales tax districts. The goal of this effort is to have legislation adopted by the State late in 2017.

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual Cap-to-Cap and State legislative advocacy effort **January 2018 – June 2018**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Develop annual Federal legislative and advocacy platform **November 2017 – January 2018**
- Develop annual State legislative and advocacy platform **November 2017 – February 2018**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **July 2017 - ongoing**

PRODUCTS:

- 2018 Federal Legislative Platform **January 2018**
- 2018 State Legislative Platform **February 2018**
- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2018**
- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

- Transportation sales tax district legislation text and amendments **July 2017/as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
FY 2017/18 LTF	\$111,297	PCTPA	\$43,097
Interest	<u>1,800</u>	Travel/direct expenses	15,000
		State Advocacy Consultant	16,000
		Federal Legislative Advocate	<u>39,000</u>
TOTAL	\$113,097		\$ 113,097
Percent of budget: 3.02%			

WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH

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

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

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

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

WORK PROGRAM:

- Develop and distribute informational pieces to the public, such as brochures, about Agency activities and responsibilities **Ongoing**
- Provide outreach and presentations to interested groups, such as Municipal Advisory Committees, Chambers of Commerce, neighborhood associations, and business groups, on Agency activities and responsibilities **Ongoing/as requested**
- Provide information about transportation options for the general public, including distribution of schedules and informational pieces about transit trip planning, at the Agency offices **Ongoing**
- Solicit and facilitate input of public on transportation issues by specifically including of Agency website address, e-mail address, phone number, fax number, and physical address in all outreach materials. **Ongoing**
- Seek opportunities for partnerships with jurisdictions, tribal governments, community groups, and others to provide greater breadth of outreach **Ongoing**
- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Boardmembers, jurisdictions, the public, and other appropriate parties **Ongoing**
- Provide prompt responses to public inquiries and concerns, including raising them to Advisory Committee or Board attention as appropriate **Ongoing**
- Design, update, and keep current agency website - www.pctpa.net **Ongoing**
- Post agenda and minutes on agency web site **Monthly**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

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

PRODUCTS:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

<u>REVENUES</u>		<u>EXPENDITURES</u>	
FY 2017/18 LTF	\$214,218	PCTPA	\$172,068
CMAQ	<u>36,500</u>	Communications Consultant	45,000
		Event sponsorship	12,000
		Meeting notifications/advertising	250
		Signage/graphics/website design	9,000
		Coordinated transit schedule guide	4,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support	<u>2,000</u>
TOTAL	\$250,718		\$250,718
Percent of budget:	6.69%		

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

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

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

WORK PROGRAM:

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Building revenue funds	\$19,716	PCTPA	\$19,716
Percent of budget: .53 %			

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION

PURPOSE: To integrate the implementation of the Placer County Regional Transportation Plan with SACOG as part of the Metropolitan Transportation Program (MTP) and Sustainable Communities Strategies (SCS).

BACKGROUND: Regional Transportation Planning Agencies (RTPAs) are required to update their RTPs every five years. The current Placer County Regional Transportation Plan (RTP) 2036 was adopted by the Board in February 2016. The RTP provides the long-range, comprehensive direction for transportation improvements within Placer County. The RTP includes regional transportation goals, objectives, and policies that guide the development of a balanced, multi-modal transportation system. The RTP also includes a financial analysis that forecasts transportation funding available over the twenty year horizon of the plan.

PCTPA actively participated with SACOG and our other regional partners in the update of the six-county Metropolitan Transportation Plan (MTP), which was adopted concurrently with the PCTPA RTP in February 2016. Technical reasons for this joint effort include reference to the PCTPA/SACOG Memorandum of Understanding (MOU) dated April 11, 2001, which states SACOG provides air quality conformity and other federal requirements for the RTP.

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

Even though the next PCTPA RTP is not due until 2021, staff must continuously work with SACOG to monitor and update the demographic, environmental, and transportation data that provides the underpinnings of the planning process. This technical information is critical to the successful implementation of the 2036 RTP and the 2016 MTP/SCS, as well as guiding the next update of these plans. The technical coordination with SACOG will consist of the following activities:

- Regional Transportation Modeling and Analysis PCTPA – (SACOG Project #100-002-01P)
 - SACOG will gather travel and transportation related data for the base year update to the Placer County portion of the SACOG six-county travel demand forecasting model. 2016 will serve as the base year for the next iteration of the SACOG MTP/SCS to be adopted in 2020 and will provide the basis for development of future year transportation indicators. This effort includes the integration with the SACOG Congestion Management Process (CMP)
- Regional Land Use Monitoring PCTPA – (SACOG Project #100-005-02P)
 - SACOG will gather land use and socio-economic related data for the base year update to the Placer County portion of the SACOG six-county travel demand forecasting model. 2016 will serve as the base year for the next iteration of the SACOG

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- MTP/SCS to be adopted in 2020 and will provide the basis for development of future year land use patterns.
- Blueprint and Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) Planning an Implementation – PCTPA (SACOG Project #100-006-04P)
 - SACOG will support local jurisdictions in pursuing SB 375 CEQA streamlining benefits available through the MTP/SCS, support local implementation of the MTP/SCS principles with technical planning assistance, develop funding and implementation strategies for near-term significant projects identified in the 2016 MTP/SCS, and integrate efforts between the MTP/SCS development and the Congestion Management Plan.

WORK PROGRAM:

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2016 MTP/SCS and/or the PCTPA RTP **As needed**
- Work with SACOG on the update of the Placer County-related portion of the travel demand model (SACOG Project #100-002-01P) **Ongoing**
- Work with SACOG on the update of base-year socio-economic data for the Placer County-related portion of the travel demand model (SACOG Project #100-005-02P) **Ongoing**
- Congestion Management Plan updates. **Ongoing**
- Regional Growth Projections **December 2017**

PRODUCTS:

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **Ongoing**
- SACOG baseline travel demand model transportation network (SACOG Project #100-002-01P) **June 2018**
- SACOG baseline travel demand model employment file (SACOG Project #100-005-02P) **June 2018**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- Release of Regional Growth Projections for 2020 MTP/SCS **December 2017**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$203,626	SACOG	\$464,606
Rural Planning Assistance	313,000	PCTPA	136,020
Planning, Programming, and Monitoring (PPM)	<u>85,000</u>	Legal	<u>1,000</u>
TOTAL	\$601,626		\$601,626
Percent of budget:	16.06%		

**WORK ELEMENT 22
WESTERN PLACER FIXED ROUTE SHORT RANGE TRANSIT PLANS**

PURPOSE: To update the short range transit plans for fixed route transit operators.

BACKGROUND: The short range transit plans for all Placer County transit operators were last updated in 2011. PCTPA will fund a contract to update the short range transit plans for the following fixed route operators – Auburn Transit, Placer County Transit, and Roseville Transit. The documents propose to cover the years 2018/19 to 2024/25.

Placer County continues to experience tremendous growth, and this has been reflected in the demands on local fixed route transit operations. In order to serve this growing population, transit operators must update and revise their operating plans, schedules, and financial plans, as well as coordinating with each other. This need also provides a tremendous opportunity to maximize the coordination of all of the County’s transit systems by performing the short range transit plans concurrently.

A key feature of this study will be a more robust surveying effort, including not only current ridership, but also non-riders, as a way of focusing scarce transit dollars to maximize ridership and efficiency.

WORK PROGRAM:

- Award and administer transit consultant contract **Ongoing**
- Work with Transit Operators Working Group (TOWG) and consultant to develop survey documents **July 2017 – October 2017**
- Coordinate with Transit Operators Working Group and transit consultant to develop short range transit plans **July 2017 – June 2018**

PRODUCTS:

- Demographic and Existing Conditions Report **August 2017**
- Survey Results Report **October 2017**
- Task Memos **June – December 2017**
- Draft Auburn Transit Short Range Transit Plan **January 2018**
- Draft Roseville Transit Short Range Transit Plan **January 2018**
- Draft Placer County Transit Short Range Transit Plan **January 2018**
- Final Auburn Transit Short Range Transit Plan **June 2018**
- Final Roseville Transit Short Range Transit Plan **June 2018**
- Final Placer County Transit Short Range Transit Plan **June 2018**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
WPCTSA 2016/17	\$ 150,000	PCTPA	\$ 22,012
WPCTSA 2017/18	<u>52,012</u>	Transit consultant	<u>180,000</u>
	\$202,012		\$202,012
Percent of budget: 5.39%			

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

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

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

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

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the CTSA JPA **Ongoing**
- Oversee the implementation of CTSA services, including Health Express, My Rides, and the South Placer Transportation Call Center, as delineated in the Joint Powers Agreement **Ongoing**
- Implement mobility training/transit ambassador program for Placer County residents **Ongoing**
- Implement bus pass subsidy program as adopted in the Short Range Transit Plan **Ongoing**
- Develop agendas for CTSA Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested groups, and citizens **Ongoing**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- CTSA FY 2017/18 Budget updates **As needed**
- CTSA FY 2018/19 Budget **May 2018**
- Contracts for CTSA transit services **Annually/as needed**
- Updates/amendments to agreements and program guidelines **As needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Reports, audits, and other documentation required of CTSAAs **July 2017 – June 2018/as needed**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF – Article 4.5	\$ 118,696	PCTPA	\$ 118,696
Percent of budget: 3.17%			

**WORK ELEMENT 24
WESTERN PLACER CTSA SHORT RANGE TRANSIT PLAN**

PURPOSE: To update the short range transit plan for the Western Placer Consolidated Transportation Services Agency (CTSA).

BACKGROUND: The short range transit plans for the Western Placer CTSA was last updated in 2011. PCTPA will fund a contract to update the short range transit plan for the Western Placer CTSA. The document proposes to cover the years 2018/19 to 2024/25.

Placer County continues to experience tremendous growth, and this has been reflected in the demands on providing specialized transit operations for seniors, persons with disabilities, low income individuals and families with children under age five. In order to serve this growing population, the Western Placer CTSA must update and revise its operating and capital improvement plans, schedules, and financial plans.

Preparation of the short range transit plan for the Western Placer CTSA also provides a tremendous opportunity to maximize coordination with the County’s fixed route transit systems by performing all short range transit plans concurrently.

WORK PROGRAM:

- Award and administer transit consultant contract **Ongoing**
- Coordinate with Transit Operators Working Group and transit consultant to develop short range transit plans **July 2017 – June 2018**

PRODUCTS:

- Task Memos **June – December 2017**
- Draft Auburn Transit Short Range Transit Plan **January 2018**
- Draft Roseville Transit Short Range Transit Plan **January 2018**
- Draft Placer County Transit Short Range Transit Plan **January 2018**
- Final Auburn Transit Short Range Transit Plan **June 2018**
- Final Roseville Transit Short Range Transit Plan **June 2018**
- Final Placer County Transit Short Range Transit Plan **June 2018**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
WPCTSA 2017/18	\$ 56,296	PCTPA	\$ 21,296
		Transit consultant	<u>\$ 35,000</u>
	\$ 56,296		\$ 56,296
Percent of budget: 1.50%			

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

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

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

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

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

The current ALUCP was adopted in early 2014. The City of Auburn is updating their Airport Master Plan, which is expected to be completed in late 2017/18, which triggers the need to update the ALUCP to make sure the two documents conform.

WORK PROGRAM:

- Participate in interagency aviation meetings **As Needed**
- Review development projects and Auburn Airport Master Plan Update for consistency with ALUCP **As Needed**
- Provide staff support for aviation agencies, local jurisdictions and ALUC **Ongoing**
- Administer funds and programs for local jurisdictions **Ongoing/as needed**
- Participate in RTPA Aviation group **Quarterly**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **In accordance with SACOG schedule/as needed**
- Update the ALUCP to reflect the Auburn Airport Master Plan Update. **In accordance with City of Auburn schedule**

PRODUCTS:

- Determinations of land use proposal consistency with ALUCP, including public hearings **As needed**

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

- Updated jurisdiction land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule**
- Request for Proposal and contract for the update the ALUCP to reflect the Auburn Airport Master Plan Update. **In accordance with City of Auburn schedule**
- Grant proposals, funding plans, and interagency agreements **Ongoing/as needed**
- ALUC meeting agendas **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$102,568	PCTPA	\$88,568
ALUC Fees	6,500	Legal	7,500
Rural Planning Assistance	<u>80,000</u>	ALUCP Consultant	80,000
		Airport Conformity Consultant	7,000
		Outreach and Notification Expenses	<u>6,000</u>
TOTAL	\$ 189,068		\$ 189,068
Percent of budget: 5.05%			

WORK ELEMENT 33 BIKEWAY PLANNING

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

BACKGROUND: During FY 2000/01 and 2001/02, staff developed Bikeway Master Plans for jurisdictions of Placer County. In FY 2010/11, PCTPA worked to complete the North Tahoe-Truckee Resort Triangle Bicycle and Trail Plan with the Tahoe Regional Planning Agency (TRPA), Nevada County Transportation Commission (NCTC), and the North Lake Tahoe Resort Association (NLTRA) in support of the NLTRA's goal to become designated as a Bicycle Friendly Community, which has now been achieved. PCTPA also updated, printed, and distributed the Countywide Bikeway Map annually since 2010.

Updated information on facilities and jurisdiction bikeway planning efforts, along with updated planning standards and funding will be reflected in an update to the Placer County Regional Bikeway Master Plan that began in FY 2016/17. Staff will also continue to monitor bicycle planning and implementation needs, and coordinate with SACOG, Caltrans, and jurisdictions on bicycle issues.

WORK PROGRAM:

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on bicycle funding opportunities and grant programs **Ongoing**
- Continue update to the Placer County Regional Bikeway Master Plan **July 2017 – February 2018**
- Conduct second round of public outreach on Draft Regional Bikeway Master Plan recommended bikeways **October 2017 – December 2017**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2018 – May 2018**
- Using enhanced computer software capabilities, update countywide bikeway maps in-house **Ongoing**
- Print and distribute updated countywide bicycle maps **June 2018/Ongoing**
- Coordinate efforts with Caltrans District 3 on their district-wide bicycle facilities mapping effort **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**

PRODUCTS:

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **May 2018/As needed**
- Regional Bicycle Steering Committee agendas **July 2017 – February 2018**
- Draft Regional Bikeway Master Plan **November 2017**
- Final Regional Bikeway Master Plan **February 2018**

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$78,100	PCTPA	\$69,100
Rural Planning Assistance Grant	30,000	Bikeway planning consultant	35,000
CMAQ	<u>8,500</u>	Graphics/printing	<u>12,500</u>
TOTAL	\$116,600		\$116,600
Percent of budget: 3.11%			

WORK ELEMENT 35

RAIL PROGRAM

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

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

The long-standing focus of Placer's rail program is to enhance rail service to Placer County. One manifestation of that priority has been work to extend passenger service to Reno. A Reno Rail Conceptual Plan was completed in FY 2004/05, but further efforts have been on hold pending ongoing discussions and negotiations with Union Pacific Railroad about the capacity improvements that would be needed to make partially or completely implement these plans. An underlying recognition with these enhancements to passenger rail is that it would also support and enhance goods movement, and may be moved forward through use of State grants for Cap and Trade.

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

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

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

WORK PROGRAM:

- Participate in CCJPA and other interagency rail committees and meetings **Monthly**
- Coordinate with state and federal agencies and legislators to ensure and enhance the long term viability of rail service in Placer County **Ongoing**
- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**

WORK ELEMENT 35 (continued)
RAIL PROGRAM

- Monitor and expedite improvements to rail facilities and services in Placer County **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Placer stations, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Participate with Caltrans in their upcoming Statewide Rail Plan **Ongoing according to Caltrans' schedule**

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$47,079	PCTPA	\$46,579
CMAQ	5,000	Legal	500
Capitol Corridor Marketing Match	<u>7,500</u>	Capitol Corridor Marketing	<u>12,500</u>
TOTAL	\$59,579		\$59,579
Percent of budget: 1.59%			

**WORK ELEMENT 40
PLACER PARKWAY**

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

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

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

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

WORK PROGRAM:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	\$ 12,826	PCTPA	\$12,826
Percent of budget: .34%			

WORK ELEMENT 41

I-80/SR 65 INTERCHANGE IMPROVEMENTS (*Multi-year project*)

PURPOSE: To develop a shelf-ready phased improvement program for the I-80/SR 65 Interchange, including environmental clearances, design, and right-of-way.

BACKGROUND: The I-80/SR 65 Interchange was constructed in the mid-1980's as part of the Roseville Bypass project on SR 65 in the Roseville/Rocklin area of South Placer County. The facility is now experiencing operational problems caused by high peak traffic volumes and less efficient geometry of the loop ramp, which cause downstream backups on I-80 and SR 65.

A project initiation document (PID) for the I-80/SR 65 Interchange Improvements was completed in 2009 by Caltrans District 3. This document provided a planning level alignment alternatives, as well as scope, schedule, and cost estimates. Because the two projects are so closely related, PCTPA has reprogrammed a portion of the savings from a Federal earmark for the I-80 Bottleneck for preconstruction of the I-80/SR 65 Interchange. After an extensive consultant selection process, the contract was signed with the CH2M Hill team in February 2011. The interchange improvements received both federal and state environmental clearance in September 2016.

Efforts thus far include public outreach, development of project alternatives, and environmental documentation, and design plans with extensive coordination with member jurisdictions. The work for FY 2017/18 is expected to focus on coordination with Caltrans on the permitting, bidding, awarding, and starting construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard. Augmenting construction of Phase 1 is ongoing public and stakeholder outreach and member jurisdiction coordination.

WORK PROGRAM:

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to move forward with construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2017 – June 2018**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **July 2017 – June 2018/as needed**
- Maintain and update the project website, www.8065interchange.org **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**

PRODUCTS:

- Award Phase 1 construction contract **Spring 2018**
- Regulatory agency coordination during Phase 1 construction **Ongoing**
- Newsletters, press releases, website updates, advertisements/announcements, and outreach materials **Ongoing**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$ 30,116	PCTPA	\$76,116
NCIIP Section 1302 earmark	<u>350,000</u>	Legal	4,000
		Environmental mitigation fees/monitoring	<u>300,000</u>
TOTAL	\$380,116		\$ 380,116
Percent of budget: 10.15%			

WORK ELEMENT 42

SR 65 CAPACITY AND OPERATIONAL IMPROVEMENTS (*Multi-year project*)

PURPOSE: To develop a shelf-ready improvement program for SR 65 between I-80 and Lincoln Boulevard, including environmental clearance, design, and right-of-way.

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

A project initiation document (PID) for the SR 65 Capacity and Operational Improvements was completed by Caltrans District 3 in January 2013. This document provides planning level alternatives, as well as scope, schedule, and cost estimates. The PCTPA board has approved funding to complete the next phase of the project: Project Approval and Environmental Document (PA&ED). The PA&ED phase was initiated in January 2014.

The work for FY 2017/18 is expected to include completion of environmental documents to gain project approval from Caltrans, with extensive public outreach and coordination with member jurisdictions.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to implement the environmental process in accordance with contract **July 2017 – December 2017**
- With the consultant team, provide information and make presentations on the SR 65 Capacity and Operational Improvements effort to elected officials, business groups, citizen groups, and other interested parties **July 2017 – June 2018/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the SR 65 Capacity and Operational Improvements in their planning efforts **Ongoing**

PRODUCTS:

- SR 65 Capacity and Operational Improvements consultant work products **In accordance with work program**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

WORK ELEMENT 42 (continued)
SR 65 CAPACITY AND OPERATIONAL IMPROVEMENTS (Multi-year project)

REVENUES		EXPENDITURES	
2017/18 LTF	\$ 27,748	PCTPA	\$ 95,748
CMAQ	<u>375,000</u>	Legal	2,000
		Environmental/design consultant	<u>305,000</u>
TOTAL	\$402,748		\$ 402,748
Percent of budget: 10.75%			

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

The major transportation funding program that PCTPA programs, under the requirements of our designation as Placer's Regional Transportation Planning Agency (RTPA), is the Regional Transportation Improvement Program (RTIP). PCTPA determines how to program the RTIP funds allocated to the county, known as Regional Choice funds. PCTPA also advocates for the allocation of Caltrans' ITIP funds for shared priorities on state highways, including SR 65 and I-80. However, with the advance of Placer's share of RTIP funds for the SR 65 Lincoln Bypass, as well as the fluctuations that result in a diminishing effectiveness of the gas tax revenues that fund the STIP, this is becoming a much smaller portion of PCTPA's funding efforts.

Federal funding is equally volatile. Over the past decade, the shrinking cost effectiveness of the Federal gas tax has required more state and local funding to make ends meet. After many years of short term Federal bills, the Fixing America's Surface Transportation (FAST) Act was passed in late 2015 to provide a five year package with a modest 3% increase in funding levels. However, the FAST Act relies on six years of revenues to fund the five year bill, which leaves open the question of what will happen when the FAST Act expires.

Whatever the financial climate, timelines, or requirements involved, PCTPA's primary focus is to obtain and maintain the maximum amount of transportation funding for our local and regional transportation priorities, including transit improvements, SR 65 widening, the I-80/SR 65 Interchange, Placer Parkway, rail capacity improvements, and various I-80 improvements. Not only do these projects enhance mobility for residents, they also enhance and expand efficient local, regional, and – in the case of I-80 and rail, national - goods movement.

PCTPA also programs projects for Federal programs such as the Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP), the Federal Transit Administration (FTA) Section 5310, 5311, 5313, 5316, and 5317, as well as coordinating applications for State and regional programs like the Active Transportation Program (ATP).

All regionally significant transportation projects, as well as any which receive federal funding, must be included in the Metropolitan Transportation Improvement Program (MTIP) to allow

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

projects to move forward. PCTPA works closely with SACOG and our jurisdictions to ensure data included in the MTIP is current and accurate. In addition, SACOG provides air quality conformity determinations on the MTIP to comply with Federal clean air requirements.

Under AB 1012, agencies are also held responsible for ensuring State and Federal funding is spent promptly and projects delivered within specified time limits. This requirement is backed up by “use it or lose it” timely use of funds deadlines. Some of the major projects subject to these provisions are the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) programs. Proposition 1B Corridor Mobility Improvement Account (CMIA) funding carries additional provisions outlined in project agreements with the California Transportation Commission (CTC) that require PCTPA’s constant monitoring and reporting of funded projects; anticipated funding partnerships with State Highway Operations Protection Program (SHOPP) funds on an early phase of the I-80/SR 65 Interchange Improvements will require close staff attention as the project moves forward through right of way and design to construction.

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

WORK PROGRAM:

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare and process Proposition 1B Public Transportation Modernization Improvement Service Efficient Account (PTMISEA) and Transit Security and Safety applications and reporting documents **Per State schedule**
- Prepare grant and funding applications, such as for Federal TIGER grants **Per Federal/State schedules**
- Serve as information clearinghouse for various grant programs **Ongoing**
- Provide staff support and advice for local jurisdictions in developing grant applications **Ongoing**
- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- Analyze CMAQ applications and recommend programming to SACOG per Memorandum of Understanding **As needed**
- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **July 2017 – June 2018**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, RSTP, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements **As needed**
- Work with Caltrans District 3 to reprogram Federal funding and obtain necessary agreements for additional I-80 projects, such as construction of auxiliary lanes on I-80 between SR 65 and Rocklin Road and between Douglas Blvd and Riverside Ave **Ongoing/as needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Carbon Transit Operations Program applications **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly/as needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Amendments and applications to Proposition 1B program **As needed**
- Amendments and applications to Low Carbon Transit Operations Program **As needed**
- FTA Section 5310 Priority List **January 2018, per Caltrans schedule**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- FTA Section 5311 Program of Projects and Application **January 2018**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2018**
- FHWA Strategic Partnership Grant application **March 2018**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**

REVENUES		EXPENDITURES	
FY 2017/18 LTF	\$72,997	PCTPA	\$132,997
STIP Programming (PPM)	60,000		
TOTAL	\$132,997		
Percent of budget:	3.55%		

WORK ELEMENT 60

REGIONAL TRANSPORTATION FUNDING STRATEGY

PURPOSE: To develop a strategy to fund the critical regional transportation projects in Placer County based on current economic conditions.

BACKGROUND: For a number of years, the needs for large scale regional transportation projects far outstrip the county's available transportation funding. Concern has centered on not only the shortfalls, but the timing to fund major projects identified in the Regional Transportation Plan (RTP) such as the Placer Parkway, SR 65 widening, the I-80/SR 65 interchange, intercity rail, transit services, road rehabilitation and maintenance, bicycle facilities, Tahoe improvements, and SR 49.

While the regional traffic impact fee has now been adopted, increasing travel demand juxtaposed with a massive State budget crisis and dwindling Federal funding have continued the gap between transportation needs and funding availability. The most recent Regional Transportation Funding Strategy, which was completed in 2016, developed the Transportation Investment Plan and Sales Tax Ordinance which was placed on the November 2016 ballot as Measure M. While the effort achieved just under 64% support, that was not quite enough for the 2/3 majority required for passage.

Unfortunately, the disparity between critical transportation needs and funding opportunities, and the integral ties to the economic vitality of Placer County has not changed. Meanwhile, the very legitimate public concerns about traffic congestion and pavement conditions are getting even worse.

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

WORK PROGRAM:

- Working with consultant, coordinate and facilitate outreach efforts **July 2017 - June 2018**
- Develop and provide informational materials and fact sheets on transportation needs and funding to interested parties, including community and business groups, and the general public. **July 2017 – June 2018**
- Obtain feedback from the public on the transportation needs, funding, and options through multiple sources, including web-based media and surveys **Ongoing**
- Monitor and evaluate proposals to change and/or augment state transportation funding programs as they affect Placer County projects and local funding strategies **Ongoing**
- Continue to identify opportunities to leverage state and federal dollars to enhance local transportation funding efforts **Ongoing**
- Continue to update and refine the Regional Transportation Funding Strategy, including opportunities, needs, and constraints **July 2017 – June 2018**
- Investigate opportunities for innovative funding, such as a public-private partnership, for specialized transit services, Placer Parkway, I-80 improvements, and other potential candidate projects **Ongoing**

WORK ELEMENT 60 (continued)
REGIONAL TRANSPORTATION FUNDING STRATEGY

- Develop and evaluate specific proposals to develop local funding options to address local transportation needs **July 2017 – June 2018**

PRODUCTS:

- Informational materials, including fact sheets, maps, charts, website graphics, and PowerPoint presentations, on transportation needs and funding **Ongoing**
- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Regional Transportation Funding Strategy update **November 2017/Ongoing**
- Public survey data results **October 2017/as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$ 274,889	PCTPA	\$ 118,389
		Legal	10,000
		Funding Strategy consultant	100,000
		Public survey consultant	30,000
		Event sponsorship	6,500
		Website/graphics	<u>10,000</u>
TOTAL			\$ 274,889
Percent of budget:	7.34%		

WORK ELEMENT 77

DRY CREEK WEST PLANNING AND FEASIBILITY STUDY

PURPOSE: The Dry Creek West Planning and Feasibility Study will evaluate the potential alignment of a 3-mile multi-use trail that exists in the existing Dry Creek Greenway trail between Cook-Riolo Road in Placer County and Riverside Avenue in the City of Roseville. Upon completion of the proposed planning and feasibility study including development of a preferred trail alignment, the City of Roseville and Placer County would then be poised to begin environmental review and engineering, ultimately leading to construction of the trail.

BACKGROUND: PCTPA received a FY 2016/17 Caltrans Sustainable Communities Grant (FTA Section 5304) on behalf of the City of Roseville and Placer County to assess the feasibility and potential alignment of a 3-mile gap closure of the Dry Creek Greenway Trail and crossing of the Union Pacific rail yard. The proposed segment is part of the larger Dry Creek Greenway Regional Vision Plan completed in 2004 that envisions connecting western Placer County at the Sacramento County line to the City of Auburn on the north and to Folsom Lake and the American River Parkway on the east.

WORK PROGRAM:

- Conduct Existing Conditions Analysis **Per consultant work program**
- Identify Preliminary Opportunities and Constraints **Per consultant work program**
- Develop Public Outreach Plan **Per consultant work program**
- Implement Public Outreach through Key Stakeholder Interviews, two Community Workshops, and a Community Open House **Per consultant work program**
- Prepare draft and Final Study **Per consultant work program**

PRODUCTS:

- Project Team Monthly Meetings **July 2017 – Ongoing**
- Community Outreach **Ongoing**
- Final Existing Conditions Report, Opportunities and Constraints **Per consultant work program**
- Alignment Alternatives and Conceptual Designs **Per consultant work program**
- Draft Dry Creek West Planning and Feasibility Study Report **Per consultant work program**
- Final Report **Per consultant work program**
- Invoice Package and Quarterly Reports **Ongoing**

WORK ELEMENT 77 (continued)
DRY CREEK WEST PLANNING AND FEASIBILITY STUDY

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$ 2,005	PCTPA	\$ 3,255
FTA Section 5304, Sustainable Communities grant	94,063	Planning/Feasibility Study Consultant	<u>105,000</u>
City of Roseville Local Match	<u>12,187</u>		
TOTAL	\$ 108,255	TOTAL	\$ 108,255
Percent of budget: 2.89%			

**WORK ELEMENT 79
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**

PURPOSE: To facilitate implementation of ITS technology in Placer, El Dorado, Nevada, and Sierra County areas.

BACKGROUND: Caltrans received federal grants to explore the application of ITS technology statewide. Working with Caltrans District 3, this effort examined the application of ITS technology in the four rural counties. PCTPA acted as grant administrator for the multi-county effort to develop an ITS Plan for Placer, El Dorado, Nevada, and Sierra Counties. This effort was coordinated with the ITS effort begun by the Tahoe Regional Planning Agency (TRPA) for the Tahoe basin. The ITS Study was completed in FY 2001/02. The FHWA acknowledged the Tahoe Gateway Counties Intelligent Transportation System Strategic Deployment Plan (ITS/SDP) in June 2004 and the ITS Maintenance Plan in April 2005.

At the request of staff, SACOG will maintain the ongoing ITS Tahoe Gateway regional architecture. PCTPA will provide ongoing coordination and information sharing on ITS technologies among the four counties, and act as liaison with SACOG.

WORK PROGRAM:

- Coordinate with El Dorado, Nevada, and Sierra Counties, Caltrans New Technologies, Caltrans District 3, and SACOG to share information on ITS architecture **Ongoing**
- Act as liaison between the four Tahoe Gateway ITS counties and SACOG **Ongoing**
- Investigate funding opportunities for ITS projects **Ongoing**
- Provide information and reports to interested groups and citizens **Ongoing**

PRODUCTS:

- Tahoe Gateway Counties ITS Coordination agendas **As needed**
- ITS funding grants **As opportunities arise**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$ 2,831	PCTPA	\$ 2,831
Percent of budget:	0.08%		

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

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

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

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

WORK PROGRAM:

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

PRODUCTS:

- Progress reports **Quarterly**
- Freeway Service Patrol brochures **Ongoing**
- Freeway Service Patrol signage and material updates **As needed**

WORK ELEMENT 80 (continued)
FREEWAY SERVICE PATROL

<u>REVENUES</u>		<u>EXPENDITURES</u>	
2017/18 LTF	\$ 3,037	PCTPA	\$ 70,287
FSP State Allocation – FY 2017/18 expended 17/18	122,000	FSP contractor	277,000
FSP State Allocation – FY 2016/17 carryover	124,000	Legal	<u>500</u>
PCAPCD Clean Air Grant	15,000		\$ 347,787
FY 2017/18 CMAQ Grant expended 17/18	40,950		
FY 2016/17 CMAQ carryover	<u>42,800</u>		
TOTAL	\$ 347,787		
Percent of budget:	9.28%		

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

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

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

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

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA’s traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Represent SPRTA in the Interjurisdictional Traffic Impact Study with SACOG, Placer, Sacramento, and Sutter Counties **Monthly/as scheduled**

PRODUCTS:

- SPRTA Implementation Plan updates **As needed**
- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2017/18 Budget updates **As needed**
- SPRTA FY 2017/18 Budget **May 2018**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$ 73,413	PCTPA	\$ 73,413
Percent of budget:	1.96%		

Table 1

Budget Summary			
FY 2017/18			
Expenditures		FY 2016/17	
	Proposed	Adopted	Difference
Salary	\$581,263	\$562,387	\$18,876
Benefits	\$345,682	\$326,518	\$19,164
Direct (Table 2)	\$2,175,806	\$2,385,912	(\$210,106)
Indirect (Table 3)	\$643,045	\$573,325	\$69,720
Total	\$3,745,796	\$3,848,142	(\$102,346)
Revenues		FY 2016/17	
	Proposed	Adopted	Difference
LTF Administration	\$425,000	\$425,000	\$0
LTF Planning	\$933,040	\$844,738	\$88,302
Rural Planning Assistance - Formula	\$448,000	\$473,000	(\$25,000)
ALUC Fees	\$6,500	\$2,500	\$4,000
STIP Planning Funds	\$165,000	\$166,000	(\$1,000)
CMAQ Grant - CMP FY 2017/18	\$50,000	\$5,000	\$45,000
Placer APCD AB2766 Grant - FSP FY 17/18	\$15,000	\$20,000	(\$5,000)
Caltrans FSP Grant - FY 17/18 expended 17/18	\$122,000	\$243,493	(\$121,493)
Caltrans FSP Grant Reserve - from FY 16/17	\$124,000	\$48,000	\$76,000
CMAQ Grant - FSP FY 17/18 expended 17/18	\$40,950	\$83,750	(\$42,800)
CMAQ Grant Reserve - FSP - from FY 16/17	\$42,800	\$61,503	(\$18,703)
Building Administration	\$19,716	\$18,298	\$1,418
Building Admin/Ops Reimbursement (15/16 & 16/17)	\$50,000	\$0	\$50,000
Capitol Corridor Marketing Match	\$7,500	\$7,500	\$0
Interest	\$1,800	\$1,800	\$0
SPRTA Administration	\$73,413	\$68,149	\$5,264
SPRTA - Placer Parkway	\$12,826	\$6,816	\$6,010
NCIIP Section 1302 - I-80/SR 65 IC	\$350,000	\$465,000	(\$115,000)
CMAQ Grant - SR 65 Widening	\$375,000	\$597,755	(\$222,755)
FTA 5304 Grant - Dry Creek Planning Study	\$94,063	\$188,126	(\$94,063)
City of Roseville FTA 5304 Matching Funds	\$12,187	\$24,374	(\$12,187)
Western Placer CTSA SRTP grant 17/18	\$108,308	\$0	\$108,308
Western Placer CTSA SRTP grant 16/17	\$150,000	\$0	\$150,000
Western Placer CTSA JPA Administration	\$118,696	\$127,411	(\$8,715)
LTF Carryover	\$0	\$0	\$0
Total	\$3,745,799	\$3,878,213	(\$132,414)
Contingency Fund Balance		FY 2016/17	
	Proposed	Adopted	Difference
PCTPA	\$555,000	\$555,000	\$0
Nevada Station	\$50,000	\$50,000	\$0
Total	\$605,000	\$605,000	\$0
Revenue to Expenditure Comparison		FY 2016/17	
	Proposed	Adopted	Difference
Surplus/(Deficit)	\$3	\$71	

Table 2

	FY 2016/17		Difference	Source
	Proposed	Adopted		
TDA Fiscal Audits (WE 11)	\$34,300	\$34,000	\$300	LTF
TDM Marketing/Guaranteed Ride Home (WE 14)	\$0	\$500	(\$500)	CMAQ, LTF
Coordinated Transit Schedule Guide Update (WE 14)	\$4,000	\$4,000	\$0	CMAQ, LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$2,000	\$3,000	(\$1,000)	CMAQ, LTF
TNT/TMA Membership (WE 14)	\$6,400	\$6,400	\$0	LTF
Fixed Route Short Range Transit Plans (WE 22)	\$180,000	\$0	\$180,000	WPCTSA
WPCTSA Short Range Transit Plan (WE 24)	\$35,000	\$0	\$35,000	WPCTSA
Capitol Corridor Marketing (WE 33)	\$12,500	\$12,500	\$0	CMAQ, LTF, CCJPA
SACOG Payment (WE 20)	\$464,606	\$422,369	\$42,237	LTF, RPA
Website/Graphic Design (WE 14, 60)	\$19,000	\$14,000	\$5,000	LTF
I-80/SR 65 Interchange Permitting Consultant (WE 41)	\$300,000	\$400,000	(\$100,000)	NCIIP Section 1302
SR 65 Widening Consultant Team (WE 42)	\$305,000	\$524,240	(\$219,240)	CMAQ
I-80 Auxiliary Lanes Project Report Consultant (WE 50)	\$0	\$3,500	(\$3,500)	LTF
ALUC Consulting Services (WE 27)	\$7,500	\$2,500	\$5,000	ALUC fees
Outreach and Notification Expenses (WE 11, 14, 27)	\$7,000	\$6,000	\$1,000	RPA, LTF
Communications Consultant (WE 14)	\$45,000	\$46,900	(\$1,900)	LTF
Federal Advocacy Services (WE 13)	\$39,000	\$39,000	\$0	LTF
State Advocacy Services (WE 13)	\$16,000	\$7,500	\$8,500	LTF
Advocacy Expenses/Travel (WE 13)	\$15,000	\$15,100	(\$100)	LTF
Freeway Service Patrol Contractor (WE 80)	\$277,000	\$282,000	(\$5,000)	AB 2766, Caltrans, LTF
Freeway Service Patrol Reserve - State (WE 80)	\$0	\$48,000	(\$48,000)	Caltrans FSP
Freeway Service Patrol Reserve - Match (WE 80)	\$0	\$30,000	(\$30,000)	CMAQ, AB2766
Freeway Service Patrol - CMAQ carryover to 18/19	\$0	\$61,503	(\$61,503)	CMAQ
Educational Outreach/Events (WE 14, 60)	\$18,000	\$16,400	\$1,600	LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 60, 80)	\$25,500	\$27,000	(\$1,500)	LTF, RPA, CMAQ, NCIIP, ALUC fees
Bicycle Map Printing (WE 33)	\$12,500	\$12,500	\$0	LTF
Countywide Bikeway Master Plan Consultant (WE 33)	\$35,000	\$70,000	(\$35,000)	LTF, RPA
Safety Analysis Consultant (WE 50)	\$0	\$7,000	(\$7,000)	LTF
Funding Strategy Consultant (WE 60)	\$100,000	\$0	\$100,000	LTF, RPA
Public Opinion Polling (WE 60)	\$30,000	\$0	\$30,000	LTF, RPA
Dry Creek Trail Consultant/City of Roseville (WE 77)	\$105,000	\$210,000	(\$105,000)	FTA 5304
ALUCP Update Consultant (WE 27)	\$80,000	\$80,000	\$0	RPA
TOTAL	\$2,175,306	\$2,385,912	(\$210,606)	

LTF = Local Transportation Fund

CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds

STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

Table 3**Indirect Cost Budget
FY 2017/18**

CALTRANS ICAP INDIRECT	FY 2016/17			
	Proposed	Adopted	Variance	Variance %
ACCOUNTING & ACTUARIAL	\$5,000	\$3,650	\$1,350	36.99%
FISCAL AUDIT <i>Note 1</i>	\$15,850	\$16,500	(\$650)	-3.94%
ADVERTISING	\$2,000	\$2,000	\$0	0.00%
COMMUNICATION	\$10,250	\$10,250	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$7,500	\$7,500	\$0	0.00%
DUES/SUBSCRIPTIONS - NON ADVOCACY	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINT	\$8,000	\$8,000	\$0	0.00%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL <i>Note 2</i>	\$20,000	\$20,000	\$0	0.00%
MEMBERSHIP/TRAINING - NON ADVOCACY	\$8,500	\$8,500	\$0	0.00%
OFFICE SUPPLIES	\$4,300	\$4,300	\$0	0.00%
POSTAGE	\$3,000	\$3,000	\$0	0.00%
PRINTING	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING - NON ADVOCACY	\$19,000	\$19,000	\$0	0.00%
UTILITIES/MAINT	\$17,200	\$17,200	\$0	0.00%
INDIRECT LABOR - <i>Note 3</i>	\$349,136	\$349,657	(\$521)	-0.15%
INDIRECT COST ADJUSTMENT FROM FY 15/16	(\$75,232)	(\$75,232)	\$0	0.00%
ICAP ALLOWABLE TOTAL	\$420,504	\$420,325	\$179	0.04%
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$8,500	\$8,500	\$0	0.00%
MEETING SUPPLIES	\$4,500	\$4,500	\$0	0.00%
MISCELLANEOUS	\$250	\$250	\$0	0.00%
OFFICE SPACE	\$153,283	\$149,544	\$3,739	2.50%
SUBTOTAL	\$166,533	\$162,794	\$3,739	2.30%
INDIRECT COST BUDGET TOTAL	\$587,037	\$583,119	\$3,918	0.67%
Non-Cash Expenses (For Information Only)				
DEPRECIATION EXPENSE	\$3,061	\$3,061	\$0	

Note 1 - Split between Table 2 - Direct Costs and Table 3 - Indirect Costs

Note 2 - Legal is now split between direct and indirect budgets

Note 3 - Indirect Labor recalculated based on Caltrans Indirect Cost Plan directives

Table 4

Revenue - 2017/18 OWP												
	Work Element	Current Year LTF 17/18	Rural Plan Assist Formula	STIP	Federal Earmark	SPRTA	CMAQ	FSP Grants	LTF/STA Article 4.5	Other		TOTAL
5	Agency Admin - Indirect	\$0								\$ 349,136	(1)	\$349,136
10	Agency Admin - OWP	\$17,973	\$25,000									\$42,973
11	TDA Implementation	\$149,092										\$149,092
12	Intergovernmental Coordination	\$70,461		\$20,000								\$90,461
13	Intergovernmental Advocacy	\$111,297								\$1,800	(2)	\$113,097
14	Communications/Outreach	\$214,218					\$36,500					\$250,718
15	Building Administration	(\$0)								\$19,716	(4)	\$19,716
20	SACOG/MPO Planning Integration	\$203,626	\$313,000	\$85,000								\$601,626
22	Fixed Route SRTP	(\$0)							\$202,012			\$202,012
23	CTSA Administration	(\$0)							\$118,696			\$118,696
24	CTSA SRTP	\$0							\$56,296			\$56,296
27	Airport Land Use Commission	\$102,568	\$80,000							\$6,500	(6)	\$189,068
33	Bikeway Planning	\$78,100	\$30,000				\$8,500					\$116,600
35	Capitol Corridor/Rail	\$47,079					\$5,000			\$7,500	(3)	\$59,579
40	Placer Parkway	\$0				\$12,826						\$12,826
41	I-80/SR 65 Interchange	\$30,116			\$350,000							\$380,116
42	SR 65 Widening	\$27,748					\$375,000					\$402,748
50	Project Programming and Reporting	\$72,997		\$60,000								\$132,997
60	Transportation Funding Strategy	\$274,889										\$274,889
77	Dry Creek West Planning Study	\$2,005								\$106,250	(7)	\$108,255
79	ITS Program	\$2,831										\$2,831
80	Freeway Service Patrol	\$3,037					\$83,750	\$246,000		\$15,000	(5)	\$347,787
100	SPRTA Administration	\$0				\$73,413						\$73,413
	Unallocated Revenue/Reserve	\$3										\$3
	Total	\$1,408,040	\$448,000	\$165,000	\$350,000	\$86,239	\$508,750	\$246,000	\$377,004	\$156,766		\$3,745,799

Notes: (1) Work Element 10a is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor Marketing Match; (4) Building Admin Reimburse; (5) AB2766 Grant; (6) ALUC fees; (7) FTA Section 5304 including Local Match

Table 5

Expenditures - 2017/18 OWP			Caltrans ICAP rate	Total Rate (see Table 3)			Website/ Graphics	Legal	Other	Total	% of Budget
	PY	Staff	Indirect	Indirect	SACOG	Consulting					
5 Agency Admin - Indirect	1.83	\$349,136							(1)	\$349,136	see Table 3
10 Overall Work Program	0.11	\$25,372	\$12,676	\$4,925						\$42,973	1.15%
11 TDA Implementation	0.40	\$67,037	\$46,505	n/a		\$34,300		\$500	\$750 (5)	\$149,092	3.98%
12 Intergovernmental Coordination	0.21	\$53,409	\$26,683	\$10,368						\$90,461	2.41%
13 Intergovernmental Advocacy	0.08	\$25,445	\$17,652	n/a		\$55,000			\$15,000 (8)	\$113,097	3.02%
14 Communications/Outreach	0.48	\$101,592	\$50,755	\$19,722		\$45,000	\$13,000		\$20,650 2),(4),(5),(7)	\$250,718	6.69%
15 Building Administration	0.06	\$11,641	\$8,075	n/a						\$19,716	0.53%
20 SACOG/MPO Planning Integration	0.44	\$80,308	\$40,122	\$15,590	\$464,606			\$1,000		\$601,626	16.06%
22 Fixed Route SRTP	0.07	\$12,996	\$6,493	\$2,523		\$180,000				\$202,012	5.39%
23 CTSA Administration	0.36	\$70,080	\$48,616	n/a						\$118,696	3.17%
24 CTSA SRTP	0.06	\$12,574	\$6,282	\$2,441		\$35,000				\$56,296	1.50%
27 ALUC/Aviation Planning	0.26	\$52,292	\$26,125	\$10,151		\$87,500		\$7,000	\$6,000 (5)	\$189,068	5.05%
33 Bikeway Planning	0.23	\$40,798	\$28,302	n/a		\$35,000	\$12,500			\$116,600	3.11%
35 Capitol Corridor Rail	0.11	\$27,501	\$19,078	n/a		\$12,500		\$500		\$59,579	1.59%
40 Placer Parkway	0.03	\$7,573	\$5,253	n/a						\$12,826	0.34%
41 I-80/SR 65 Interchange	0.20	\$44,940	\$22,452	\$8,724		\$300,000		\$4,000		\$380,116	10.15%
42 SR 65 Widening	0.27	\$56,531	\$28,243	\$10,974		\$305,000		\$2,000		\$402,748	10.75%
50 Project Programming and Reporting	0.39	\$78,523	\$39,230	\$15,243		\$0				\$132,997	3.55%
60 Transportation Funding Strategy	0.24	\$69,899	\$48,490	n/a		\$130,000	\$10,000	\$10,000	\$6,500 (4)	\$274,889	7.34%
77 Dry Creek West Planning Study	0.01	\$1,922	\$1,333	n/a		\$105,000				\$108,255	2.89%
79 ITS Program	0.01	\$1,671	\$1,159	n/a						\$2,831	0.08%
80 Freeway Service Patrol	0.21	\$41,498	\$20,733	\$8,056				\$500	\$277,000 (3)(6)	\$347,787	9.28%
100 SPRTA Administration	0.19	\$43,344	\$30,069	n/a						\$73,413	1.96%
Total	6.25	\$926,944	\$534,328	\$108,717	\$464,606	\$1,324,300	\$35,500	\$25,500	\$325,900	\$3,745,796	100.00%

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

Notes: (1) WE 10a is indirect and proportionally spread over all other work elements; (2)Includes \$6,400 payment to TNT/TMA for outreach in Tahoe area;

(3) Carryover/Reserve; (4) transportation event sponsorship; (5) notifications and outreach; (6) FSP contract; (7) alternative fuel vehicle support; (8) travel expenses

Table 6

Summary of Staff Hours and Costs FY 2017/18

		Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
5	Agency Admin - Indirect	3805	29.27%	1.83		\$349,136	27.36%
10	Agency Admin - OWP	230	1.77%	0.11		\$25,372	1.99%
11	TDA Implementation	845	6.50%	0.41		\$68,922	5.40%
12	Intergovernmental Coordination	445	3.42%	0.21		\$53,409	4.19%
13	Intergovernmental Advocacy	165	1.27%	0.08		\$25,445	1.99%
14	Comm/Outreach	920	7.08%	0.44		\$94,054	7.37%
15	Building Administration	125	0.96%	0.06		\$11,641	0.91%
20	SACOG/MPO Plan Integration and Support	915	7.04%	0.44		\$80,308	6.29%
22	Fixed Route SRTPs	140	1.08%	0.07		\$12,996	1.02%
23	CTSA Administration	760	5.85%	0.37		\$71,964	5.64%
24	CTSA SRTP	135	1.04%	0.06		\$12,574	0.99%
27	ALUC/Aviation Planning	535	4.12%	0.26		\$52,292	4.10%
33	Bikeway Planning	485	3.73%	0.23		\$40,798	3.20%
35	Capitol Corridor Rail	220	1.69%	0.11		\$27,501	2.16%
40	Placer Parkway EIR	60	0.46%	0.03		\$7,573	0.59%
41	I-80/SR 65 Interchange	425	3.27%	0.20		\$44,940	3.52%
42	SR 65 Widening	565	4.35%	0.27		\$56,531	4.43%
50	Project Programming	845	6.50%	0.41		\$82,292	6.45%
60	Regional Transp Funding Strategy	500	3.85%	0.24		\$69,899	5.48%
77	Dry Creek West Planning Study	25	0.19%	0.01		\$1,922	0.15%
79	ITS	20	0.15%	0.01		\$1,671	0.13%
80	Freeway Service Patrol	430	3.31%	0.21		\$41,498	3.25%
100	SPRTA Administration	405	3.12%	0.19		\$43,344	3.40%
	Total	13000	100.0%	6.25		\$1,276,081	100.0%

Table 7

Agency Salary and Pay Range FY 2017/18				
			FY 2017/18 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	12885	17266
Senior Transportation Planner	Senior Planner	1	7462	9524
Senior Planner/Engineer	Senior Planner	1	7462	9524
Associate Planner/Communications	Associate Planner	1	6148	7845
Assistant Planner	Assistant Planner	0	5129	6547
Fiscal/Administrative Officer	Fiscal/Administrative Office	1	7408	9454
Planning Administrator/Board Secretary	Executive Assistant	1	6259	7991
			FY 2017/18 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0.25	35.47	45.26
Planning Intern	Planning Intern	0	22.19	28.33

COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ATP	Active Transportation Program
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Documentation
PPM	Planning, Programming and Monitoring
Prop 1B	Proposition 1B (November 2006 Transportation Bond Funding)
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account Program
RFP	Request for Proposal
RPA	Rural Planning Assistance Funds
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SHOPP	State Highway Operation and Protection Program
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TDA	Transportation Development Act
TIGER	Transportation Investment Generating Economic Recovery

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Technical Advisory Committee Meeting Minutes

May 9, 2017 – 2:30 p.m.

ATTENDANCE: Amber Conboy, Placer County
Chris Kraft, Placer County
Mike Dour, City of Roseville
Scott Gandler, City of Roseville
Wes Heathcock, City of Colfax
Mark Johnson, City of Roseville
Ray Leftwich, City of Lincoln
Rich Moorehead, Placer County
Justin Nartker, City of Rocklin
Bernie Schroeder, City of Auburn
Jason Shykowski, City of Roseville
David Smith, Caltrans

Celia McAdam, PCTPA
Aaron Hoyt, PCTPA
Luke McNeel-Caird, PCTPA
Solvi Sabol, PCTPA

State Route 65 Widening Environmental Document

Luke McNeel-Caird reported that the SR 65 Widening Project Draft Initial Study/Mitigated Negative Declaration (IS/MND) has been approved and signed by Caltrans. The public notice will be released on May 12th with comments due by June 14th. Once comments are received, we will be working with regulatory agencies to finalize the document at the end of this year. McNeel-Caird added that that the proposed project would widen State Route (SR) 65 from north of Galleria Boulevard/Stanford Ranch Road to Blue Oaks Boulevard, and add several auxiliary lanes from Blue Oaks Boulevard to Lincoln Boulevard.

Final FY 2017/18 OWP and Budget

Celia McAdam explained that the final version of the FY 2017/18 OWP and Budget contains only minor changes from the preliminary draft version adopted by the Board in February 2017. These changes included the incorporation of comments from Caltrans which were mostly verbiage related. Additionally, McAdam said, there was a reduction to FSP funding which is also reflected in the OWP and budget, which does balance. The TAC concurred with taking the Final FY 2017/18 OWP and Budget to the Board for adoption in May.

SB 1 – Update

Celia McAdam reported that SB 1 was signed by the Governor. McAdam provided a flow sheet which shows the accounting structure of this funding source. While these are estimates, McAdam said it roughly doubles what each jurisdiction will receive in gas tax revenues and the money will come directly to the jurisdictions. McAdam informed the TAC that there will be reporting requirements and

emphasized that increases to the gas tax are indexed to inflation. She noted that specifics of this bill are still being worked out in the legislature and also added that there is movement to rescind the bill in 2018. This will be going to the Board as an informational item in May.

SR 49 Improvements

Luke McNeel-Caird explained that he met with Caltrans, the City of Auburn and Placer County on the SR 49 Improvements, adding that Caltrans intends to fund \$38 million for repaving, turn lanes, bike lanes and walkways. McNeel-Caird added that public notification and participation will occur and a public meeting is scheduled in July. Construction could begin as early as next year.

Regional Surface Transportation Program (RSTP) Apportionments

Luke McNeel-Caird provided the 2020-2022 RSTP Apportionments, which have been broken down by jurisdiction, explaining that we are moving forward with additional years because of potential rescission at the SACOG level in the future. In 2020 McNeel-Caird said that estimated funds available are \$16.5 million and this is a three-year call for projects. McNeel-Caird asked that the jurisdictions program these funds in the next three months and emphasized that SACOG and PCTPA want jurisdictions to spend these funds as soon as possible. The TAC concurred with staff recommendation for Board approval in May.

Congestion Mitigation and Air Quality (CMAQ) Guidelines

Luke McNeel-Caird provided the CMAQ Guidelines and the funding estimate for FY 2019/20 – 2021/22. As with RSTP funds, it was emphasized that the jurisdictions spend their CMAQ dollars as soon as possible. Unlike RSTP, however, McNeel-Caird explained CMAQ has a 25% discretionary pot of money. While doing a call for projects on the available discretionary money is an option, in the past it was used for the preconstruction of the SR 65 widening project. The TAC was asked to consider two regional projects for discretionary funding in this CMAQ round.

Luke McNeel-Caird explained that the City of Colfax has been in talks with Caltrans to do a roundabout project on State Route 174 which cost \$2.6 million. In order to leverage \$1.7 million in state and development fees, it was proposed that \$800,000 be used from discretionary CMAQ funding. The other regional project for TAC consideration are Highway 49 Improvements, which would include additional sidewalks. This project, McNeel-Caird explained, could be a good candidate to attract matching funds from Active Transportation Program (ATP) funding which recently was increased \$100 million dollars with the passage of SB 1.

The TAC concurred with staff recommendations to bring the CMAQ allocation criteria for FY 2019/20-2021/22 to the Board. Additionally, the TAC agreed with the recommendation of directing a portion of the discretionary funds to construct the roundabout in the City of Colfax as well as construct sidewalks on Highway 49 to leverage other funding. Luke McNeel-Caird said that once the Board approves the requested action, we will be asking jurisdictions to submit projects in the next three months.

Transportation Sales Tax Districting Proposal

Celia McAdam explained that the sales tax districting proposal in AB 1324 is stalled until next year. Staff will be working with our legislative advocate to find another vehicle.

Freeway Service Patrol – Change Order Number Two

Celia McAdam explained that the FSP Contract Amendment #2 as provided reflects the decrease in funds due to less grant funding and to reflect changes in diesel prices. The coverage area remains the same.

Section 5311 Program of Projects: FY 2016/17 and FY 2017/18 FTA

Aaron Hoyt reported that the City of Auburn and Placer County are recipients of 5311 funding for the FY 2016/17 and FY 2017/18 program of projects. These allocations will be brought to the Board for approval in May.

Bikeway Plan

Aaron Hoyt explained that the consultant has pulled together existing bikeway conditions for the unincorporated areas of the county. Currently an outreach plan is being developed to gather public input and recommendations.

Other Issues/Upcoming Deadlines

None.

Adjourn

Meeting adjourned at 3:40 p.m.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: May 9, 2017

FROM: Luke McNeel-Caird, Senior Planner/Engineer
David Melko, Senior Transportation Planner
Aaron Hoyt, Associate Planner

SUBJECT: STATUS REPORT

1. Quarterly Status Report on State and Federal Funded Projects

The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information. In an effort to keep the Board apprised of regionally significant transportation projects in Placer County, staff will provide this report once per quarter.

2. Freeway Service Patrol (FSP)

FY 2016/17 3rd Quarter statistical summary for Placer FSP service is attached. For the 3rd Quarter, there were 645 total assists and 21 survey comments submitted. All of the motorists rated the service as “excellent.”

3. Placer County Regional Bikeway Plan

The Placer County Regional Bikeway Plan is nearing completion of the inventory of existing biking facilities within the unincorporated areas of Placer County. The project team is also developing an outreach plan to engage the community and stakeholder groups with respect to how they use the existing system (i.e., gaps in the system, problem areas, maintenance, lack of facilities, etc.) and opportunities for future improvement, expansion, or enhanced connectivity. The outreach plan will target stakeholder and community groups through a robust social media presence directing interested individuals to an interactive map where users can identify needed bikeway improvements, issue areas, or destinations they would like to reach. This effort coupled with a public survey on cycling interest and traditional one-on-one stakeholder presentation will seek to obtain community input on the topic and drive subsequent work tasks. The outreach efforts are anticipated to kick-off mid to late May and extend through June.

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
May 2017**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20389	SR 193 Curve Improvement	Near Lincoln, SR 193, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road - Curve improvements and widening (PM 4.4/5.4) [CTIPS ID 107-0000-0798] (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$18,562,000	2018	2015	2015	2015
Caltrans D3	CAL20424	I-80 3-Mile Truck Climbing Lane	Near Colfax on I-80, from the Long Ravine UP to east of Magra Road OC - Construct eastbound truck climbing lane and related improvements (PM 35.1/38.0) (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	IM, SHOPP Mobility AC	\$52,657,337	2018	2010	2015	2015
Caltrans D3	CAL20511	Gold Run SRRA Water System Upgrades	On I-80 in Placer County, near Gold Run, at the Gold Run Safety Roadside Rest Area - Replace water distribution system (PM 41.4/42.2) [CTIPS ID 107-0000-0960] [Total Project Cost \$3,296,000 in 16/17 FY] (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$3,596,000	2019	2017	2017	2017
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, El Dorado and Butte counties on Various Routes at Various Locations - Upgrade pedestrian facilities [EFIS ID 0312000071; CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in 17/18 FY] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20519	Upgrade Traffic Monitoring Stations	In various counties, on various routes at various locations in the SACOG region: Upgrade Traffic Monitoring Stations (TMS) [CTIPS ID 107-0000-0967] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$7,162,000	2017	2016	2016	2016
Caltrans D3	CAL20521	I-80 Culvert Rehabilitation	In and near Colfax on I-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$2,115,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 Bridge Rehab (G13 Contingency Project)	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) (G13 Contingency Project) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616] (Toll Credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	Local, SHOPP Roadway Pres AC	\$29,400,000	2022	2018	2018	2021

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
May 2017**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20547	RWIS Upgrades - Various Counties	In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 28, 50, 51, 80, 89, 99 and 267, at various locations: Repair and upgrade roadway information systems (RWIS) also known as ITS, Intelligent Transportation Systems. [CTIPS ID 107-0000-1000] (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$2,810,000	2017	2016	2016	2016
Caltrans D3	CAL20548	HAR Upgrades - Various Counties and Routes	In Sacramento, Butte, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 50, 70, 80, 89, 99 and 267, at various locations - Upgrade Highway Advisory Radios (HAR) [CTIPS ID 107-0000-1001] (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$3,130,000	2017	2016	2016	2016
Caltrans D3	CAL20550	Upgrade CMS Panels - Various Counties	In Sacramento, El Dorado, Nevada, Placer, Yolo and Solano Counties, on various routes at various locations - Upgrade Changeable Message Sign (CMS) panels to LED [CTIPS ID 107-0000-1003] (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$8,420,000	2017	2017	2017	2017
Caltrans D3	CAL20680	SR 89 Maintenance Asphalt Overlay	In Placer County, on SR 89, from Jct with SR 28 north to 0.14 mile south of Squaw Valley Road - Maintenance asphalt overlay (PM 8.5/13.6) [HM1 - Pavement Preservation Fed-Funded]] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HM STP	\$2,410,000	2017	2016	2016	2016
Caltrans D3	CAL20695	Ramp Meters at Various Locations (G13 Contingency Project)	PE Only: In Yolo, Placer and Sacramento Counties, on SR 65, I-80 and SR 99, at various locations (Yol-80-2.4/R11.3) - Install ramp meters at various locations[CTIPS ID 107-0000-1008] (G13 Contingency Project) (Toll Credits). Toll Credits for ENG, ROW, CON	Local, SHOPP Mobility AC	\$12,454,000	2018	2018	2018	2021
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM M0.1/18.0); also in Placer County in the City of Roseville I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optics communication lines (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$16,750,000	2021	2017	2020	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$13,570,000	2020	2017	2019	2019

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
May 2017**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20719	I-80 Bridge Rehab (G13 Contingency Project)	In Placer and Nevada counties, I-80, at various locations (PM 28.7/R63.5) (G13 SHOPP Contingency Project) - Rehabilitate or replace bridges at six locations [#19-0038, #19-0112, #19-0113, #19-0114, #17-0023, #19-0118] (Toll Credits). Toll Credits for ENG, ROW	Local, SHOPP Bridge AC	\$48,385,000	2025	2017	2020	2021
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$4,540,000	2020	2017	2019	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.0) - Drainage system rehabilitation (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$4,730,000	2021	2017	2020	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2016 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$2,530,000	2021	2017	2020	2020
Caltrans D3	CAL20729	SR 65 Galleria Blvd. Ramp Meters	In Placer County on SR 65, at Galleria Blvd. - Install ramp meters [CTIPS ID 107-0000-1064] (Toll Credits for PE, ROW, CON) [EA 0F352, PPNO 6913A] [second child project of parent EA 0F350; first child is EA 0F351, PPNO 6913]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,950,000	2020	2017	2017	2017
Caltrans D3	CAL20730	US 50/I-80/SR 99 High Friction Surface Treatment	In Sacramento and Placer Counties, on Routes 50, 80 and 99 at various locations - Improve pavement friction and wet weather conditions [CTIPS 107-0000-1066] (Toll Credits for PE, ROW and CON). Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$1,710,000	2019	2018	2018	2018
Caltrans HQ	CAL20562	FTA 5310 - Pride Industries Replacement Buses	Replace three existing buses that provide transportation to persons with developmental and other disabilities in Placer and Sacramento counties. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$229,500	2018			2015

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
May 2017**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans HQ	CAL20563	FTA 5310 - City of Roseville Mobility Management Program	Transit Ambassador and Mobility Training programs. Assist new transit and paratransit/demand response transportation riders that are seniors and persons with disabilities in Placer County, as well as the South Placer County "One Stop" Call Center that distributes transit and paratransit/demand response transportation information and handles reservations/transfers for paratransit/demand response transportation users in Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$234,000	2018			2015
Caltrans HQ	CAL20564	FTA 5310 - City of Roseville Transit Vehicle Navigation Units	Purchase 25 global positioning system (GPS) navigation units to assist demand response drivers serving seniors and people with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	FTA 5310	\$6,900	2018			2015
Caltrans HQ	CAL20565	FTA 5310 - City of Roseville South Placer Call Center Equipment	Purchase training equipment (a laptop and LCD projector) for Call Center employees and Transit Ambassadors to use, as well as replacement digital recording system and TDD equipment for the South Placer Call Center. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$28,100	2018			2015
Caltrans HQ	CAL20566	FTA 5310 - Paratransit, Inc. Mobility Management Travel Training	Mobility management activities and travel training to assist current and potential paratransit/demand response users who are senior and/or persons with disabilities to learn to use the fixed route transit systems in the SACOG region. (Transportation Development Credits/Toll Credits are being used to waive the match.). Toll Credits for CON	FTA 5310	\$602,672	2018			2015

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Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail, Prop 1B PTMISEA, RIP PTA	\$82,980,000	2021	2001		2017
Capitol Corridor JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Local	\$167,820,000	2021			2021
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2017	2011	2017	2017
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	Class 2 bike lane and adjacent sidewalks along Nevada St from Placer St to Fulweiler Ave to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.01, NOx 0.01.)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA	\$3,472,014	2017	2013		2016
City of Auburn	PLA25547	City of Auburn Non-Urbanized Transit Operations	For the ongoing operation of transit within the non-urbanized area of Auburn and a portion of non-urbanized Placer County.	FTA 5311, Local	\$2,427,734	2018			2013
City of Lincoln	PLA25531	Lincoln Blvd. Signal Upgrade and Lighting	Lincoln Blvd. (SR 65) between Sterling Pkwy. and 7th St.: Upgrade traffic signals; install safety lighting and bike lanes. (HSIP5-03-006)	HSIP, Local	\$1,064,000	2018			2013
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	HBP, Local	\$14,472,000	2020	2013	2020	2021
City of Lincoln	PLA25553	Twelve Bridges Drive & Joiner Parkway rehabilitation	In Lincoln, street rehabilitation of (1) Twelve Bridges Drive from Industrial Avenue east to Sierra College Boulevard and (2) Joiner Parkway from the southern city limits to First Street. (Toll Credits for CON). Toll Credits for ENG, CON	RSTP/STBG, RSTP/STBG Exch	\$1,332,655	2017	2014		2017

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City of Lincoln	PLA25554	Lincoln Blvd. Streetscape - Phase 2	Lincoln Blvd, First Street to McBean Park Drive: Provide a more pedestrian, bicycle and Neighborhood Electric Vehicle (NEV) friendly environment along the main street through the city. Pedestrian improvements include wider sidewalks, bulb-outs at intersections and crosswalks. Bicycle and NEV improvements include Class 2 lanes on each side of the street. (Emission Benefits in kg/day: ROG 0.16, NOx 0.11, PM10 0.06) (Toll Credits for PE and CON). Toll Credits for ENG, CON	CMAQ	\$1,165,501	2017	2013		2017
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$1,469,458	2019	2016		2018
City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between Lincoln Boulevard and R Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$1,671,954	2018			2018
City of Lincoln	PLA25652	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 4-lane bridge, including the McBean Park Bridge at Auburn Ravine.	Local	\$11,818,131	2020	2016	2017	2021
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019			2017
City of Rocklin	PLA19400	Whitney Blvd. Rehabilitation (Sunset Blvd. to Paragon St.)	In Rocklin, rehabilitate pavement on Whitney Blvd. between Sunset Blvd. and Paragon Rd., restripe pavement and make ADA improvements.	Local, RSTP/STBG	\$300,000	2017			2017
City of Rocklin	PLA25268	University Avenue Phase 1	University Avenue: Construct new four lane roadway from the intersection of Whitney Ranch Parkway north to the extension of West Ranch View Drive. One or more phases of this project may require federal permitting.	Local	\$2,300,000	2018			2017

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City of Rocklin	PLA25551	Pavement Rehabilitation-Variou Streets	The project will rehabilitate various roadways in the City of Rocklin. The roadways for this project are: Granite Dr. (Rocklin Rd. to Dominguez Rd.), Lonetree Blvd. (City Limit with Roseville to Sunset Blvd), Blue Oaks Blvd. (City Limit with Roseville to Sunset Blvd), Wildcat Blvd. (City Limits with Lincoln to W. Stanford Ranch Rd.), Park Dr. (City Limits with Roseville to Stanford Ranch Rd.), Sunset Blvd. (Stanford Ranch Rd. to Crest Dr.), Sunset Blvd. (Stanford Ranch Rd. to SR-65), Sierra College Blvd. (Rocklin Rd. to Southside Ranch Rd.), Sierra College Blvd (City Limit with Loomis to City Limit with County of Placer), and West Oaks Blvd. (Sunset Blvd. to Stanford Ranch Rd.).. Toll Credits for CON	RSTP/STBG	\$999,974	2018			2018
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$562,066	2017	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout : (Toll Credits for PE, ROW, CON).(Emission Benefits kg/day: ROG 0.26; NOx 0.21; PM2.5 0.01).. Toll Credits for ENG, ROW, CON	CMAQ	\$2,707,607	2018	2016	2017	2018
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2018	2013	2016	2017
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2020	2017	2018	2019
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2020	2018	2018	2019
City of Roseville	PLA19470	Woodcreek Oaks	In Roseville, widen Woodcreek Oaks Boulevard from two to four lanes from just north of Pleasant Grove Boulevard to Crimson Ridge Way, including bridge over Pleasant Grove Creek.	Local	\$4,500,000	2018			2017
City of Roseville	PLA19910	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	ATP (Fed), CMAQ, Local	\$11,790,629	2022	2011	2020	2021
City of Roseville	PLA25214	Roseville Transit ITS Project	To purchase and install electronic fareboxes, software, probes, software, automatic vehicle location devices, mobile data computers, video security cameras and software, and digital readerboard equipment for transfer points. [Project replaces PCT10430 and PCT10420]	FTA 5307 *, Local	\$1,031,863	2017			2008

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City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2017	2013	2015	2017
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2020	2017	2018	2019
City of Roseville	PLA25386	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)	CMAQ, Local	\$870,909	2017	2018	2011	2018
City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.55, NOx 0.34, PM2.5 0.11)	CMAQ, Local	\$3,217,000	2018	2011		2018
City of Roseville	PLA25498	Roseville Transit Preventive Maintenance and ADA Operations 2011-2016	Maintenance of transit fleet and operating ADA transit services.2013 Preventive Maintenance = \$0; 2013 ADA Operations = \$260,000;2014 Operating Assistance = \$1,322,938; 2014 ADA Operations = \$20,6952015 Preventive Maintenance = \$0;2015 Operating Assistance = \$528,369;2016 Preventive Maintenance = \$0;2016 Operating Assistance = \$761,321.	FTA 5307 *, FTA 5307 - E.S., Local	\$7,756,046	2017			2011
City of Roseville	PLA25501	Washington Blvd/Andora Bridge Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)	CMAQ, Local	\$18,000,000	2018			2018
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and & CON.). Toll Credits for ENG, ROW, CON	HBP	\$4,402,200	2019	2011	2017	2021
City of Roseville	PLA25516	SRTS Toolkit Expansion	Multiple Schools in the Roseville City School District: Expand Safe Routes to School (SRTS) toolkit. SRTS3-03-006	SRTS	\$295,000	2017			2014

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City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2018			2014
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2018	2016	2016	2017
City of Roseville	PLA25534	Roseville Rd. Realignment	Roseville Rd. from Cirby Way to the city limits: Realign roadway. (HSIP5-03-017)	HSIP, Local	\$3,539,500	2017			2016
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2018			2016
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2019	2016	2017	2018
City of Roseville	PLA25545	Roseville CMS Installation Project - Pleasant Grove Blvd.	In Roseville, install Changeable Message Sign (CMS) on SW/B Pleasant Grove Blvd. approaching Roseville Pkwy. to reduce traffic congestion by improving traffic information dissemination per the ITS Master Plan. (Qualitative emission benefits on file.)	Local	\$200,000	2017			2017
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2018			2018
City of Roseville	PLA25571	Market Street South	In Roseville, Market Street South, from Baseline Road to approx. 800 feet north: construct 2-lane road.	Local	\$500,000	2017			2016
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$817,000	2018	2014		2018

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City of Roseville	PLA25578	2015 RSTP Arterial Microsurfacing Project	In Roseville, resurface the following arterial roadways - Pleasant Grove Blvd from Hartley Wy to Fiddymnt Rd & from Michner Dr to Foothills Blvd; Fiddymnt Rd from Pleasant Grove Blvd to Blue Oaks Blvd; Foothills Blvd from Pleasant Grove Blvd to Junction Blvd & from Baseline Rd to Atkinson St; Galilee Rd from Industrial Ave to Pleasant Grove Blvd; Vineyard Rd from Brady Ln to Atkinson St; Denio Loop from Foothills Blvd to Atkinson St; E Roseville Parkway from Douglas Blvd to Sierra College Blvd; Atlantic St from Wills Rd to I-80 WB On Ramp; Eureka Rd from Sunrise Ave to Douglas Blvd; Sunrise Ave from Smith Ln to Kensington Dr; N. Sunrise Ave from Frances Dr to Lead Hill Blvd; Sierra Gardens Dr from Santa Clara Dr to Douglas Blvd; Santa Clara Dr from Sierra gardens Dr to Douglas Blvd; and Douglas Blvd from N. Sunrise Ave to Sierra Gardens, Junction Blvd from Woodcreek oaks Blvd to Baseline Rd, Vernon St from Cirby Wy to City Limits and Melody Ln from Cirby Wy to Cresthaven Dr. (Toll credits for CON.)	RSTP/STBG	\$6,374,233	2018			2016
City of Roseville	PLA25581	2017 Pedestrian Facilities Improvement	In Roseville, upgrade ADA pedestrian ramps along various arterial and collector roadways for safety and to meet current ADA standards. (Emission Benefits in kg/day: 0.10 ROG; 0.06 NOx; 0.02 PM2.5)	CMAQ, Local	\$915,925	2018			2017
City of Roseville	PLA25647	Atlantic Eureka I-80 W/B On-ramp Widening	In Roseville, widen the Atlantic Street/Eureka Road/I-80 W/B On-ramp, including bridge widening over Miners Ravine, from 1-lane to 2-lanes plus an HOV bypass lane. (Toll Credits for CON). Toll Credits for CON	Local, SHOPP Collision AC	\$9,130,000	2018	2016	2016	2019
City of Roseville	PLA25664	Purchase 4 Local Fixed Route Buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan purchase 4 Gillig buses to replace existing buses used on our local fixed route transit system.. Toll Credits for CON	FTA 5307 *, Local	\$1,800,000	2017			2017
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2019	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,455,000	2020			2011

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PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp and from Galleria Boulevard/Stanford Ranch Road on-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	Local, NCI, SHOPP Collision AC	\$47,810,000	2022	2010	2016	2017
PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	CMAQ, Local	\$1,106,812	2020			2011
PCTPA	PLA25519	I-80 Eastbound Auxiliary Lane: SR 65 to Rocklin Rd.	In Rocklin: Between SR 65 (PM 4.5) and Rocklin Rd. (PM 5.9); Construct eastbound I-80 auxiliary lane, including two-lane off-ramp, concrete barrier/retaining walls, and shoulder improvements. (Toll credits for PE, ROW, and CON)	DEMO HPP, Local	\$7,000,000	2023	2014	2016	2019
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Galleria Blvd. to Pleasant Grove Blvd., construct auxiliary lanes on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp. (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$16,520,000	2020	2013	2018	2018
PCTPA	PLA25542	I-80 Westbound Auxiliary Lane - Douglas Blvd. to Riverside Ave.	In Roseville: Between Douglas Blvd.(PM 2.0) and Riverside Ave. (PM 0.2); Construct westbound I-80 auxiliary lane and shoulder improvements. (Toll credits for PE, ROW, and CON)	Local, NCI	\$7,000,000	2023	2014	2016	2019

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PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 1.13; NOx 0.45; PM2.5 0.07, PM10 0.07)	CMAQ, State Cash	\$1,556,177	2020			2014
PCTPA	PLA25576	I-80 Westbound 5th Lane	In Roseville: Between east of Douglas Blvd. off-ramp to west of Riverside Ave.; Extend I-80 westbound auxiliary lane (PLA25542) to the east and west to create continuous 5th lane on westbound I-80. The Douglas Boulevard off-ramp would be reduced from a 2-lane off-ramp to a 1-lane off-ramp.	Local, NCI	\$4,000,000	2023		2018	2021
PCTPA	PLA25643	2019 PCTPA TCM	Funding for PCTPA share of Transportation Control Measures in 2019. Toll Credits for CON	CMAQ	\$235,358	2020			2019
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2A	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 3 to 4 lanes from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp (including full middle structure for East Roseville Viaduct), widen SR 65 northbound from 2 to 3 lanes from Galleria Boulevard/Stanford Ranch Road off-ramp to Galleria Boulevard/Stanford Ranch Road on-ramp, widen SR 65 southbound from 2 to 3 lanes between Pleasant Grove Boulevard on-ramp and Galleria Boulevard/Stanford Ranch Road overcrossing, and widen I-80 westbound to SR 65 northbound ramp from 1 to 2 lanes.. Toll Credits for ENG, ROW	DEMO HPP, Local, NCI	\$48,680,000	2035	2017	2018	2021
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2018	2012	2013	2014
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2019	1998	1999	2014
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2018	2012	2013	2017
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	Local	\$8,675,000	2020	2014	2014	2014
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2018	2006	2006	2016

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Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2020	2013	2016	2018
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$2,948,002	2019	2010		2019
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$3,337,018	2017	2010		2019
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	HBP, Local	\$7,200,000	2020	2008	2017	2021
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2021
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2025	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.). Toll Credits for CON	HBP, Local	\$5,850,000	2019	2008	2011	2017
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$5,180,000	2020	2011	2020	2021
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	HBP	\$14,999,400	2020	2011	2020	2021
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$23,025,007	2020	2011	2016	2021

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25512	King Rd. Safety Lane Widening	King Rd. between Auburn Folsom Rd. and Sudor Ln.: Widen travel lanes; construct drainage improvements. HSIP4-03-007 [Toll Credits for CON]. Toll Credits for CON	HSIP, RSTP/STBG	\$1,200,000	2015			2011
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,971,814	2020	2012	2015	2017
Placer County	PLA25518	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	HBP	\$4,952,000	2020	2012	2015	2018
Placer County	PLA25533	Auburn Folsom Rd. Safety Improvements	Auburn Folsom Rd. from approximately 60' N of Willow Ln. to Robin Hood Ln. and Joe Rodgers Rd from 450' W of Auburn Folsom Rd to Auburn Folsom Road: Construct sidewalks, curb ramps, curb and gutter; install mid-block crosswalks; traffic feedback sign; pedestrian warning beacon; guardrail replacements; improve pavement friction. (Toll credits for CON) (HSIP5-03-013). Toll Credits for CON	HSIP, Local, RSTP/STBG	\$1,594,470	2017			2013
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$19,892,750	2019	2013	2020	2021
Placer County	PLA25536	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$3,865,000	2020	2013	2020	2021
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$6,472,600	2020	2013	2016	2021
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,514,886	2020	2012	2019	2019
Placer County	PLA25563	HMA Overlay, Various County Roads (Yr3)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) West Wise Rd, from SR 65 to McCourtney Rd. (2) Bald Hill Rd from Lozanos Road to Mount Vernon Rd, (3) Fruitvale Road from Hungry Hollow Rd to Gold Hill Rd, (4) Penryn Rd from King Rd to I-80 (Toll Credits for CON).. Toll Credits for CON	RSTP/STBG	\$3,299,047	2017			2019

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
May 2017**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25564	Pedestrian Improvements along Hwy 49, Education Street, and Town Court	Along Hwy 49 on the westside from Bell Rd to Education St. South side of Education St. west to connect to existing sidewalk and improve ADA ramps & crosswalks along Town Court (Emissions Benefits in kg/day: ROG 0.07, NOx 0.04, PM10 0.02) (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	CMAQ	\$525,000	2018	2014	2017	2018
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	CMAQ, Local	\$2,506,465	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2018			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2017			2016
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. HSIP7-03-009 (Toll Credits for CON). Toll Credits for CON	HSIP	\$777,400	2017			2016
Placer County	PLA25653	T.A.R.T. Bus Purchase	Replace one 40-foot bus for Tahoe Area Regional Transit.	FTA 5311, Prop 1B PTMISEA	\$533,890	2018			2016
Placer County	PLA25661	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$1,717,000	2022	2020	2021	2021
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	HSIP	\$249,700	2019			2019
Placer County Transit	PCT10507	T.A.R.T. Bus Purchase	Replace one 35-foot bus for Tahoe Area Regional Transit.	FTA 5311, Prop 1B PTMISEA	\$525,000	2017			2015
SACOG	VAR56096	Roseville Transit Mobility Management	The proposed mobility management services would enhance the ability of passengers to successfully ride transit in multiple areas (Placer County, Loomis, Rocklin, Lincoln, Auburn and Roseville). The goal of the program would include providing travel training from transit staff, trip planning training, and practice trips with staff.	FTA 5317, Local	\$47,500	2017			2011

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
May 2017**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
SACOG	VAR56117	Paratransit, Inc. - New Freedom Mobility Management	Mobility Management Grant. Paratransit, Inc., will provide travel training to low income and limited English speaking persons throughout the SACOG region.	FTA 5317, Local	\$312,500	2017			2013
Town of Loomis	PLA25530	Taylor Road Overlay Maintenance Project	Taylor Road: Asphalt overlay.	Local	\$460,000	2017	2015		2016
Town of Loomis	PLA25548	Town Center Implementation Plan Improvements Phase 2	Taylor Road, Horseshoe Bar Road to just south of Oak St.: Construct new ADA-compliant sidewalk, replace non-compliant sidewalk, new curb and gutter, 5' bike lanes, irrigation and new trees, new St. lighting, four in-Rd. warning lights at the crosswalks, and pedestrian-friendly features at intersections. (Emissions in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM10)Approved for State-only ATP funding at May 2016 CTC meeting.	ATP (State), Local	\$1,910,444	2018	2015		2017
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$500,000	2019			2018
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 3	In Loomis: Taylor Road from Circle Drive to Oak Street: construct new bike lanes and sidewalks and streetscape improvements. (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM2.5, 0.01 PM10)	CMAQ, Local	\$860,000	2019			2018
USFS Tahoe National Forest	PLA25655	Sugar Pine OHV Trail System Loop 6	Near the City of Auburn and community of Foresthill, Sugar Pine off highway vehicle (OHV) Trail Loop 6: Perform heavy ground maintenance that will rehabilitate the 18 mile trail loop to meet current Tahoe National Forest sustainability goals and standards.	Local, RTP	\$148,100	2017			2016
Western Placer CTSA	PLA25510	Western Placer CTSA Operations	The Western Placer CTSA operates non-emergency medical transportation demand-response paratransit service; volunteer door-to-door transportation; & voucher program within western Placer County.	Local	\$4,900,000	2019			2011
Total All Projects:					\$1,462,579,826				

PCTPA FSP 3rd Quarter (2016/17) Statistical Summary

Total Assists = 645

Vehicle Type	Percent	Count	Vehicle Problem	Percent	Count	How long before FSP arrived?	Percent	Count
Car/Minivan/Wagon	59.3%	381	Accident	31.9%	206	Less than 5	35.7%	10
Sport Utility Vehicle/Crossover	19.8%	127	Mechanical	22.0%	142	5 - 10 minutes	39.3%	11
Pickup Truck	15.4%	99	Flat Tire	17.8%	115	10 - 15 minutes	14.3%	4
Big Rig	2.0%	13	Abandoned	9.6%	62	15 - 20 minutes	3.6%	1
Truck - Over 1 Ton	1.2%	8	Out of Gas	8.8%	57	20 - 30 minutes	7.1%	2
Other	0.6%	4	Other	2.5%	16			
RV/Motorhome	0.6%	4	None - Not Needed	2.0%	13	Was driver courteous & helpful?	Percent	Count
Truck - Under 1 Ton	0.6%	4	Driver Related	1.9%	12	Yes, very	100.0%	28
Motorcycle	0.5%	3	Debris	0.9%	6			
Blank	0.3%	2	Partner Assist	0.9%	6	How did FSP know you needed help?	Percent	Count
			Overheated	0.5%	3	Driver saw me	78.6%	22
Vehicle Location	Percent	Count	Car Fire	0.5%	3	Others	21.4%	6
Right Shoulder	80.4%	517	Electrical	0.3%	2			
Left Shoulder	8.2%	53	Unsecured Load	0.3%	2	How would you rate FSP?	Percent	Count
In Freeway Lane(s)	6.1%	39				Excellent	100.0%	28
Ramp/Connector	5.3%	34	Vehicle Action	Percent	Count			
Blank	0.3%	2	Quick Fix / Repair	18.9%	122	How did you hear about FSP?	Percent	Count
			Towed to Drop Zone	18.8%	121	Hadn't heard until today	75.0%	21
Vehicle Origin	Percent	Count	Traffic Control	11.8%	76	Helped previously	10.7%	3
Found by You	61.1%	394	None - Not Needed	11.5%	74	Have seen trucks driving around	7.1%	2
Dispatched by CHP	26.2%	169	Tagged Vehicle	9.3%	60	Friend	3.6%	1
Partner Assist	12.1%	78	Towed Off Freeway	5.7%	37	Other	3.6%	1
Revisit	0.5%	3	Escort Off Freeway	5.4%	35			
Directed by CHP Officer	0.2%	1	Partner Assist	4.8%	31	Comments		
			Called for Private Assistance	4.2%	27	Total Comments	19.0	
Other Metrics			Other	3.7%	24			
Average Duration (Minutes)	12.6		Provided Transportation	2.6%	17	Source: http://www.sacmetrofsp.cpm/admin		
Overtime Assists	26.0		Debris Removal	1.7%	11			
Overtime Blocks	51.0		None - Motorist Refused Service	1.6%	10			
Multi-Vehicle Assist	111.0							



MEMORANDUM

TO: Celia McAdam
FROM: AIM Consulting
DATE: May 4, 2017
RE: March & April 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 months of March and April.

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

AIM finalized content for the May Newsletter featuring articles about PCTPA Board Member and City of Roseville Mayor Susan Rohan, the recent Transportation Funding Bill SB-1, the SR 65 Widening Public Hearing, PCTPA's Placer County Regional Bikeway Plan Update, and the Meet the Staff series featuring Associate Planner Aaron Hoyt and Planning Administrator Solvi Sabol.

Below are activity summaries of AIM's work:

Funding Strategy

AIM continued to work with PCTPA to support PCTPA's efforts in discussing the need for local transportation infrastructure funding and how SB-1, while helpful for the region's roads, will not solve Placer's traffic congestion problem.

PCTPA.net & Social Media

AIM continued to update the PCTPA transportation blog with current news articles about PCTPA and additional information including PCTPA programs, transportation projects, and achievements.

AIM developed blog posts about the transportation funding bill SB-1, a guest column from PCTPA Board Member and Roseville Mayor Susan Rohan, the Capitol Corridor Third Track, Placer

County's Baseline Road Project, and Executive Director Celia McAdam being honored as one of AAUW Roseville South Placer Branch's 2017 Women of Distinction. After attending the March Roseville Chamber of Commerce Economic and Government Affairs Committee, AIM also developed a blog post about the impact regional job growth will have on the region's roads. The transportation blog will continue to be updated with current information about projects, programs, and events.

AIM continued working on two interactive project maps that will feature completed PCTPA projects in the Placer region and current PCTPA projects in the South Placer region. The interactive maps will be hosted on the PCTPA website.

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.

Key social media posts included:

- Executive Director Celia McAdam honored as a 2017 Woman of Distinction by the AAUW Roseville South Placer Branch
- City of Roseville Bucks for Bikes Program
- Capitol Corridor Third Track Project
- Urban Land Institute survey results – Quality of Infrastructure as a Significant Driver of Real Estate Investment
- Placer County Baseline Road Project
- Impact of Job Growth on Placer's Roads and Highways – Roseville Chamber of Commerce Economic and Government Affairs Committee
- California Legislature Transportation Funding Bill SB-1
- May Newsletter #35
- Guest Column: PCTPA Board Member and Roseville Mayor Susan Rohan

Media Relations

AIM continued to monitor industry and local news in an effort to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues. Key stories in local media outlets are highlighted on the blog and social media.

Newsletter #35

AIM finalized and distributed the May Newsletter #35, which focuses on bicycling in the Placer region, an interview with PCTPA Board member and City of Roseville Mayor Susan Rohan, a transportation update about the recently passed SB-1 transportation funding bill, the SR 65 Widening Public Hearing, PCTPA's Placer County Regional Bikeway Plan Update, and Associate Planner Aaron Hoyt as well as Planning Administrator Solvi Sabol for the Meet the Staff series. The newsletter was distributed during the last week of April.

Unmet Transit Needs Survey Video

AIM began storyboarding an informational video that will focus on the Unmet Transit Needs Survey process. The video will launch in mid-summer 2017 to inform community members in the Placer region about the survey process in time for the fall 2017 survey.



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April 28, 2017

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

America's Infrastructure First

- The Administration: The President's proposal has been \$1 trillion over 10 years and that is still their goal. Work in the Administration is being led by National Economic Council's Director, Gary Cohn. He's the former President and CEO of Goldman Sachs. Within NEC is DJ Gribbin, Special Assistant to the President on Infrastructure Policy. He was in the Bush Administration, Chief Counsel in the Federal Highway Administration, then General Counsel in DOT. Key Advocates has met with him twice and continues to stay in touch with him regarding developments. The Administration is still targeting August for Hill action on infrastructure although realistically it would most likely be fall at the earliest. Some direct federal spending will be included in its proposal, not just tax credits or federal bonds. The President has talked about using repatriated funds (he mentioned \$200B) and giving priority to shovel ready projects. No details available yet. This month both the President and US DOT Secretary Elaine Chao discussed various aspects of a potential plan on several occasions, particularly in a Trump interview with the New York Times and at a White House CEO Forum which both Trump and Chao spoke at. Some key points they made are highlighted below:

President Trump –

- Appeared to possibly be backing away from an emphasis on P3 projects and focusing again on deficit spending to fund infrastructure. "We are borrowing very inexpensively. When you can borrow so inexpensively, you don't have to do the public/private thing. Because public/private can be very expensive." These conflicting positions in part reflect the disagreement among his top advisors on how best to finance/fund the infrastructure plan. Government borrowing and spending general funds would likely be strongly opposed by the fiscal conservatives in the House Freedom Caucus.
- Said he wants to change permitting from a process that takes "a minimum of 10 years" to a process that takes a total of one year. He said that "if you have a job that you can't start within 90 days, we're not going to give you the money for it." Trump had previously

strongly criticized the Obama Administration's 2009 stimulus plan because of its focus solely on "shovel ready" projects.

- Mentioned again that he is setting up an infrastructure commission and seemed to indicate that it might have a say in picking projects to fund. "And I'm setting up a commission of very smart people that know how to spend money properly. That know how to build on time, on budget. And ideally, under time and under budget. It's going to be headed by [the developer] Richard LeFrak and Steve Roth of Vornado. Two very talented, smart, tough people. And they are going to, along with me, put on a group of 20 people, 20 to 25 people on a commission. We're going to run projects through them."
- Said that because infrastructure is so popular, especially with Democrats, he might use it as a "sweetener" to get bi-partisan support for other legislation such as another attempt at a healthcare reform bill.
- Indicated that he plans to make an announcement in the next two weeks on Davis Bacon wage regulations. Any attempt to modify Davis Bacon would draw strong opposition from Democrats and labor unions.

Secretary Chao –

- Said on several occasions "money is not the problem" adding on that "there's lots of money chasing too few deals."
- Remarkd that, "so the problem is not money. It's the delays caused by government permitting processes that hold up projects for years, even decades, making them risky investments. That's why a critical part of the President's infrastructure plan will include common-sense regulatory, administrative, organizational, and policy changes that will encourage investment and speed project delivery." The Democratic leadership of the House T&I Committee pushed back on this premise in a letter to Chao. The letter included the statement that, "A recent report, commissioned by the U.S. Department of the Treasury, identified 40 economically significant transportation and water projects whose completion has been slowed or is in jeopardy. The report found that a lack of public funding is by far the most common factor hindering the completion of transportation and water infrastructure projects. Further, the report found that delays resulting from environmental review and permitting were identified as a challenge to completing less than a quarter of the projects. We cannot streamline our way out of our funding shortfall."
- Indicated that an infrastructure plan might be released by the end of May. Others have speculated that a plan (or some general principles or broad outline) could be released in conjunction with Infrastructure Week - the week of May 15.
- Senate Leadership: Senate Republican leadership continues to be quiet about infrastructure. They're focusing on healthcare. In January, eight Democratic Senators put

out an infrastructure plan (Schumer, Sanders, Nelson, Leahy, Wyden, Brown, Cantwell, Carper). Their plan: ten years, \$1T - \$75 billion for schools, \$210 billion for roads and bridges, \$110 billion for aging water and sewer systems, \$180 billion for expanded rail and bus lines, \$70 billion for deeper ports and upgraded airports, \$100 billion for an updated electrical grid, \$10 billion for VA hospitals, and \$20 billion for broadband installations. The plan also includes \$200 billion for unspecified “vital infrastructure projects” and \$10 billion for an infrastructure bank to “unlock” private capital by providing loan guarantees or low-cost loans. Schumer said the Federal Highway Administration estimates that for every \$1B spent, 13k jobs lasting at least 1 year, are created. There is no legislative language and no breakdown of specific issue area funding totals. It would be funded by public and private funds.

- Senate Environment and Public Works Committee: New leads include Chairman Senator John Barrasso from WY and Ranking Member Senator Tom Carper from DE. They’ve held two hearings so far on infrastructure.
- Senator Kamala Harris (D-CA): Sen. Harris is on the Senate Environment Public Works Committee and was just assigned to the Transportation and Infrastructure Subcommittee. Senate Environmental Public works is central to the timing and formulation of an infrastructure bill. We need to stay in touch with her office.
- House Leadership: The Speaker wants all of the public infrastructure money offset by private funds. Minority Leader Pelosi has criticized Ryan for the \$40 of private investment per federal dollar statement he’s made. She’s also criticized the President for making promises without a detailed plan. Democrats want a public-private partnership.
- House Transportation and Infrastructure Committee: Congressman DeFazio, Ranking Democrat on the Committee, has introduced three individual infrastructure bills - on highways, ports and airports. They all pay for themselves in some way (gas tax, harbor maintenance trust fund, and aviation passenger facility charges). On March 22, he introduced his highway-transit bill. H.R. 1664, the “Investing in America: A Penny for Progress Act,” that provides approximately \$500 billion in infrastructure investment to improve the conditions of our Nation’s highways, bridges, and public transit systems.

FASTLANE Grants

The FASTLANE grants cannot be released until all the FY17 funding has been appropriated - \$850M was authorized for FY17 in the FAST Act. FASTLANE grants are aimed at nationally and regionally significant multi-modal freight and highway projects. It is possible that the Trump Administration may opt to “rebrand” the program and establish new selection criteria more in line with its priorities (such as private sector participation) rather than the Obama Administration's priorities. It could opt to reissue the NOFO and request updated project information or even new or revised applications. Note: we have heard of no effort in this regard. The President's FY18 "skinny" budget request does not address FY18 funding for FASTLANE grants which are authorized in the FAST Act at \$900M. FASTLANE grants are

funded from the Highway Trust Fund, not with general funds, and therefore appear to be protected

FY17 Appropriations

Congress extended the current CR that expires on April 28 until May 5. That keeps the government open through then and gives lawmakers more time to negotiate a long-term funding package. As part of that extension, the Administration’s push for border wall funding was sidelined and payments for subsidies for low income Americans as part of Obamacare (supported by Democrats) will continue.

Under the current CR, all DOT and other infrastructure programs are funded at FY16 funding levels. Congressional staff has indicated that a FY17 DOT appropriations bill has been reconciled and is ready to go, although the funding details have not been made public. However, to further complicate matters, the Trump Administration opted to send recommendations to Congress on cuts they want in FY17 domestic discretionary programs. This is in addition to the FY18 budget recommendations the Administration sent to Congress two weeks ago. The Administration's proposed cuts for FY17 are unlikely to occur since, as noted above, Congress has generally already agreed on funding levels for FY17. The Administration recommendations include "reduction options" for only two US DOT programs. First, it proposes to eliminate all FY17 TIGER funding (FY16 funding was \$500M). Second, the Administration recommends providing only \$1.7B for transit Capital Improvement Grants (CIG) which is only enough to fund projects with existing Full Funding Grant Agreements (FFGAs). There are currently 55 projects at some point in the CIG pipeline.

FY17 Transportation Appropriations Bill

To review, the full Senate approved its version of the FY17 Transportation Appropriations bill on May 19, 2016, by a vote of 89 to 8. On May 17, the House released and approved its version of the bill.

Like the Senate, the House proposes to fully fund all Highway Trust Fund supported programs, such as the federal highway program and transit formula grants, at the same amounts authorized in the FAST Act. The House provided more money than the Senate for transit discretionary Capital Improvement Grants (CIG). The House provided less money for TIGER grants - only \$450M versus the Senate's \$525M, but given that the House has typically zeroed out or provided very limited funds for TIGER, the \$450M is a step forward.

Funding details:

Program	Current FY'16 Funding	FAST Act Authorization for FY'17	Senate-Passed FY'17 Funding	House THUD Subcomte. FY'17 Funding
Core Highway Program - Obligation Limit	\$42.36B	\$43.26B	\$43.26B	\$43.26B
Transit Total	\$11.6B	\$12.17B	\$12.18B	\$12.5B

Transit Formula and Bus Grants	\$9.35B	\$9.73B	\$9.73B	\$9.73B
Transit CIG-New Starts, Small Starts, Core Capacity	\$2.17B	\$2.30B	\$2.33B	\$2.5B
DC WMATA	\$150M	NA	\$150M	\$150M
TIGER	\$500M	NA	\$525M	\$450M
Amtrak Northeast Corridor	NA - Total Amtrak Funding \$1.39B	\$474M	\$345M	\$420M
Amtrak National Network	NA	\$1.02B	\$1.07B	\$1.0B
FRA Rail Discretionary Grants Total - see below	\$0	\$350M	\$85M	\$50M
Airport Improvement Grants (AIP)	\$3.35B	NA	\$3.35B	\$3.35B

Additional details:

FTA Capital Improvement Grants-

Program	Current FY'16 Funding	FY'17 Senate Passed	FY'17 House THUD Subcomte.
CIG Total	\$2.177B	\$2.3B	\$2.5B
New Starts w/Existing FFGAs	\$1.25B	\$1.2B	\$1.2B
New Proposed FFGAs	\$497M	\$511M	\$500M
Small Starts	\$353M	\$241M	\$408M
Core Capacity	\$50M	\$333M	\$332M
Expedited Delivery Program	\$5M	\$20M	TBD

The House bill includes language prohibiting any new FFGAs with a federal cost share of over 50%.

FRA Discretionary Rail Grants-

Program	FAST ACT FY'17 Authorized	FY'17 Senate Passed	FY'17 House Subcommittee
Consolidated Rail Infrastructure and Safety Improvement (CRISI)	\$190M	\$50M	\$25M
State of Good Repair (SOGR)	\$140M	\$20M	\$25M
Restoration/Enhancement (R/EG)	\$20M	\$15M	\$0

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FY18 Federal Funding

The FY18 fiscal year begins on October 1, 2017. The Administration is not expected to release a full FY18 budget recommendation until early May. In the meantime, it released a so-called "skinny" budget. The budget only references funding levels for a very limited number of programs with a focus on domestic discretionary programs. In the case of DOT, there is no mention in the "skinny" budget of any so-called "mandatory" programs funded through the Highway Trust Fund, such as highway and transit formula programs, TIFIA, and FASTLANE grants. The assumption is that these programs will be recommended for full funding when the formal budget is released in May. The "skinny" budget proposes to terminate FY18 funding for TIGER grants, FTA Capital Improvement Grants (CIG) *except for projects with existing Full Funding Grant Agreements (FFGAs)*, Amtrak's long distance service, and the Essential Air Service (EAS) program for rural airports. The budget also proposes significant cuts to federal agency personnel. However, the Administration can only recommend funding levels. It is up to Congress to determine actual funding. TIGER, CIG, Amtrak, and EAS are very popular programs with Congress. While many Republican Members will want to support the President, many others will want to support their own funding priorities and protect popular local projects. House Members, in particular, will be mindful that they need to get reelected in 2018.

Many observers have pointed out that there seems to be a disconnect between the recommended funding cuts and Trump's promise of a \$1T infrastructure bill. However, the Administration has indicated that it wants to cut what it views as inefficient and ineffective programs and use the savings to fund what it considers to be more valuable programs in a subsequent infrastructure proposal. The rationales given by the Administration for the cuts include: state and local governments should manage and fund these programs, the federal government should not be funding or subsidizing projects that don't have regional or national impacts, the private sector could more effectively deliver the programs, and the programs are duplicative of other programs i.e. TIGER and FASTLANE.

Industry associations and stakeholders, project sponsors, state and local elected officials, and supportive members of Congress have begun major lobbying efforts to protect and defend the CIG, TIGER, and Amtrak programs, in particular.

The FY18 Congressional Budget Resolution and the FY18 Appropriations bills are on hold pending release of the President's budget.

Earmarks

There are no additional developments at this point. In the Senate, there was an earmark ban introduced by Senator Flake in the Senate Republican Caucus. It passed without discussion. Before Flake, there was no Senate ban because the House didn't have earmarks, so the Senate didn't do them by default. In the House, the Rules Committee said that they plan to begin debating options for a limited earmark revival -- and that a plan could be presented to Republicans for consideration before they leave town for the Fourth of July holiday. The House

Freedom Caucus has expressed concerns about bring earmarks back. The Democrats, however, say that they are ready to help Republicans revive earmarks.

Hearings

The Subcommittee on Highways and Transit of the House Transportation and Infrastructure Committee held a hearing on April 5 to receive testimony from state and local authorities concerning the implementation of the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94). The Committee heard from representatives of the American Association of State Highway Transportation Officials (AASHTO), the American Public Transportation Association (APTA), and U.S. Conference of Mayors (USCM).

Senate Commerce Committee held a hearing on March 1 entitled, "Connecting America: Improving Access to Infrastructure for Communities Across the Country." The hearing examined the challenge of connecting Americans, particularly in rural communities, to transportation and information networks. Witnesses were Dennis Daugaard, Governor of South Dakota; Philip Levine, Mayor of Miami Beach; Carlos Braceras, Executive Director, Utah Department of Transportation; and, Shirley Bloomfield, Chief Executive Officer, NTCA-The Rural Broadband Association.

Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security of the Senate Commerce Committee held a hearing titled "Keeping Goods Moving: Continuing to Enhance Multimodal Freight Policy and Infrastructure" on April 4. The hearing examined the importance of the multimodal freight transportation network and policies needed for a growing economy. Witnesses were Derek J. Leathers, President and Chief Executive Officer, Werner Enterprises; Lance M. Fritz, Chairman, President and Chief Executive Officer, Union Pacific; Michael L. Ducker, President and Chief Executive Officer, FedEx Freight; and, James Pelliccio, President and Chief Executive Officer, Port Newark Container Terminal.

Infrastructure Week

This year Infrastructure Week will be held the week of May 15. There are a number of events scheduled in DC and around the country with over 184 organizations participating in the week's activities. Recent publication of interest: ASCE 2017 Infrastructure Report Card - [link](#)

Bill Tracking

Note the new format per the change in format by the Congress for the listing of bills. More information on each bill will be provided when it becomes available on the official site.

H.R.100 — 115th Congress (2017-2018)

Support Local Transportation Act

Sponsor: [Rep. Brownley, Julia \[D-CA-26\]](#) (Introduced 01/03/2017) **Cosponsors:** [\(0, now 1\)](#)

Committees: House - Transportation and Infrastructure

Latest Action: 01/03/2017 Referred to the House Committee on Transportation and Infrastructure.

Status Update: no change since the last report.

H.R.547 — 115th Congress (2017-2018)

National Infrastructure Development Bank Act of 2017

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/13/2017) **Cosponsors:** (76, now 79)

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

Latest Action: 01/17/2017 Referred to the Subcommittee on Water Resources and Environment.

This bill establishes the National Infrastructure Development Bank as a wholly owned government corporation. The bank's board of directors shall be responsible for monitoring and overseeing energy, environmental, telecommunications, and transportation infrastructure projects. The board is authorized to: (1) make loans and loan guarantees to assist in the financing an infrastructure project, (2) issue public benefit bonds and provide financing to infrastructure projects, and (3) pay an interest subsidy to the issuer of American Infrastructure Bonds. The bank shall establish a risk management committee, which shall: (1) create financial, credit, and operational risk management guidelines; (2) set guidelines to ensure diversification of lending activities by geographic region and infrastructure project type; (3) create conforming standards for financial assistance; (4) monitor financial, credit, and operational exposure; (5) provide financial recommendations to the board; and (6) ensure that the aggregate amount of interest subsidies provided for such bonds in a given calendar year does not exceed 28% of interest payable under all such bonds. The board shall approve criteria established by the bank's executive committee for determining project eligibility for financial assistance. The bill sets forth criteria to be considered by the board for each type of infrastructure project. The executive committee shall conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance. Financial assistance for an infrastructure project: (1) shall be repayable from dedicated revenue sources that also secure the infrastructure project obligations, and (2) shall not exceed 50% of reasonably anticipated project costs. Bank bonds shall be exempt from state or local government taxation. Assisted projects must comply with wage rate, domestic content, and buy American statutes. The board shall establish an American Infrastructure Bond program. The bill establishes the National Infrastructure Development Bank Trust Fund into which an amount equal to the tax receipts attributable to interest payable under such bonds is to be appropriated.

Status Update: 1 cosponsor added since the last report.

H.R.481 — 115th Congress (2017-2018)

REBUILD Act

Sponsor: Rep. Calvert, Ken [R-CA-42] (Introduced 01/12/2017) **Cosponsors:** (0)

Committees: House - Natural Resources

Latest Action: 01/12/2017 Referred to the House Committee on Natural Resources

This bill amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other

relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities. Each responsible federal official who is authorized to assign such responsibility must promulgate regulations that establish requirements relating to information required to be contained in state applications to assume those responsibilities. An official may approve an application only if: (1) public notice requirements have been met, (2) the state has the capability to assume the responsibilities, and (3) the head of the state agency having primary jurisdiction over covered projects enters into a written agreement with an official to assume the responsibilities and to maintain the financial resources necessary to carry them out. The officials must audit state compliance with federal laws for which responsibilities are assumed. The officials may terminate the responsibilities assigned to states after providing notice to states of any noncompliance and an opportunity to take corrective action.

Status Update: no change since the last report.

H.R.966 — 115th Congress (2017-2018)

TIGER CUBS Act

Sponsor: Rep. Larsen, Rick [D-WA-2] (Introduced 02/07/2017) **Cosponsors:** (5, now 8)

Committees: House - Appropriations, Budget

Latest Action: 02/07/2017 Referred to House Budget Committee

This bill provides \$500 million in supplemental FY2017 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000.

The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. The emergency funding is exempt from discretionary spending limits and is only available if the President subsequently designates the amounts as an emergency and submits the designation to Congress.

Status Update: 2 cosponsors added since the last report.

S.846 — 115th Congress (2017-2018)

SAFE Bridges Act of 2017

Sponsor: Sen. Shaheen, Jeanne [D-NH] (Introduced 04/05/2017) **Cosponsors:** (4)

Committees: Senate - Environment and Public Works

Latest Action: 04/05/2017 Read twice and referred to the Committee on Environment and Public Work

Status Update: bill added since the last report.

H.R.1670 — 115th Congress (2017-2018)

Infrastructure 2.0 Act

Sponsor: Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (20)

Committees: House - Ways and Means, Transportation and Infrastructure, Rules

Latest Action: 03/23/2017 Referred to the Subcommittee on Water Resources and Environment

Status Update: bill added since the last report.

H.R.1669 — 115th Congress (2017-2018)

Partnership to Build America Act of 2017

Sponsor: Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (23)

Committees: House - Transportation and Infrastructure, Ways and Means

Latest Action: 03/23/2017 Referred to the Subcommittee on Water Resources and Environment

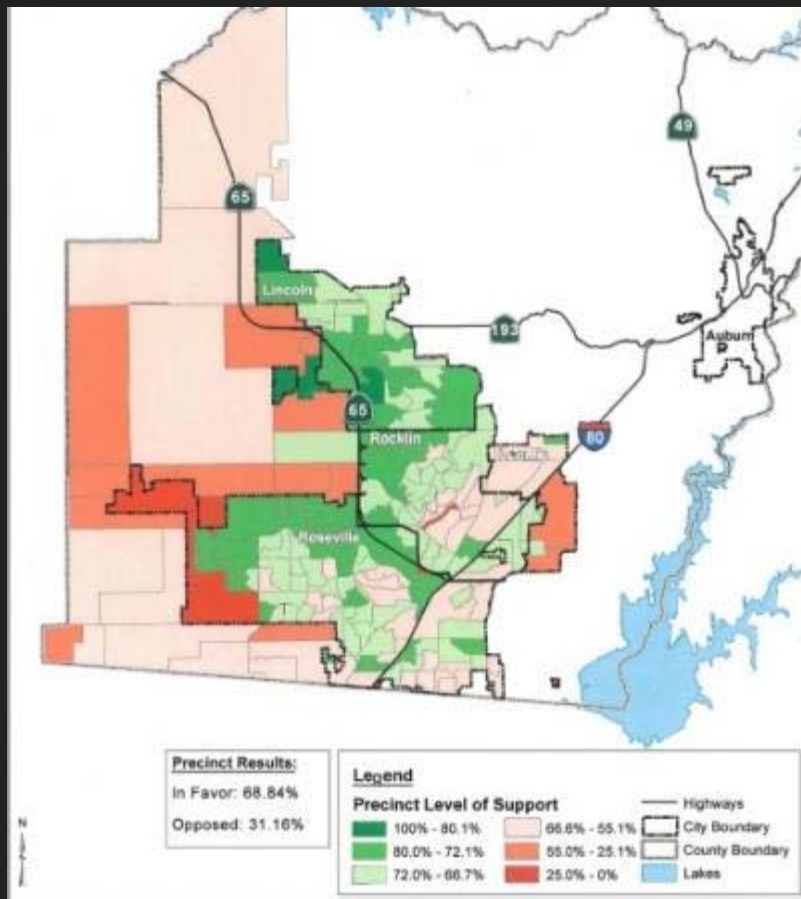
Status Update: bill added since the last report.

Thursday Mar 23 2017

By: Mackenzie Myers,

Measure M2? County leaders discuss possible sales tax district for road funds

Local agencies seek alternate sources for \$450M interchange project



An amended version of Measure M, which would have raised \$1.6 billion over 30 years for local transportation projects if it had not failed to pass in November 2016, could be coming to South Placer County ballots in November 2018, according to the Placer County Transportation Planning Agency.

Measure M proposed to add a half-percent sales tax to the county in order to pay for road updates, including adjustments to the 80-65 highway interchange. The measure failed by roughly 2 percent of the required votes.

On March 1, PCTPA met with county executives, public works employees and leaders from Rocklin, Roseville, Loomis, Lincoln and other municipalities to discuss options for funding. Updating the 80-65 interchange alone is projected to cost \$450 million over four phases.

PCTPA Director Celia McAdam said the idea of setting up a sales tax district specific to South Placer has been the answer to “what now?” after the failure of Measure M.

At the meeting, officials discussed possible locations for the sales tax district. The district will likely cover points west of Loomis all the way to the western and southern Placer County lines, according to McAdam. As with the original legislation, sales tax would increase by half a percent to raise money over a 30-year span. However, the new legislation would mandate that the increase only take place within the district's boundaries, not countywide.

"The idea is that if you set up a transportation sales tax district, only people within those boundaries will vote on it," McAdam said. "The money is generated within the district, spent within the district and voted on within the district."

McAdam said that even though the area would be smaller than that of the original legislation, it could still raise most of the funds that Measure M would have generated: the better part of \$1.6 billion.

"This is significant to us, because it will not only help solve regional problems, but provide revenue for local problems too," said Rocklin City Manager Rick Horst, representing Rocklin at the March 1 meeting.

For the original Measure M, South Placer showed strong support: 72 percent of Lincoln supported the measure, while 69 percent of residents in Roseville and Rocklin voted yes. Further to the north, however, votes fell to around 50 percent. The measure needed a two-thirds majority to pass and came in countywide at 64 percent.

"The challenge is, as you get up into the foothills, congestion isn't a problem," McAdam said. "But the potholes are. The weather this year has really illustrated how far behind we are in road maintenance. Measure M could have gone a long way toward helping that."

She said that the sales tax district is still in the works and nothing is set in stone, because the proposal needs to go through state legislature before it can be added to a ballot.

"It will be late this summer before we know if it's moving forward," McAdam said.

The legislation will be guaranteed if it passes through the governor's office this October. If everything goes through, the updated measure could be on the ballot in November 2018.

Despite its outcome, McAdam said the Measure M vote gave the county more insight into where voters' priorities lie. She compared the situation to that of other places in California, such as San Diego County, where transportation funds are often stretched between urban voters who want better public transit and rural voters who want better roads. In Placer County, the tension is between traffic congestion and fixing potholes.

In any case, she said the original measure's turnout was significant.

"This is a really conservative county, and nobody likes taxes," McAdam said. "We made a good case. The takeaway is: the problem is in South Placer and the support is in South Placer. That's where we need to put our focus moving forward."

For Rocklin's stake in the matter, Horst said the city supports the decision going before the people and that the 69 percent of the city's voters who supported last November's original measure are indicative of the area's interests.

"The people of Rocklin supported the initial Measure M, so we anticipate if it comes back for a second round, they will also support a sales tax district," Horst said.

Auburn Journal

Date: March 28, 2017

By: Graham Womack, Staff Writer

The Placer County Board of Supervisors approved a \$6-million contract Tuesday for Sacramento-based civil engineering firm Mark Thomas & Company to design the 1.4-mile first phase of Placer Parkway.

It could be longer than 10-15 years, though, before the long-awaited 15-mile parkway is constructed, connecting State Route 65 near the Whitney Boulevard interchange in Rocklin with State Route 70/99 north of Sacramento.

“I see construction starting on it, one way or another within that timeframe,” said Celia McAdam, executive director of the Placer County Transportation Planning Agency. “But it’s not going to get all the way to Sutter County by then. That’s going to take a very long time.”

Funding remains up in the air for the project, with McAdam saying it’s not fully in place for the \$60-million first phase. She said the parkway is 95-percent funded by developer impact fees, which “come in as they come in” and can’t be bonded against by the county.

Transportation sales tax Measure M fell short with Placer County voters last November. The measure would have allocated \$35 million to the parkway and allowed the county to bond for construction costs while it awaited developer fees. These fees are received when permits are pulled, McAdam said.

“I don’t have the developer impact fee generated to build it,” McAdam said of phase I. “I have enough that I’m moving forward on the design. That, I’m pretty comfortable with.”

An environmental report prepared in May 2015 by ICF International of Sacramento said the first phase would “establish freeway access at SR 65 and provide alternative connections to Foothills Boulevard North to relieve congestion along SR 65 at Sunset Boulevard and Twelve Bridges Drive and along Industrial Avenue and Sunset Boulevard.”

Richard Moorehead, the project manager for Placer County, sees other positives with the full parkway.

“The ultimate benefit, when it’s done completely—it’s that parallel facility between 65 and 99, which we need to serve all of the development community as we build out in the region,” Moorehead said.

The parkway will pass the north side of the sprawling Placer Ranch development and north of the University of Warwick’s planned undergraduate campus, to be built on more than 1,000 acres of donated land on the outskirts of Roseville. Houses and other development have been popping up in this region as well over the past few years.

The Placer Parkway project has long been in the works and inspired some criticism in 2003 from David Mogevaro, then-executive director of the Environmental Council of Sacramento, who told the Sacramento Business Journal that the parkway was “the most sprawl-inducing road project the Sacramento region has ever seen.”

The 2015 environmental report for the first phase listed numerous potentially significant impacts, but said they could all be mitigated. Moorehead said he was confident this still holds true.

It’s uncertain when the first phase will be built. Asked if construction for the first phase would commence in 2018, Moorehead said it was “funding-dependent, and we’re still trying to put the funding together for that project.” McAdam said that with developer fees, the project could start turning ground in two to three years.

A message left Monday for a project manager at Mark Thomas & Company wasn’t returned before press time.

Others in Placer County have made use of the firm—the city of Roseville said at its March 15 council meeting that Mark Thomas & Company would prepare a subdivision map for University of Warwick’s undergraduate facility to be located at 401 Oak Street.

THE SACRAMENTO BEE

Monday, April 10, 2017
BY TONY BIZJAK

The Sacramento area's bumpiest roads are likely to get a lot smoother in the next few years, thanks to the state transportation funding bill approved by the Legislature Thursday, local officials say. But the "gusher" of new funds, as one activist put it, is unlikely to be enough to make daily commutes less congested.

For that, local transportation officials say, Sacramento's cities and counties will have to find some other budgetary magic. Federal funding remains a dark cloud; the Trump administration recently proposed cutting transportation funding 13 percent this year.

Sacramento leaders say the long-awaited state bill, [SB 1](#), will allow them to come out of starvation mode. The bill imposes a pump-tax increase and higher vehicle registration fees, and will cost the typical driver about \$10 a month. Much of the funding will not start flowing until November.

First order of business, said James Corless, head of the [Sacramento Area Council of Governments](#), is to fix potholes and resurface rutted roads. "This is going to help you avoid having to get your front end realigned from the massive pothole you just hit on your way to work," he said.

State Caltrans Director Malcolm Dougherty said the new funds likely will speed up fixes on some crumbling sections of Interstate 5 south of downtown, Highway 50 from downtown to Watt Avenue and Interstate 80 west of the city.

[Placer County Transportation Planning Agency](#) chief Celia McAdam says the cash infusion "is great for dealing with the backlog of road maintenance that is needed all over place." But, in her county, she says, "it really does nothing for traffic congestion for the Interstate 80/Highway 65 interchange, or for 65 widening, and some of the big capacity issues in south Placer."

Those projects require Placer to have local transportation "matching" funds to use to compete for state and federal grant programs. Placer attempted a sales tax ballot initiative in November that would have secured some of those funds, but it failed.

- West Sacramento City Manager Martin Tuttle said his city should get about \$1.2 million annually to repair aging streets in older city neighborhoods. "The big win is for maintenance," he said. West Sacramento voters approved a small transportation sales

tax in November, which the city should be able to leverage to compete for some SB 1 supplemental funds.

- City of Sacramento transportation head Ryan Moore said his city will get a “desperately needed infusion” of an estimated \$11 million annually for road repair. “It’s an investment that our parents and grandparents made and we have a responsibility to take care of it.”
- Mike Penrose, head of the Sacramento County transportation department, said the county will get an estimated \$28 million annually that should help take a big chunk over time out of the county’s \$450 million backlog of unfixed streets.
- Sacramento Regional Transit, the bus and light rail district, should see an additional \$10 million annually. SacRT officials say they will use the money mainly to fill in gaps left by federal funding reductions and by lower-than-expected revenues from the state cap-and-trade program.

Bike and pedestrian advocates say they are pleased the Legislature added more money at the last minute for non-car transportation needs. Jennifer Donlon Wyant of the City of Sacramento said city officials are doing a study of the most dangerous areas for walkers and bikers, and likely will use some of the state money on safety measures in those areas as part of street resurfacing projects.

Local transportation sales tax opponent Craig Powell of the [Eye On Sacramento](#) group called the new state funding a “gusher” of money, and said it showed that Sacramento County voters were right in November in rejecting Measure B, a proposed local transportation sales tax.

But several Sacramento transportation officials said cities and counties need even more money for projects that will provide congestion relief. County transportation chief Penrose said “there is still significant pressure” for some form of local transportation funding, potentially another effort to pass a sales tax increase.

SacRT officials issued an even stronger statement Friday, pushing for a one-third cent additional local sales tax to increase bus and rail service to every 15 minutes and in some cases 10 minutes, and to build a rail line to the airport, with potential extensions to Elk Grove, Roseville and Davis.

If you want to estimate how much the state transportation bill will cost you, go to this [sacbee.com calculator](#) created by Bee reporter Jim Miller.

Date: Thursday Apr 27 2017

By: Steve Archer

A nearly 600-home residential development was approved 4-0 Tuesday night by the Lincoln City Council.

City Councilman Paul Joiner was present for the meeting but left before the public hearing on Independence at Lincoln began.

The proposed 92-acre, 575-home residential development will be located on the site of the city's former Wastewater Treatment Facility, which was decommissioned in 2004. The proposed development is bordered by Nicolaus Road to the north, the Santa Clara Memorial Park Cemetery to the south undeveloped land to the west and residential neighborhoods to the east.

Steve Prosser, a senior planner with the Lincoln Community Development Department, described Independence at Lincoln as an "infill project."

"The development will have five distinct neighborhoods that are complimentary to each other," Prosser said. "Each neighborhood is surrounded by its own park system."

Several concerns were brought up during the public hearing, including the proposed residential development's close proximity to the Lincoln Regional Airport.

Rocky Green, a member of the Lincoln Regional Aviation Association board of directors, said Independence at Lincoln lies within the safety buffer for the airport, an area where pilots might have to land during an emergency.

Green added that departing aircraft will be flying "directly over" the subdivision and are likely to generate "excessive noise."

"Aircraft passing over homes will be at 1,000 feet," Green said. "Also, there will be occasional jet traffic and the noise will increase significantly over time, especially with jet traffic a stated goal of the city."

Green said he brought his concerns to the Placer County Airport Land Use Commission (PCALUC). The Placer County Transportation Planning Agency is also the Airport Land Use Commission.

The Placer County Airport Land Use Commission voted 7-1 on Jan. 25 to find the development consistent with the Airport Land Use Compatibility Plan after an eight-minute hearing. Lincoln City Councilman Stan Nader, a member of the agency's board of directors, voted yes. Colfax City Councilman Tony Hesch, also a member of the agency's board, was the lone no vote.

Lincoln resident James McLeod, who lives in the Brookview neighborhood, said he had two concerns: a missing 18-inch water line connection and the lack of street lights on Nicolaus Road.

"That's a collector roadway, approaching 10,000 trips per day, with no street light system," McLeod said. "Street lights on Nicolaus aren't the developer's responsibility; it's the city's responsibility."

Lincoln resident David Emerson, a Sierra College teacher for 30 years, was concerned about the cost of new housing in Lincoln. He asked if any housing would be set aside for low-income residents or for the elderly or both.

"I never thought I would be before the City Council with these questions," Emerson said. "If this goes through, teachers in Lincoln won't be able to buy a house."

City attorney Mona Ebrahimi said the city is only obligated to identify land that could be used for affordable housing.

"The city can encourage but can't compel builders to build low-income housing," Ebrahimi said.

Mayor Peter Gilbert agreed that affordability is "a real problem."

"What we are lacking are starter homes," Gilbert said. "I think this project is a tremendous opportunity for people if they can borrow money from their parents to get into the market. I hope the economy will start supporting the lower end of the market."

The Independence at Lincoln development project is a proposed master-planned community with low-density and medium-density homes. The project also includes 46 acres of open space, 14 acres of parks, and a community center. Independence at Lincoln is designed to have five distinct neighborhoods, with four of the neighborhoods surrounding a central park.