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# A G E N D A

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

**Wednesday, October 23, 2024  
9:00 a.m.**

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

**Simultaneous Teleconference Location  
140 Pleasant Street, Colfax, CA**

**PUBLIC PARTICIPATION INSTRUCTIONS:** This meeting will be conducted as an in-person meeting at the locations noted above. A remote teleconference Zoom address is listed for the public's convenience and in the event a Board Member requests remote participation due to just cause or emergency circumstances pursuant to Government Code section 54953(f). Please be advised that if a Board Member is not participating in the meeting remotely, remote participation for members of the public is provided for convenience only and in the event that the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access. By participating in this meeting, you acknowledge that you are being recorded.

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

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

**Webinar access:** <https://placer-ca-gov.zoom.us/j/91467525092>

**You can also dial in using your phone:** +1 669 900 6833

**Webinar ID:** 914 6752 5092

**A. Flag Salute**

**B. Roll Call**

**C. Agenda Review**

*Matt Click, Executive Director*

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**  
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|--|---------------------------------|
| <p><b>D. AB 2449</b><br/> <i>Matt Click, Executive Director</i></p> <ul style="list-style-type: none"> <li>▪ If necessary, based on a Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize a “just causes” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).</li> </ul>  | <p><b>Action</b></p>            |
| <p><b>E. Approval of Minutes: September 25, 2024</b></p>   | <p><b>Action</b><br/>Pg. 1</p>  |
| <p><b>F. Public Comment</b><br/> Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.</p>  |                                 |
| <p><b>G. Consent Calendar: Placer County Transportation Planning Agency</b><br/> These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.</p> <ol style="list-style-type: none"> <li>1. Health Contribution Resolution <span style="float: right;">Pg. 4</span></li> <li>2. Master Fund Transfer Agreement Resolution <span style="float: right;">Pg. 7</span></li> <li>3. FY 2024/25 PCTPA Claim for Local Transportation Funds (LTF) –<br/>Administrative: \$475,000 <span style="float: right;">Pg. 27</span></li> <li>4. FY 2024/25 PCTPA Claim for Local Transportation Funds (LTF) – Planning:<br/>\$1,182,031 <span style="float: right;">Pg. 30</span></li> </ol> | <p><b>Action</b><br/>Pg. 3</p>  |
| <p><b>H. <u>9:00 AM: PUBLIC HEARING:</u> Placer County Government Center Master Plan Amendment Consistency Determination</b><br/> <i>David Melko, Principal Transportation Planner</i></p> <ol style="list-style-type: none"> <li>1. Conduct a public hearing regarding consistency of the Placer County Government Center Master Plan Amendment with the Placer County Airport Land Use Compatibility Plan.</li> <li>2. Find that the proposed Placer County Government Center Master Plan Amendment is consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommended overflight notification condition.</li> </ol>  | <p><b>Action</b><br/>Pg. 33</p> |
| <p><b>I. <u>9:00 AM: PUBLIC HEARING:</u> 2024 Unmet Transit Needs Assessment and Public Engagement Efforts</b><br/> <i>Mike Costa, Principal Transportation Planner</i></p> <ul style="list-style-type: none"> <li>▪ Conduct a public hearing to solicit and obtain public testimony on potential unmet transit needs that may exist in Placer County.</li> </ul>  | <p><b>Info</b><br/>Pg. 44</p>   |

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
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- J. Senate Bill 125 Funding Program Administration and Distribution Guidelines** **Action**  
*Mike Costa, Principal Planner* **Pg. 48**
  - Adopt and direct staff to administer PCTPA’s Guidelines for the Administration and Distribution of Senate Bill 125 Program Funds.
  
- K. South Placer-South Sutter Fair Share Transportation Funding Analysis Final Report** **Action**  
*David Melko, Principal Transportation Planner* **Pg. 56**
  - 1. Accept the South Placer-South Sutter Fair Share Transportation Funding Analysis Final Report as complete based on the recommendation of the Study’s Project Development Team.
  - 2. Authorize the Executive Director to transmit the Final Report and related modeling files and backup documentation to Placer County, Sutter County, and the City of Roseville.
  
- L. Traffic Volume Update** **Info**  
*Cory Peterson, Senior Transportation Planner*
  
- M. Executive Director’s Report** **Info**
  
- N. Board Direction to Staff**
  
- O. Informational Items** **Info**
  - 1. Technical Advisory Committee (TAC) Minutes – October 8, 2024 **Pg. 58**
  - 2. Status Reports
    - a. TFG Federal Advocate – September 2024 **Pg. 61**
    - b. Capitol Corridor Service Performance Overview – August 2024 **Pg. 62**

***Next Meeting: December 4, 2024***

<b>Board of Directors Meetings – 2024</b>	
Wednesday, January 24	<del>Wednesday, July 24</del>
Wednesday February 28	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22	Wednesday, December 4
Wednesday, June 26	

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



# ACTION MINUTES

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

**September 25, 2024 - 9:00 a.m.  
Placer County Board of Supervisors Chambers  
175 Fulweiler Avenue, Auburn, California 95603**

## **ROLL CALL**

**Present:** Holly Andreatta, Ken Broadway – Chair, Alice Dowdin Calvillo, Jim Holmes, Bruce Houdesheldt – Vice Chair, Suzanne Jones, Jenny Knisley (Alternate), Dan Wilkins

**Absent:** Trinity Burruss

## **AGENDA REVIEW**

Matt noted that there were no changes to the agenda as presented.

### **AB 2449**

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

### **APPROVAL OF ACTION MINUTES – August 28, 2024**

Upon motion by Dowdin Calvillo and second by Holmes, with an abstention by Knisley, the August 28, 2024 approved. Houdeshelt was absent for this item.

## **PUBLIC COMMENT**

Michael Barnbaum, Lead Transit Ambassador, Sacramento Regional Transit.

### **CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Upon motion by Holmes and second by Dowdin Calvillo, the PCTPA Consent Calendar items as shown below, were unanimously approved.

1. Approval of Fiscal Year 2024/25 Final TDA Findings of Apportionment and Fund Estimates: (a) Local Transportation Fund (LTF) Allocation, (b) State Transit Assistance (STA) Allocation, (c) State of Good Repair (SGR) Allocation
2. Transportation Development Act Triennial Performance Audit Consultant Award
3. FY 2022/23 TDA Financial Audit for the Town of Loomis

### **FY 2024 OVERALL WORK PROGRAM AND BUDGET – AMENDMENT #1**

*Presentation provided by Jodi LaCosse, Fiscal Administrative Officer*

Upon motion by Holmes and second by Jones, the Board unanimously adopted Resolution 24-24 approving the Overall Work Program and Budget and authorized the Executive Director to submit to Caltrans.

## **COMPREHENSIVE OPERATONAL ANALYSIS FOR AUBURN TRANSIT AND PLACER COUNTY TRANSIT**

*Presentation provided by Mike Costa, Principal Planner. Consultant support provided by WSP.*  
Public comment provided by (1) Peter Eakland, City of Rocklin resident, and (2) Michael Barnbaum, Lead Transit Ambassador, Sacramento Regional Transit.

Upon motion by Dowdin Calvillo and second by Houdesheldt, the Board unanimously accepted the following amended motion: (1) Accept the Comprehensive Operational Analysis (COA) for Auburn Transit and Placer County Transit as completed, and (2) support the recommended COA service plan with the exception of excluding the recommended weekday service frequency improvements on both segments of Route 20.

### **EXECUTIVE DIRECTOR'S REPORT**

- **PCTPA in the Community**

Staff participated in the following outreach activities:

- ✓ Auburn Chamber of Commerce (presentation)
- ✓ Roseville Chamber of Commerce (presentation)
- ✓ City of Roseville Transportation Commission (presentation)
- ✓ Sun City Lincoln (presentation)
- ✓ Latino Leadership Council (outreach event)
- ✓ Hot Chili Cool Cars (outreach event)

PCTPA will participate and/or support the upcoming outreach activities:

- ✓ Taste of Lincoln (outreach event)
- ✓ Loomis Fruit Shed Festival (outreach event)
- ✓ Placer County SPCA Barktoberfest (outreach event)
- ✓ ROCKPAL Cornhole Tournament (outreach event)

- **SR 65 – RAISE Grant**

- ✓ Seeking \$25 million in federal funding for SR 65 southbound. Grants are due in January 2025.
- ✓ Currently under contract with TFG, our federal advocate, to write the grant.
- ✓ Met with UAIC who is supportive with this effort. Additionally, they offered to work collaborate with us in Washington, D.C. to advocate for this effort.
- ✓ Had preliminary conversations with Beale Air Force Base to support the project.

### **ADJOURN TO CLOSED SESSION**

The Board adjourned to closed session pursuant to Government Code 54956.9(d)(2)): Significant exposure to litigation pursuant to paragraph (3) of subdivision (e) of Section 54956.9. (One claim.)

### **OPEN SESSION**

The Board returned from Closed Session. Chair Broadway noted that there was nothing to report out.

**ADJOURN:** The meeting adjourned at approximately 10:40 AM. A video of this meeting is available online at <https://www.pctpa.net/pctpa-board-meetings>.

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Matt Click, Executive Director

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Ken Broadway, Chair

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Solvi Sabol, Clerk of the Board

**TO:** PCTPA Board of Directors

**DATE:** October 23, 2024

**FROM:** Matt Click, Executive Director

**SUBJECT:** CONSENT CALENDAR

Below are the Consent Calendar items for the October 23, 2024, agenda for your review and action.

1. Health Contribution Resolution

CalPERS requires PCTPA to adopt a resolution annually for employer healthcare contributions in accordance with Public Employees Health and Medical Care Act (PEHMCA) that sets contribution rates each fiscal year. The attached resolution sets the contribution rates for the 2025 calendar year. There is no increase in benefit costs resulting from this action. Staff recommends approval.

2. Master Fund Transfer Agreement Resolution

This resolution allows PCTPA to enter into a Master Fund Transfer Agreement (MFTA) with Caltrans for the period of January 1, 2025 to December 31, 3034. This will allow PCTPA to continue to receive Rural Planning Assistance (RPA), State Highway Account (SHA), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) and any other Federal or State funds administered by and through Caltrans, Office of Regional and Community Planning. Once this resolution is received by Caltrans they will send the final agreement for execution. A draft agreement has been included.

3. FY 2024/25 PCTPA Claim for Local Transportation Funds (LTF) - Administrative- \$475,000  
Staff recommends approval of the attached Resolution No. 24-28 and PCTPA LTF claim for FY 2024/25 in the amount of \$475,000 for Administrative funds per the FY 2024/25 Final Apportionment of Local Transportation Funds approved at the September 2024 Board Meeting. Staff recommends approval.

4. FY 2024/25 PCTPA Claim for Local Transportation Funds (LTF) – Planning- \$1,182,031 Staff recommends approval of the attached Resolution No. 24-29 and the PCTPA LTF claim for FY 2024/25 in the amount of \$1,182,031 for Planning funds per the FY 2024/25 Final Apportionment of Local Transportation Funds approved at the September 2024 Board Meeting. Staff recommends approval.

CP:JL:MC:rc



**RESOLUTION #24-26 OF THE BOARD OF DIRECTORS**

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

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held October 23, 2024 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

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

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

<b>Party Rate</b>	<b>Monthly Employer Health Contribution</b>
Subscriber (PR 1)	\$1,176.25
Subscriber & 1 Dependent (PR 2)	\$2,352.50
Subscriber & 2+ Dependent (PR 3)	\$3,058.25
Subscriber (PR 4)	\$468.48
Subscriber & 1 Dependent (PR 5)	\$936.97
Subscriber & 2+ Dependent (PR 6)	\$1,405.45
Subscriber (M) & 1 Dependent (B) (PR 7)	\$1,656.73
Subscriber (M) & 2+ Dependent (B) (PR 8)	\$2,373.32
Subscriber (M) & 1 Dependent (M) & 1+ Dependent (B) (PR 9)	\$1,641.43
Subscriber (B) & 1 Dependent (M) (PR 10)	\$1,656.73
Subscriber (B) & 2+ Dependent (M) (PR 11)	\$2,119.16
Subscriber (B) & 1 Dependent (M) & 1+ Dependent (B) (PR 12)	\$2,373.32

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

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

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



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

**RESOLVED**, that coverage under the Act be effective on January 1, 2025.

Signed and approved by me after its passage:

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Ken Broadway, Chair  
Placer County Transportation Planning Agency

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Matt Click, AICP  
Executive Director

ATTEST:

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Solvi Sabol  
Clerk of the Board

**STATE OF CALIFORNIA**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF TRANSPORTATION PLANNING**  
MASTER FUND TRANSFER AGREEMENT

Recipient: **Placer County Transportation Planning Agency a Regional Transportation Planning Agency (RTPA)**

Effective Date of this Agreement: January 1, 2025

Termination Date of this Agreement: December 31, 2034

FUND SOURCES COVERED BY THIS AGREEMENT MAY INCLUDE ALL OR SOME OF THE FOLLOWING FUND SOURCES AS IDENTIFIED IN EACH ANNUAL OVERALL WORK PROGRAM AGREEMENT

- ◆ State Rural Planning Assistance (RPA)
- ◆ State Highway Account (SHA)
- ◆ Road Maintenance and Rehabilitation Account (RMRA)
- ◆ Federal Highway Administration (FHWA) State Planning and Research (SPR) - Partnership Planning
- ◆ Federal Transit Administration (FTA)- State Planning and Research - Section 5304
- ◆ Any other Federal or State funds administered by and through the California Department of Transportation, Office of Regional and Community Planning

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This Master Fund Transfer Agreement (MFTA), effective as of the date set forth above, is by and between the signatory public entity identified above, hereinafter referred to as RTPA, established under Government Code Section 29532.1 or 29535 and Title 2 Code of Federal Regulations Part 200 (2 CFR Part 200) and the State of California, acting by and through its Department of Transportation, hereinafter referred to as STATE. This MFTA supersedes all previous Master Fund Transfer Agreements issued to RTPA by STATE for all these types of funds.

**RECITALS**

- A. These funds may include, without limitation, State RPA, the discretionary grant components of the Federal Consolidated Planning Grant, and any other Federal or State funds administered by and through the Department of Transportation, Office of Regional and Community Planning.

Consolidated Planning Grants consist of four federal funding types and sources: (i) FHWA Metropolitan Planning (PL); (ii) FTA Metropolitan Planning (Section 5303), both of which are annually allocated to MPOs; (iii) FHWA State Planning and Research-Partnership Planning (SPR); and (iv) FTA State Planning and Research (Section 5304), the last two of which are discretionary grants awarded through a grant application solicitation process.

The State funds administered by the Office of Regional and Community Planning include but are not limited to: (i) State RPA, (ii) State Highway Account (SHA); and (iii) Road Maintenance and Rehabilitation Account (RMRA) funds.

- B. Upon appropriation of funds and pursuant to Public Utilities Code (PUC) sections 99311 and 99311.1, STATE is required to pass-through Federal and State funds made available for transportation planning purposes to entities qualified to act as recipients of these funds in accordance with the intent of law and policy.
- C. STATE is also required to encumber Federal and State funds made available for planning purposes to entities qualified to act as recipients of these Federal and State funds in accordance with the intent of law and policy.
- D. STATE agrees to notify RTPA annually in writing of the anticipated level of State and Federal Planning funds that may be available to RTPA for each subsequent year's approved Overall Work Program, hereinafter referred to as OWP.
- E. STATE has prepared this MFTA, which hereby, together with the annual OWP and annual Overall Work Program Agreement, hereinafter referred to as the annual OWPA, found in APPENDIX A, set forth the entire terms and conditions under which these funds are to be expended by RTPA for the fiscal year period of that annual OWP and annual OWPA.
- F. The provisions set forth in this MFTA shall only apply to funds administered in whole or in part through this agreement. No provisions of the MFTA shall extend to or govern the use of funds that are not allocated or transferred under this agreement.

## **ARTICLE 1-PROGRAM ADMINISTRATION**

### **Section 1. Overall Work Program and Overall Work Program Agreement**

- A. RTPA agrees to develop and submit an annual draft OWP, in compliance with 23 CFR 420, 23 CFR 450, and FTA Circular 8100.1D, for approval by STATE. This submittal, due no later than each March 1, shall describe RTPA's next fiscal year transportation planning program (fiscal year refers to the State fiscal year of July 1 to June 30).
- B. Each annual OWP and OWPA will expressly adopt and incorporate the terms and conditions of this MFTA by reference.

- C. RTPA shall be responsible for the complete performance of the work contained in each OWP. All work shall be accomplished in accordance with applicable provisions of State and Federal law.
- D. RTPA will annually include a signed "Transportation Planning Process Self-Certification" form, and a signed "California Department of Transportation Debarment and Suspension" in each annual OWP as provided in APPENDIX E. If RTPA is awarded FHWA or FTA planning funds, RTPA will also provide a signed FTA "Certifications and Assurances for FTA Assistance" form (refer to Article IV, Section 1), and a signed "Disclosure of Lobbying Activities" form, provided in APPENDIX E.
- E. The annual OWPA is the approved OWP encumbrance document. Disbursement of funds by STATE will occur only after the execution of this MFTA; approval of the annual OWP by STATE; and execution of the annual OWPA. Funds will not be encumbered or reimbursed by STATE to RTPA until the annual OWPA has been executed and the State Budget for that fiscal year has been passed.
- F. No funds of any nature are allocated or encumbered in this MFTA unless included in an adopted and approved OWP by means of an approved and fully executed annual OWPA or OWPA amendment. Costs incurred prior to OWP approval or conditional approval are incurred at RTPA's risk and will not be reimbursed until State approval.
- G. RTPA shall request and obtain from the STATE the final annual allocation amount for RPA funds. RTPA is encouraged to program the full annual allocation amount by means of an approved and fully executed OWP/A amendment, no later than May 1 of each fiscal year. Funds not programmed by RTPA for that fiscal year may lose Obligation Authority (OA) and be subject to State rescission. RTPA will not be able to use the unprogrammed OA prior to submitting a justification to STATE and obtaining approval from STATE.
- H. RTPA agrees to satisfactorily complete all work element tasks, projects, and products as described in each approved annual OWP financed with State or Federal funds and encumbered by STATE via the annual OWPA.
- I. RTPA will identify in sufficient detail to indicate who (e.g., State, RTPA, public transit operator, local government, or consultant) who will complete the activities and products in the OWP work elements, including all work that is to be completed through a third-party contract and funded, in whole or in part, under the terms and conditions of this Agreement.
- J. STATE agrees to pass-through available funds and to reimburse allowable costs incurred in executing the tasks, projects, and products specified in the annually approved OWP funded from State and Federal sources and will be encumbered by STATE.

- K. Only work performed during the term of, and consistent with, the work elements in the OWP may be reimbursed. Reimbursements are based upon the fiscal year, July 1 to June 30. All work performed after the end of each fiscal year (June 30) is subject to the approved OWP and annual OWPA for that corresponding fiscal year and reimbursed from the corresponding fiscal year budgeted funds.
- L. RTPA may incur costs against its approved annual OWP and may submit Requests for Reimbursement with the understanding that STATE is unable to approve any payments for reimbursement until such time as funds are included in that fiscal year's annual State Budget which is passed by the Legislature and signed by the Governor.
- M. RTPA shall use non-federal funds to finance the local share of eligible costs to ensure compliance with all applicable matching requirements for federal funds described in this MFTA and encumbered against the annual OWPA. Credit for local match will be allowed only for work performed during the approved term of each annual OWPA. Third-party "in-kind" contributions are allowed as local match, in accordance with the provisions of 23 CFR 420.119 and 2 CFR 200.306.
- N. RTPA further agrees to ensure that amendments to a previously approved OWP and annual OWPA are adopted by the RTPA Board of Directors and subsequently approved by STATE, prior to initiating any work identified in those amendments; however RTPA is not required to pause work that was previously authorized. Changes requiring amendments generally include adding, deleting, or revising a work element; adding funds to or deleting funds from a work element; incorporating carryover funds; or altering the scope of work. Administrative amendments are not required to be adopted by the RTPA Board of Directors. If a work element or project cannot be completed as originally approved, RTPA will report this in its Quarterly Progress and Expenditure Report and must amend the OWP/annual OWPA accordingly. Amendments to the OWP and annual OWPA must be submitted to STATE and be fully executed no later than May 1 each year. Through administrative amendment, RTPA will notify STATE via mail or electronic mail of administrative OWP changes that do not affect overall funding, scope of work, or project schedule.
- O. RTPA acknowledges and agrees that RTPA is the sole control and manager of the work proposed in the OWP and is solely responsible for complying with the funding and use restrictions established by State and Federal law and this MFTA.
- P. RTPA shall be free to copyright the material developed under work items identified in the OWP provided that STATE and FHWA/FTA, as applicable, reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and authorize others to use, that work for government purposes.

## **Section 2. Quarterly Progress and Expenditure Reports**

- A. RTPA agrees to submit to STATE, no later than thirty (30) calendar days after the close of each of the first three quarters, Quarterly Progress and Expenditure Reports that include all work elements for transportation planning tasks, projects, and products funded wholly or in part by any of the fund sources listed in the "Recitals" section of this MFTA. RTPA agrees to submit to STATE the Quarterly Progress and Expenditure Report for each fourth quarter no later than sixty (60) calendar days after the close of the quarter. STATE may withhold payment of the final Request for Reimbursement submitted pending the submission of the fourth quarter Quarterly Progress and Expenditure Report.

In accordance with the latest adopted Regional Planning Handbook, Quarterly Progress and Expenditure Reports submitted to STATE will identify all projects by work element number and title and shall contain, at a minimum the following:

- A brief narrative describing work progress, progress in adhering to schedules, and schedule changes;
  - A list of tasks and products completed during the quarter;
  - Percent comparison of actual performance with work element-level goals and deliverables;
  - Status of expenditures by work element, funding source, and type, in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;
  - Other pertinent supporting information, such as major products, challenges, etc.
- B. STATE reserves the right to deem incomplete any Quarterly Progress and Expenditure Report that does not sufficiently document the above-required information and may withhold payment of Requests for Reimbursement submitted pending the submission of required documentation.

## **ARTICLE II - ALLOWABLE COSTS AND REIMBURSEMENT**

### **Section 1. Requests for Reimbursement**

- A. Requests for Reimbursement must conform to either subpart 1 or subpart 2 hereinbelow for the entire State fiscal year:
1. RTPA shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred and paid (expended) by RTPA consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and including the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each expenditure by work element

must meet the minimum required or contracted local match, if applicable, on every Request for Reimbursement. Reimbursements under this MFTA will be allowed if based upon actual costs expended and supported by RTPA's accounting system. RTPA must not only have incurred the allowable project cost on or after the effective date of the annual OWPA and on or before its termination date but must also have paid those expenses.

2. RTPA shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred by RTPA. This submission must be consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and include the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each expenditure by work element must meet the minimum required or contracted local match, if applicable, on every Request for Reimbursement. Reimbursements under this MFTA will be allowed if based upon actual costs incurred and supported by the RTPA accounting system. The RTPA accounting system must adhere to Generally Accepted Accounting Principles. This adherence enables the determination of allowable incurred costs by accruing due to the costs billed to the RTPA and recognized by the RTPA as valid, undisputed, due, and payable.
3. By submitting accrued but unpaid costs for reimbursement, RTPA agrees that within ten (10) working days of receipt of STATE's reimbursement, the full amount of all cost items submitted as reimbursable accrued costs shall be paid to each billing entity. Any reimbursed accrued cost not paid within this ten (10) working day grace period shall accrue interest payable to STATE at the then present interest rate established by the State Treasurer's Pooled Money Investment Account. Interest incurred must be timely remitted to STATE. Reimbursed incurred costs not paid to the billing entities by RTPA within forty-five (45) days of RTPA's receipt of STATE's reimbursement will thereafter be deemed unallowable. All unallowable costs must be immediately remitted to STATE. RTPA agrees to submit a revised Disadvantage Business Enterprises Utilization Report (ADM 3069) as soon as reimbursement occurs.

If RTPA is found, through audit or other means, not to have paid a billing entity its invoiced sums then owed within the ten (10) working day grace period, RTPA must immediately revert to the reimbursement process described in subpart 1 above.

- B. In order to receive reimbursements, RTPA agrees to furnish with each billing, at a minimum, the information provided for in APPENDIX B3, a detailed financial management system report from the RTPA accounting system which denotes those reimbursable costs, as well as those used for local match, were either expended or

incurred, as applicable.

- C. STATE agrees to make reimbursements to RTPA, in conformance with State and Federal regulations, as promptly as STATE fiscal procedures will permit upon the receipt of a signed and electronically submitted Request for Reimbursement (conforming to the format provided in APPENDIX B) that includes all required information, as applicable, (conforming to the format in section B) of actual allowable costs incurred for the period of time covered by that Request for Reimbursement. Incomplete or inaccurate requests for reimbursement shall be returned to RTPA unapproved for correction as soon as errors are discovered.
- D. No State and/or Federal funds administered under this MFTA will be dispersed on the advance basis defined in 2 CFR 200.305.

### **Section 2. Travel and Per Diem Reimbursement**

- A. Payments to RTPA for travel and subsistence (per diem) expenses of RTPA staff and its contractors and subcontractors claimed for reimbursement using funds administered through this Agreement or as local match credit shall not exceed rates authorized to be paid non-state employees under current State Department of Human Resources (CalHR) rules unless written verification is supplied that government hotel rates are not commercially available to RTPA, or its contractors, its subcontractors, and/or its subrecipients, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process. The requirements of this section shall only apply to direct project costs and do not extend to indirect costs allocated through a federally approved Indirect Cost Rate Proposal.

### **Section 3. Final Request for Reimbursement and OWP Closeout Documentation**

- A. RTPA shall electronically submit an OWP/annual OWPA closeout documentation package and OWP final products to STATE no later than August 31<sup>st</sup> of each fiscal year. The closeout package shall conform to the format provided in APPENDIX C.
- B. The closeout package must be attached to a transmittal letter, typed on RTPA letterhead. Failure to submit these documents by August 31<sup>st</sup> of each fiscal year may result in STATE withholding future apportionments and/or allocations to RTPA. STATE election not to withhold future apportionments and/or allocations immediately after the end of one fiscal year shall not limit STATE ability to initiate subsequent withholdings.
- C. Upon receipt of the required closeout documentation and OWP final products, STATE will issue a reconciliation letter to RTPA stating the amount of funds available to be carried over to the subsequent year's OWP. RTPA may carry over an amount no greater than 25% of the prior year's RPA allocation. RTPA may amend some or all of these funds into the OWPA only upon signature of the reconciliation letter by the RTPA executive



director or his or her appointee, and submittal of the signed letter to STATE. Any funds that are identified in the reconciliation letter, but not programmed by May 1 each year in which the letter is issued, will be forfeited.

#### **Section 4. Funding Contingencies**

- A. All obligations of STATE under the terms of the MFTA and each annual OWPA are subject to the availability of Federal and State funds, appropriation of resources by the Legislature, and the annual passage of the State Budget. The authorization and obligation of these funds by outside entities may be terminated, limited or otherwise adversely affected by factors which may include, but are not limited to, changes in State or Federal law regarding the encumbrance and reimbursement of the funds provided by each annual OWPA and this MFTA.

### **ARTICLE III - AUDITS AND REPORTS**

#### **Section 1. Cost Principles**

- A. RTPA agrees to comply with Title 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), as applicable.
- B. RTPA agrees, and will require that its contractors, subcontractors, and subrecipients be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items (subrecipients shall refer to, 2 CFR Part 200); and (b) all parties shall comply with Federal administrative procedures in accordance with 2 CFR Part 200. Every sub-recipient receiving project funds as a contractor, subcontractor, or sub-grantee under this MFTA shall comply with Federal administrative procedures in accordance with 2 CFR Part 200.
- C. RTPA agrees and shall require that all of its agreements with contractors, subcontractors, and subrecipients funded in whole or in part with funds administered through this MFTA contain provisions requiring adherence to this section in its entirety, as applicable.

#### **Section 2. Indirect Cost Agreement and Cost Allocation Plan (ICAP)**

- A. Prior to RTPA seeking reimbursement of indirect costs, RTPA must prepare and submit annually to STATE for review and acceptance an indirect cost rate proposal and a central service cost allocation plan (if any) in accordance with 2 CFR, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or applicable cost principles and Local Program Procedures Manual (Chapter 5).

- B. Prior to RTPA seeking reimbursement of subrecipient indirect costs, and when subrecipient cognizant federal agency, as defined in 2 CFR part 200, is USDOT and/or STATE, RTPA agrees and will require subrecipient to comply with section 2A.
- C. Prior to RTPA seeking reimbursement of subrecipient indirect costs, and when subrecipient ICAP is approved by a cognizant federal agency other than USDOT, RTPA agrees and will require subrecipient to submit to STATE a copy of the cognizant agency approval, the approved proposal, plan, subsidiary worksheets, and other relevant data on an annual basis as evidence of the approval.
- D. If a submitted ICAP does not meet the requirements of 2 CFR Part 200, and is determined to be insufficient, STATE will advise RTPA of additional documentation or changes needed to meet Federal and State requirements. RTPA agrees to provide requested documentation or required changes, and if RTPA is non-compliant the submissions may be returned to RTPA if requested documentation is not provided or required changes are not made.
- E. Material audit adjustments will require reimbursement to STATE or adjustment to subsequent years ICAPs if proposals are later found to have included costs that are unallowable as specified by law or regulation, or the terms and conditions of this MFTA.
- F. RTPA agrees and shall require that all its agreements with subrecipients funded in whole or in part with funds administered through this MFTA contain provisions requiring adherence to this section in its entirety, as applicable.

### **Section 3. Record Retention/Audits**

- A. RTPA, its contractors, subcontractors and sub-recipients, agree to comply with Title 2, Code of Federal Regulations (CFR), Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. RTPA shall maintain, and shall require its subrecipients, contractors and its subcontractors to maintain all source documents, books, records and supporting documents connected with their performance of OWP work initiated under this MFTA and each applicable annual OWPA for a minimum of five (5) years from the date of final payment to RTPA or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later, and shall make all such supporting information available for inspection, copying, and audit by representatives of STATE, the California State Auditor, or the Federal Government upon request. Copies will be made and furnished by RTPA upon request at no cost to STATE or its agents. Scanned original documents in electronic form are suitable to meet this requirement.
- B. RTPA shall establish and maintain, and shall require that its subrecipients, contractors and subcontractors shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support Requests for

Reimbursement which segregate and accumulate the costs of work elements by line item (i.e. direct labor, other direct costs, subrecipients/subcontractor, etc.) and enable the determination of expenditures at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

- C. For the purpose of determining compliance with Government Code 8546.7, in connection with the performance of RTPA contracts and/or agreements with third parties, RTPA, RTPA sub-recipients, contractors, and subcontractors which are funded in whole or in part with funds administered through this MFTA, shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts and/or agreements, including, but not limited to, the costs of administering those various contracts and/or agreements. All the above referenced parties shall make such contracts and/or agreements available at their respective offices at all reasonable times during the entire period of each annual OWPA and for five (5) years from the date of final payment to RTPA or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to the fulfillment of the contracts/ and/or agreements for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.
- D. Where applicable, RTPA agrees to comply with audit requirements for third party contractors, subcontractor and subrecipients in accordance with STATE Local Assistance Procedure Manual, Chapter 10 or any successor thereto.
- E. RTPA agrees to include all costs associated with this MFTA, OWP and annual OWPA, and any amendments thereto; to be examined in the annual audit and in the schedule of activities to be examined under RTPA single audit prepared in compliance with 2 CFR Part 200, subpart F. RTPA is responsible for assuring that the Single Auditor has reviewed the requirements of this MFTA, the OWP and the annual OWPA. Copies of said audits shall be submitted to STATE.
- F. When conducting an audit of the costs and match credits claimed under the provisions of each annual OWPA and this MFTA, STATE will rely to the maximum extent possible on any prior audit of RTPA pursuant to the provisions of State and Federal law. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.
- G. RTPA agrees to furnish documentation to STATE supporting this requirement that all its agreements with contractors, subcontractors, and subrecipients funded in whole or in part with funds administered through this MFTA do contain provisions requiring adherence to this section in its entirety, as applicable.
- H. Neither the pendency of a dispute nor its consideration by STATE will excuse RTPA from

full and timely performance in accordance with the terms of this MFTA, the OWP, and the annual OWPA.

## **ARTICLE IV - MISCELLANEOUS PROVISIONS**

### **Section 1. Federal Certifications and Assurances**

- A. If RTPA receives RPA funds or RPA and CPG funds, RTPA shall comply with the "Transportation Planning Process Self-Certification" requirements in accordance with 23 CFR 450.334 and the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58) and the successors thereto. This certification is provided annually by FHWA and FTA. It may include, but is not limited to:
- I. 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 part 450;
  - II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
  - III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1 and 49 CFR Part 21);
  - IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
  - V. Section 1101 (b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
  - VI. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
  - VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
  - VIII. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
  
- B. If awarded FTA planning funds, RTPA shall comply with the annual FTA "Certifications and Assurances for FTA Assistance," including "Certifications and Assurances Required of Each Applicant" and the "Lobbying Certification" in compliance with 49 U.S.C. Chapter 53; published annually in the *Federal Register*, and found online at <https://www.transit.dot.gov>  
  
The Federal Certification may include, but is not limited to the following areas under "Assurances Required of Each Applicant:"
  - 1. Standard Assurances
  - 2. Standard Assurances: Additional Assurance for Construction Projects
  - 3. Procurement
  - 4. Suspension and Debarment
  - 5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding
  - 6. American Rescue Plan Act Funding
  
- C. RTPA shall comply with the "California Department of Transportation Debarment and Suspension Certification" as required by U.S. DOT regulations on governmentwide Debarment and Suspension (non-procurement), 49 CFR 29.100.
  
- D. Copies of these annual Certifications and Assurances shall be included by RTPA in each final OWP.
  
- E. RTPA shall comply, and shall require its contractors, subcontractors, and subrecipients receiving funds or entering into agreements funded in whole or in part with funds administered through this MFTA to comply, with these Certifications.
  
- F. RTPA agrees to furnish documentation to STATE to support this requirement that all its agreements with contractors, subrecipients and subcontractors funded in whole or in part with funds administered through this MFTA, do contain provisions requiring adherence to this section in its entirety, as applicable.

**Section 2. Disadvantaged Business Enterprise (DBE) Requirements**

- A. As mandated by 49 CFR Part 26, RTPA shall require that its contractors, subcontractors, and subrecipients do not discriminate on the basis of race, color, national origin, or sex in the award, administration, and performance of any FHWA/FTA fund-assisted contract or in the administration of RTPA DBE program.
- B. RTPA DBE program, as required by 49 CFR Part 26 and as approved by STATE, is incorporated by reference into this MFTA. Implementation of this program is a legal obligation and any failure by RTPA to adhere to its terms shall be treated as a violation of this MFTA. Upon notification to the recipient of its failure to carry out its approved program, the US DOT may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq. and 49 CFR Part 26.13(a).
- C. As required by 49 CFR part 26, the contract language in APPENDIX D relating to DBE requirements must be incorporated into all contracts funded in whole or in part with federal funds authorized in this Agreement.

**Section 3. Non-Discrimination Clause**

- A. In the performance of work undertaken pursuant to this MFTA, the RTPA and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall the discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, reproductive health decisionmaking, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. . RTPA shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.
- B. RTPA shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.), the regulations promulgated thereunder (California Code of Regulations, Title 2, Section 11000 et seq.), the provisions of Article 9.5 Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Government Code, Section 11135-11139.8), and the regulations or standards adopted by the awarding state agency to implement such article. The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this MFTA by reference and made a part hereof as if set forth in full.

- C. RTPA shall permit access by representatives of the Civil Rights Department and STATE upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or STATE shall require to ascertain compliance with this clause.
- D. RTPA and RTPA's contractors, subcontractors, and/or subrecipients shall give written notice of their obligations under this clause to labor organizations with which they have collective bargaining or other labor agreements.
- E. RTPA shall include the non-discrimination and compliance provisions hereof in all agreements with its sub-recipients, contractors, and subcontractors, and shall include a requirement in all agreements with all of same that each of them in turn include a nondiscrimination and compliance provisions of this clause in all contracts and subcontracts the enter into to perform work under this MFTA.
- F. RTPA shall comply with the nondiscrimination program requirements of Title VI of the Civil Rights Act of 1964. Accordingly, 49 CFR Part 21, and 23 CFR Part 200 are made applicable to this MFTA by this reference. Wherever the term "Contractor" appears therein, it shall mean RTPA.

#### **Section 4. Federal Lobbying Activities Certification**

- A. RTPA certifies, to the best of its knowledge and belief, that no State or Federal funds have been paid or will be paid, by or on behalf of RTPA, to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State or Federal grant, the making of any State or Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a State or Federal contract, grant, loan, or cooperative agreement, RTPA shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities" in accordance with those form instructions.
- C. This certification is a material representation of fact upon which reliance was placed when this MFTA and each annual OWPA was entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title

31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

- D. RTPA also agrees by signing this MFTA that RTPA shall require that the language of this certification be included in all contracts and subcontracts funded wholly or in part by any fund sources listed on Page 1 of this MFTA and which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

## **ARTICLE V - GENERAL PROVISIONS**

### **Section 1. Contract Award**

- A. RTPA, contractor, subcontractor and subrecipient contracts containing Federal and State planning funds are required to be bid and awarded in accordance with 2 CFR Part 200, and consistent with Local Assistance Procedure Manual, Chapter 10, or successors thereto as applicable. The requirements of this section apply to direct project costs and shall not apply to contracts included in RTPA's federally approved Indirect Cost Rate Proposals, if applicable.

### **Section 2. Contract Amendment**

- A. No amendments to the terms of this MFTA, any OWP or any annual OWPA shall be valid unless made in writing and signed by the individuals legally authorized to contractually bind the parties hereto. Each party agrees that it has had or will have the opportunity to seek review by and approval from its legal counsel of the original documents and any proposed alteration or variation. No oral understanding or agreement not incorporated herein shall be binding on any of the parties thereto. For the purposes of this MFTA, the Chief of the Office of Regional and Community Planning, Division of Transportation Planning, shall be the Contract Administrator for STATE.

### **Section 3. Adjudication of Disputes by Way of Administrative Proceedings**

- A. STATE hereby sets up an Administrative Procedure for adjudication of disputes that may arise when administering the program as defined by the terms and conditions of this Agreement.

RTPA agrees to exhaust the administrative remedy prior to resorting to legal remedies. In case of disputes with STATE, RTPA shall submit to the Chief of the Division of Transportation Planning, CALTRANS (DC PLANNING) or designee a written demand for a decision regarding the disposition of any dispute, arising under this Agreement. The DC PLANNING shall make a written decision regarding the dispute and will provide it to the RTPA. The RTPA shall have an opportunity to challenge the DC PLANNING determination but must make that challenge in writing, within ten (10) working days to the STATE Contract Officer



or his/her designee. If the challenge is not made by RTPA within the ten (10) day period, the DC PLANNING decision shall become the final decision of the STATE. If such a challenge is made, The DC PLANNING and RTPA shall submit written, factual information and data in support of their respective positions to STATE Contract Officer within a timeframe established by the RTPA at the time of challenge. The decision of the STATE Contract Officer or his/her designee shall be final, conclusive and binding regarding the dispute, unless RTPA commences an action in court of competent jurisdiction to contest the decision in accordance with Division 3.6 of the California Government Code.

#### **Section 4. Intercept Clause**

- A. Costs for which RTPA receives reimbursement payment or credit that are determined by a subsequent audit or other review by either STATE or Federal authorities to be unallowable under 2 CFR, part 200; or 48 CFR, Chapter 1, Part 31 are to be repaid to STATE by RTPA within thirty (30) days of RTPA receiving notice of audit findings. Should RTPA fail to reimburse moneys due STATE within thirty (30) days of discovery or demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due to RTPA from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

#### **Section 5. Parties of Agreement**

- A. This MFTA, OWP, annual OWPA, and any related agreements are solely between the named parties thereto and no express or implied benefit to entities or individuals not a party thereto is intended or to be inferred. There are no third-party beneficiaries to or of this MFTA or any OWP, or annual OWPA or any other agreement pertaining hereto.

#### **Section 6. Hold Harmless and Indemnification Clause**

- A. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by RTPA, its officers, employees, agents, contractors, sub-recipients, or subcontractors under or in connection with any work, authority or jurisdiction conferred upon RTPA under this MFTA and/or each annual OWPA. It is understood and agreed that, pursuant to Government Code section 895.4, RTPA shall fully defend, indemnify and hold harmless STATE and its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by RTPA, its officers, employees, agents contractors, subrecipients or subcontractors under this MFTA and each annual OWPA.
- B. Neither RTPA nor any officer or employee thereof is responsible for any injury, damage

or liability occurring or arising by reason of anything done or omitted to be done by STATE, its officers, employees, agents, contractors, sub-recipients, or subcontractors under or in connection with any work, authority, or jurisdiction conferred upon to STATE under this MFTA. It is understood and agreed that pursuant to Government Code section 895.4, STATE shall fully defend, indemnify and hold harmless RTPA, its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE, its officers, employees, agents contractors, subrecipients or subcontractors under this MFTA.

### **Section 7. Default**

- A. In the event that RTPA (a) fails to comply with applicable Federal and State laws and regulations; (b) fails to timely proceed with OWP in accordance with the MFTA or OWPA; or (c) otherwise materially violates the terms and conditions of this MFTA and/or OWPA, STATE reserves the right to terminate all funding for that OWP, or a portion thereof. Any such termination shall be accomplished by delivery to RTPA of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt specifying the reason for the termination, the extent to which funding of work under this MFTA is terminated and the date upon which such termination becomes effective. During the period before the termination date becomes effective, RTPA and STATE shall meet to try to resolve any dispute. No such termination shall become effective if: (a) during the process described in Article V, Section 3, the termination is stayed, (b) within the thirty (30) day period after receipt of the Notice of Termination, RTPA either cures the default, or (c) if that default is not reasonably susceptible to cure within said thirty (30) day period, STATE approves a RTPA plan and RTPA thereafter diligently completes the cure in a manner and timeline acceptable to STATE.
- B. If STATE terminates funding for OWP pursuant to the above paragraph A, STATE shall pay RTPA the sum due RTPA under the annual OWPA for eligible work performed prior to termination.

### **Section 8. Termination**

- B. This MFTA shall remain in full force and effect until the termination date stated on Page 1 of this MFTA, unless superseded or terminated in conformance with Section 7 of this Article. All indemnification, document retention, audit, claims, and legal challenge articles will remain in effect until terminated or modified in writing by mutual agreement or expiry by statute of limitations.

STATE OF CALIFORNIA  
**DEPARTMENT OF TRANSPORTATION**

By: \_\_\_\_\_  
Contract Officer

Date: \_\_\_\_\_

**Placer County Transportation Planning Agency**

By: \_\_\_\_\_  
Executive Director

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Attorney

Date: \_\_\_\_\_

APPENDICES

- A. Overall Work Program Agreement
- B. RPA Request for Reimbursement
- B2. Request for Reimbursement Support Documentation
- C. Certification of Expenditure
- D. DBE Contract Language (required)
- D2. DBE Semi-Annual Report
- D3. DBE Awards and Commitments
- D4. DBE Utilization Report
- D5. DBE Good Faith Efforts Documentation
- E. Certifications and Assurances
- F. Board Resolution



**RESOLUTION #24-27 OF THE BOARD OF DIRECTORS**

**IN THE MATTER OF: AUTHORIZING THE EXECUTION OF THE MASTER FUND TRANSFER AGREEMENT (MFTA) FOR THE PERIOD OF JANUARY 1, 2025, TO DECEMBER 31, 2034**

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held October 23, 2024 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

**WHEREAS**, Placer County Transportation Planning Agency has been designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Placer County; and

**WHEREAS**, Placer County Transportation Planning Agency receives federal and state funding administered by the California Department of Transportation, Office of Regional and Community Planning; and

**WHEREAS**, the California Department of Transportation, Office of Regional and Community Planning, which administers the funds detailed in the MFTA, requires the execution of a Master Fund Transfer Agreement authorized by a resolution from the governing board of a local or regional agency; and

**WHEREAS**, Placer County Transportation Planning Agency is an eligible recipient of federal, state, and local funding; and

**WHEREAS**, the Executive Director is authorized to enter into contracts for grants awarded from federal, state, and local funding; and

**WHEREAS**, Placer County Transportation Planning Agency intends to delegate the authority to execute any agreements and amendments to the Executive Director;

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

1. Authorizes the Executive Director or their designee to execute the Master Fund Transfer Agreement (MFTA) with the California Department of Transportation;

2. Agrees to comply with all conditions and requirements outlined in the MFTA, as well as applicable statutes, regulations, and guidelines for all state and federal funds administered by the California Department of Transportation, Office of Regional and Community Planning;
3. Authorizes the Executive Director or their designee to undertake any further actions necessary to implement the MFTA, including executing amendments and other documents requiring the signature of an official representative of Placer County Transportation Planning Agency.

Signed and approved by me after its passage:

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Ken Broadway, Chair  
Placer County Transportation Planning Agency

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Matt Click, AICP  
Executive Director

ATTEST:

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Solvi Sabol  
Clerk of the Board

CLAIM FOR LOCAL TRANSPORTATION FUNDS  
PCTPA APPORTIONMENT

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

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

CONTACT: Matthew Click, Executive Director  
Phone: (530) 823-4030 Email: mclick@pctpa.net

The Placer County Transportation Planning Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2024/25 in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

PCTPA Administration	\$ 475,000
PCTPA Planning	\$ <u>0</u>
TOTAL	\$ 475,000

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

APPROVED:

PLACER COUNTY TRANSPORTATION  
PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:  
PLACER COUNTY TRANSPORTATION  
PLANNING AGENCY

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

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

BY: PCTPA Chair

BY: Matthew Click, Executive Director

BY: October 23, 2024

BY: October 23, 2024



**RESOLUTION #24-28 OF THE BOARD OF DIRECTORS**

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

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held October 23, 2024 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

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

- |    |   |            |
|----|---|------------|
| 1. | To the Placer County Transportation Planning Agency for administrative purposes (PUC 99233.1):          | \$ 475,000 |
| 2. | To the Placer County Transportation Planning Agency for transportation planning purposes (PUC 99233.2): | \$ _____ 0 |
|    | Total LTF Funds Claimed   | \$ 475,000 |

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

]

Signed and approved by me after its passage:

---

Ken Broadway, Chair  
Placer County Transportation Planning Agency

---

Matt Click, AICP  
Executive Director

ATTEST:

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Solvi Sabol  
Clerk of the Board



**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

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

CONTACT PERSON: Matthew Click, Executive Director  
Phone: (530) 823-4030 Email: mclick@pctpa.net

The Placer County Transportation Planning Agency (PCTPA) hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2024/25 in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

PCTPA Administration	\$ 475,000
PCTPA Planning	<u>\$ 1,182,031</u>
TOTAL	\$ 1,657,031
PCTPA Planning	<u>\$ 475,000</u>
BALANCE	\$ 1,182,031

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

APPROVED:  
PLACER COUNTY TRANSPORTATION  
PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:  
PLACER COUNTY TRANSPORTATION  
PLANNING AGENCY

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

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

BY: PCTPA Chair

BY: Matthew Click, Executive Director

BY: October 23, 2024

BY: October 23, 2024



**RESOLUTION #24-29 OF THE BOARD OF DIRECTORS**

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

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held October 23, 2024 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

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

- |    |  |              |
|----|--|--------------|
| 1. | To the Placer County Transportation Planning Agency<br>for administrative purposes (PUC 99233.1):          | \$ 475,000   |
| 2. | To the Placer County Transportation Planning Agency<br>for transportation planning purposes (PUC 99233.2): | \$ 1,182,031 |
|    | Total LTF Funds Allocated  | \$ 1,657,031 |
|    | Previous Claims  | (\$ 475,000) |
|    | Balance of LTF Funds Claimed   | \$ 1,182,031 |

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

Signed and approved by me after its passage:

---

Ken Broadway, Chair  
Placer County Transportation Planning Agency

---

Matt Click, AICP  
Executive Director

ATTEST:

---

Solvi Sabol  
Clerk of the Board



**TO:** Placer County Airport Land Use Commission      **DATE:** October 23, 2024

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

**SUBJECT:** 9:00 A.M. - PUBLIC HEARING: PLACER COUNTY GOVERNMENT CENTER MASTER PLAN AMENDMENT CONSISTENCY DETERMINATION

**ACTION REQUESTED**

1. Conduct a public hearing regarding consistency of the Placer County Government Center Master Plan Amendment with the Placer County Airport Land Use Compatibility Plan.
2. Find that the proposed Placer County Government Center Master Plan Amendment is consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommended overflight notification condition.

**BACKGROUND**

PCTPA serves as the ALUC for Placer County's three public use airports. ALUC's protect public health, safety, and welfare by: (1) ensuring orderly expansion of airports; and (2) promoting compatibility between airports and surrounding land uses. ALUC's achieve this by: (1) adopting an Airport Land Use Compatibility Plan; and (2) reviewing for consistency plans, regulations, and other actions of local agencies and airports.

***Placer County Airport Land Use Compatibility Plan (ALUCP)***

The 2021 ALUCP contains Compatibility Plans for each of Placer County's public use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review.

***Consistency Requirement***

State law requires that any General Plan, Community Plan, Specific Plan and/or Master Plan and amendments thereto, zoning ordinance changes, and rezoning that affects land within an airport influence area be reviewed by the ALUC for consistency with the ALUCP.

***Proposed Action***

Placer County's Planning Services Division is requesting the ALUC provide a determination of consistency for the Placer County Government Center Master Plan Amendment in accordance with Section 2.9.2(b) of the ALUCP and Public Utilities Code Section 21676(a). Refer to Attachment 1.

***Project Description***

The Placer County Board of Supervisors adopted the Placer County Government Center (PCGC) Master Plan in May 2019. The County's Planning Services Division is proposing to amend a development standard in the PCGC Master Plan to allow hospitals and extended care

**PUBLIC HEARING:  
PLACER COUNTY GOVERNMENT CENTER MASTER PLAN AMENDMENT  
ALUC CONSISTENCY DETERMINATION  
October 2024  
Page 2**

as an allowable use in the Commercial Planned Development (CPD) zone district in the Master Plan. The use would be permissible with approval of a Minor Use Permit. The proposed change would provide consistency between the CPD zone district in the PCGC Master Plan and the CPD zone district in Chapter 17 of the Placer County Code (Zoning Ordinance), where hospitals and extended care are permissible with a Conditional Use Permit. Refer to Attachment 2 proposed Development Standards table. In addition, the County notes that the proposed amendment would enable a use that has historically occurred on the campus since it was established as the DeWitt General Hospital during World War II.

***Public Notice***

ALUC review requires notice to be provided to the public ten days prior to the hearing. A public hearing notice was published in the Auburn Journal on October 9, 2024. Notice was also posted on PCTPA's website and interested stakeholders received by email a notice of this public hearing.

**DISCUSSION**

In March 2019, the ALUC determined the PCGC Master Plan and associated planning entitlements were consistent with the ALUCP subject to two conditions:

1. Overflight notification is recorded in residential properties chain of title in Compatibility Zone C2, and that prospective residential tenants be provided overflight notification.
2. An airport proximity disclosure notice is posted and disclosed to all PCGC prospective nonresidential tenants.

***Consistency Review***

The ALUCP consistency analysis focuses on four compatibility factors: safety, noise, airspace protection, and overflight. The analysis of the proposed Master Plan Amendment specifically refers to ALUCP Table AUB-4A for Auburn Municipal Airport for hospitals and extended care facilities. Refer to Attachment 3. Attachment 4 depicts the Master Plan CPD zoning district with an overlay of Compatibility Zones C2 and D.

1. **Safety** is a compatibility factor that seeks to minimize the risks associated with an off-airport aircraft accident or an emergency landing. The focus of this factor is on reducing the potential consequences of such events should they ever occur in the airport influence area. Safety is a concern when uses involve high concentrations of people, particularly risk-sensitive uses such as hospitals and extended care facilities. For this reason, in-patient medical facilities, such as hospitals and extended care facilities, are not allowed in Compatibility Zone C2. They are, however, allowed in Zone D. Out-patient medical facilities are allowed in both Zones C2 and D. The County is proposing to amend a development standard in the PCGC Master Plan to allow hospitals and extended care as an allowable use in the Commercial Planned Development (CPD) zone district in the Master Plan. The development standards limit hospitals and extended care facilities to Zone D, and out-patient facilities to Zones C2 and/or D. These amended development standards include

specific use regulations that are consistent with the ALUCP requirements. Refer to Attachment 2.

***Recommendation: The proposed Master Plan Amendment development standards for hospitals and extended care facilities and out-patient medical facilities are consistent with ALUCP safety provisions for Compatibility Zones C2 and D.***

2. **Noise** is a compatibility factor that seeks to avoid the establishment of noise sensitive land uses in those parts of the airport influence area that are exposed to significant levels of aircraft noise. The delineation of compatibility zones takes noise contours into account when defining conditional and allowable uses. The PCGC campus is located approximately 1.25 miles from the Auburn Municipal Airport. The campus is located outside the 55 dB CNEL contour. The amended development standards include specific use regulations consistent with ALUCP requirements. Adherence to these development standards would not expose medical patients, visitors, or hospitals and extended care facility employees to excessive noise levels from Auburn Municipal Airport.

***Recommendation: The proposed Master Plan Amendment development standards for hospitals and extended care facilities and out-patient medical facilities are consistent with ALUCP noise provisions for Compatibility Zones C2 and D.***

3. **Airspace Protection** is a compatibility factor that seeks to prevent land use features that can pose hazards to airspace and have the potential for causing an aircraft accident. Under the amended development standards, outpatient medical facilities could be located within Compatibility Zone C2 and/or D; hospitals and extended care facilities can only be in Zone D. The primary concern for both Zones C2 and D is building height and use of construction cranes. The adopted PCGC Master Plan Design Guidelines establishes a maximum building height of 50 feet. Compared to the ALUCP requirements, the maximum building height of 50 feet is substantially below the maximum 70-foot maximum building height allowed in Zone C2 and the 150-foot building height allowed in Zone D. Adherence to the adopted Master Plan Design Guidelines will ensure there are no airspace related compatibility issues with medical facilities and ALUCP requirements.

***Recommendation: The proposed Master Plan Amendment development standards for hospitals and extended care facilities and out-patient medical facilities are consistent with ALUCP airspace protection provisions.***

4. **Overflight** compatibility concerns encompass a combination of noise and safety issues. Unlike other compatibility factors, overflight does not restrict the way land can be developed or used. Rather, the overflight factor serves to establish the form and the requirements for where notification about airport proximity is warranted. Compatibility Zone C2 encompasses areas frequently overflowed by aircraft approaching and departing Auburn Airport, but less frequently or at higher altitudes than the areas within compatibility

**PUBLIC HEARING:  
PLACER COUNTY GOVERNMENT CENTER MASTER PLAN AMENDMENT  
ALUC CONSISTENCY DETERMINATION  
October 2024  
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zones closer to the airport. Compatibility Zone D also includes areas sometimes overflowed by aircraft arriving and departing the Airport. Overflight notification is required for residential uses in Zone C2. It is not required for development within Zone D, although it may be appropriate to disclose information to prospective medical patients, visitors, and employees regarding potential annoyances associated with proximity to Auburn Municipal Airport operations.

***Recommendation: For proposed inpatient and outpatient medical uses in Compatibility Zones C2 and D, an airport proximity disclosure notice shall be posted and disclosed to prospective medical patients, visitors, and employees.***

5. **Other Considerations.** Any future changes to uses and/or development standards in the PCGC will be subject to ALUC review if they are proposed after review of this current proposal. It is also important to note that any proposed change to medical use intensities and/or building heights may require the County to seek a Special Conditions Exception from the ALUC in accordance with ALUCP Policy 3.2.4. Approval by the ALUC would be required and development conditions would need to be met.

***City of Auburn Airport Briefing***

PCTPA and Placer County staff met with the City of Auburn Airport staff on October 3<sup>rd</sup> to review the proposed Master Plan Amendment. Following this meeting, the City's Airport staff communicated that they had no further comments regarding the proposed Master Plan Amendment and indicated that the proposal aligns closely with the ALUCP.

***Staff Recommendation***

Before Placer County can take final action to approve the PCGC Master Plan Amendment the ALUC must find the proposal consistent with the ALUCP. The ALUC has three choices, finding the PCGC Master Plan Amendment: (1) consistent with the ALUCP; (2) consistent subject to conditions; or (3) inconsistent based on specific conflicts.

Staff recommends the ALUC find that the PCGC Master Plan Amendment is consistent with the ALUCP subject to the recommended overflight notification condition and authorize the Executive Director to sign and submit a consistency determination letter to Placer County. The PCTPA TAC concurred with the staff recommendation.

DM:rc:ss:mbc

**Attachments:**

1. Placer County PCGC Master Plan Amendment-ALUCP Consistency Determination Request
2. Proposed PCGC Master Plan Amendment Development Standards
3. ALUCP Table AUB-4A Auburn Municipal Airport
4. Auburn Municipal ALUCP Map and PCGC Master Plan Amendment Commercial Planned Development Zone



September 27, 2024

Matt Click, Executive Director  
Placer County Transportation Planning Agency  
2260 Douglas Boulevard, Suite 130  
Roseville, CA 95661

Subject: Request for Determination of Consistency for Placer County Government Center Amendment by the Placer Airport Land Use Commission (ALUC)

Dear Mr. Click:

Placer County is requesting that the Airport Land Use Commission (ALUC) conduct and provide a determination of consistency in accordance with Section 2.9.2(b) of the *Airport Land Use Compatibility Plan* and Public Utilities Code Section 21676(a).

This request concerns a proposal to amend the Placer County Government Center (PCGC) Master Plan to allow hospitals and extended care as allowable uses in the CPD (Commercial Planned Development) zone district, with a Minor Use Permit required within the Master Plan area.

Further details regarding the proposed amendment are included in the following attachments:

- Attachment A: Project Description
- Attachment B: Draft Development Standard Amendment

Should you have any questions, please feel free to contact Supervising Planner Kally Keding-Cecil at (530) 745-3034 or by email at [kkedinge@placer.ca.gov](mailto:kkedinge@placer.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Chris Pahule".

Chris Pahule  
Placer County Planning Director

Attachment A – Project Description  
Attachment B – Draft Development Standard Amendment



DRAFT Development Standards Amendment

Table 2-1 PCGC Government Center Zone Allowed Uses and Permit Requirements	PCGC Government Center Permit Requirements				
	A C MUP CUP -	Allowed Use, Zoning Compliance Required Zoning Clearance (Section 17.06.050.B1) Minor Use Permit (Section 17.060.050.B4) Conditional Use Permit (Section 17.06.050.B5) Not allowed			
Land Use	C1-Dc-Ao	O-Ao	C3-Dc-Ao	CPD-TC-Dc-Ao	Specific Use Regulations
<b>Agricultural, Resource, and Open Space Uses</b>					
Animal Keeping and Raising	*	*	*	*	See Section 17.56.050
Plant nurseries, retail	-		C	MUP	
Plant Production Nurseries	*	*	*	*	See Section 17.56.165
<b>Manufacturing and Processing</b>					
Artisan Shop	-	-	-	MUP	
Food products	-	-	C	C	Only with retail component.
Printing and publishing	-	-	C	MUP	Only with retail component.
<b>Recreation, Education, and Public Assembly Uses</b>					
Community centers	-	-	C	CUP	See Section 17.56.340
Houses of Worship	-	-	-	CUP	Only permitted in CPD-TC-DC-Ao if an ancillary use
Libraries and Museums	-	-	C	MUP	
Membership organization facilities	-	-	MUP	CUP	
Parks and Playgrounds	MUP	CUP	C	MUP	Only permitted in CPD-TC-DC-Ao if ancillary use
Community garden	C/MUP	CUP	C/MUP	C/MUP	C if no sales and/or structures less than 120 feet, MUP if sales and/or structures greater than 120 feet
Recreation and Fitness Centers	-	-	C	CUP	
Studio: art, dance, martial arts, music, etc.	-	-	MUP	MUP	
Outdoor amphitheater	-	-	CUP	CUP	
Temporary Uses and Events	*	*	*	*	See Section 17.56.300
Theaters and Meeting Halls	-	-	C	CUP	

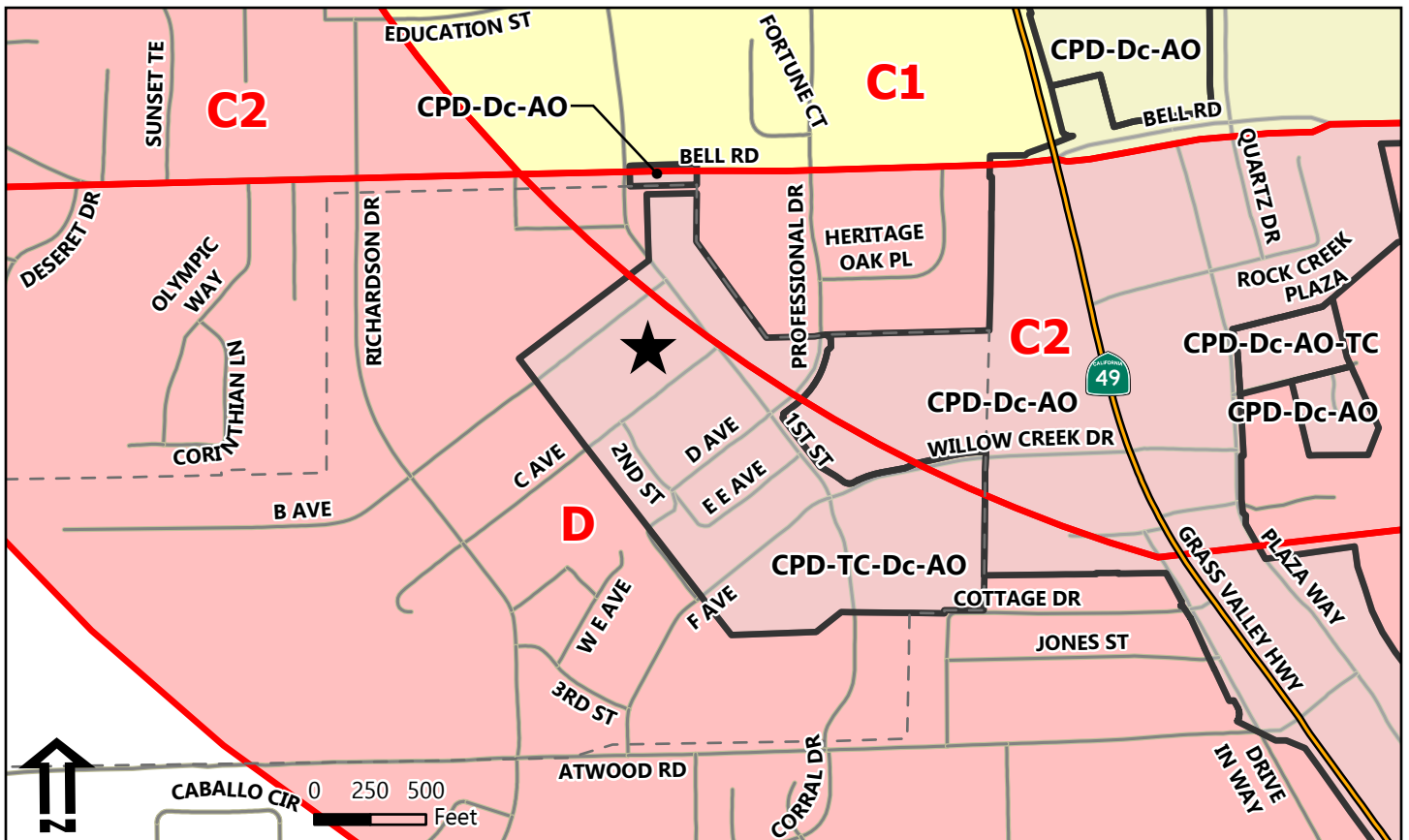
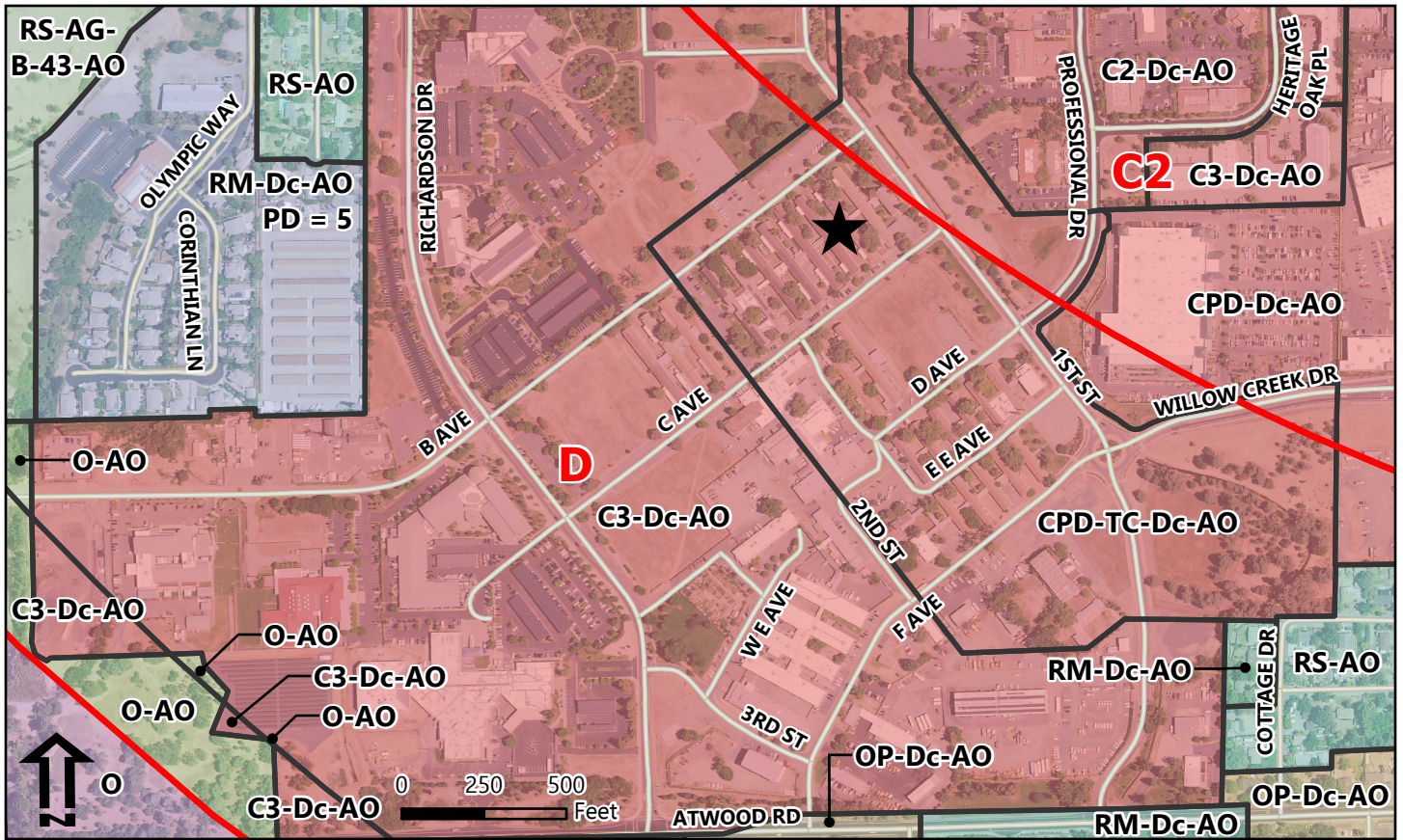
Table 2-1 PCGC Government Center Zone Allowed Uses and Permit Requirements	PCGC Government Center Permit Requirements				
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Land Use	C1-Dc-Ao	O-Ao	C3-Dc-Ao	CPD-TC-Dc-Ao	Specific Use Regulations
<b>Residential Uses</b>					
Caretaker and Employee Housing	MUP	-	MUP	C	See Section 17.56.090
Emergency Shelter, 60 or fewer clients	MUP	-	CUP	-	See Section 17.56.295
Emergency Shelter, 61 or more	MUP		CUP	-	
Home Occupation	C	-	C	C	See Section 17.56.120
Live/Work Units	CUP	-	-	MUP	
Multi-Family Dwellings	C/MUP	-	-	C/MUP	C if meets standards, MUP if doesn't meet standards
Residential accessory uses	C	-	-	CUP	
Single-Room Occupancy Units (SRO)	MUP	-		CUP	See Section 17.56.233
Storage, accessory	*	*	*	*	See Section 17.56.250
Temporary dwelling – hardship/disaster	*	*	*	*	See Section 17.56.290
<b>Retail Trade</b>					
Public market	-	-	-	C	
Neighborhood market	-	-	C	C	
Restaurants	-	-	C	C	See Section 17.56.190
Bars	-	-	-	C	
Restaurant, Fast Food (excluding drive-in/drive-thru)	-	-	C	C	See Section 17.56.090
Retail Stores, General Merchandise		-	C	C	
Retail Sales, Outdoor		-	C	C	See Section 17.56.160
Rooftop Uses		-	C	C	
Secondhand stores			-	MUP	Limited to consignment-type only
Wholesale and Retail Sales of Wine and Grape Products		-		C	
Wine Tasting and Retail Sales of Wine-related Merchandise				C	
Wineries, Distilleries, Micro-Breweries, and Breweries				CUP	See Section 17.56.330

Table 2-1 PCGC Government Center Zone Allowed Uses and Permit Requirements	PCGC Government Center Permit Requirements				
	A C MUP CUP -		Allowed Use, Zoning Compliance Required Zoning Clearance (Section 17.06.050.B1) Minor Use Permit (Section 17.060.050.B4) Conditional Use Permit (Section 17.06.050.B5) Not allowed		
Land Use	C1-Dc-Ao	O-Ao	C3-Dc-Ao	CPD-TC-Dc-Ao	Specific Use Regulations
<b>Service Uses</b>					
Banks and Financial Services (excluding drive-thru)	-	-	-	MUP	
Business Support Services	-	-	C	C	
Child/adult Day Care Center	MUP	-	MUP	MUP	
Child day care, family care homes	C	-	C	C	
Kennels and Animal Boarding	-	-	MUP	-	See Section 1.01.04(A)
Laundries and dry cleaning plants	-	-	C	C	
Medical Services, Clinics and Laboratories	-	-	C	C	
<b><u>Medical Services – Hospitals and Extended Care</u></b>	≡	≡	≡	<b><u>MUP</u></b>	<b><u>The CPD zone district overlaps Aircraft Overflight Compatibility Zones C2 and D. Hospitals including services for inpatient care is only permissible in ALUC Compatibility Zone D. In Zone C2 hospital uses are limited to outpatient services. See Table AUB-4A of the Placer County Airport Land Use Plan.</u></b>
Medical services – Veterinary clinics and hospitals	-	-	MUP	MUP	
Offices	C	-	C	C	In TC, ground floors shall be reserved for retail and other active uses.
Offices, Temporary	C	-	C	C	See Section 17.56.300(C)
Personal Services	-	-	C	C	
Public safety facilities	-	-	C	-	
Public utility facilities	-	-	C	-	
Repair and maintenance – consumer products	-	-	C	-	
Repair and maintenance – Vehicle	-	-	MUP	-	
Service Stations	-	-	C	-	See Section 17.56.220
Storage, accessory	-	-	A	-	
Storage of petroleum products for on-site use	-	-	C	-	
Storage yards and sales lots	-	-	C	-	
Warehousing, wholesaling and distribution			C		

Table 2-1 PCGC Government Center Zone Allowed Uses and Permit Requirements	PCGC Government Center Permit Requirements				
	A C MUP CUP -	Allowed Use, Zoning Compliance Required Zoning Clearance (Section 17.06.050.B1) Minor Use Permit (Section 17.060.050.B4) Conditional Use Permit (Section 17.06.050.B5) Not allowed			
Land Use	C1-Dc-Ao	O-Ao	C3-Dc-Ao	CPD-TC-Dc-Ao	Specific Use Regulations
<b>Transient Lodging</b>					
Hotels	-	-	-	C/CUP	C if meets standards, See Section 17.56.070
<b>Transportation and Communications</b>					
Antennas, Communication Facilities	*	*	*	*	See Section 17.56.060. Any telecommunication poles shall be designed to be inconspicuous and blend in with surrounding development.
Bike-share program			C	C	
Heliport/Helipad	-	-	CUP		See Section 17.56.040
Transit stations and terminals	-	-	MUP		
Vehicle Storage (Ord. 5459-B)	-	-	MUP	MUP	Includes car share programs such as Zipcar, parking garages, and on-demand transportation (such as Uber or Lyft) drop off locations. Car share programs permitted only as an ancillary use in CPD-TC-Dc-Ao.

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0 0	40 80	70 210	100 300	200 800	no limit	<ul style="list-style-type: none"> <li>▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits</li> </ul>
<b>Open Land Requirement <sup>2</sup></b>	all rem.	30%	no req.	20%	10%	no req.	<ul style="list-style-type: none"> <li>▶ See <i>Policy 3.4.10</i> for application</li> </ul>
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> <li>▶ Multiple land use categories may apply to a project</li> <li>▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses</li> <li>▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses<sup>3</sup></li> </ul>	Normally Compatible		Conditional	Incompatible			<ul style="list-style-type: none"> <li>▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone</li> </ul>
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities, group homes (youth/adult) →							
<i>Educational and Institutional Uses</i>							
Family day care homes (≤14 children) <sup>10</sup> →							B1, B2: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (> 14 children), libraries →							
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.06	0.09	0.18		B2, C1, C2: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas							D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]				0.03	0.07		C1, C2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers → [approx. 100 s.f./person]			0.16	0.23	0.46		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]			0.10	0.14	0.28		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →							C1, C2: See Policy 4.3.2 for special criteria related to Sutter Auburn Faith Hospital
Out-Patient Medical: health care centers, clinics, adult day care centers [approx. 240 s.f./person]			0.39	0.55	1.10		B2, C1, C2: Ensure intensity criteria met B2: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories							
Public Safety Facilities: police, fire stations							B2: Allowed only if airport serving C1, C2: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met

**Table AUB-4A, continued**



**ATO:** PCTPA Board of Directors **DATE:** October 23, 2024

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

**SUBJECT:** **9:00 AM - PUBLIC HEARING: 2024 UNMET TRANSIT NEEDS  
ASSESSMENT AND PUBLIC ENGAGEMENT EFFORTS**

**ACTION REQUESTED**

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

**BACKGROUND**

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

Each year, PCTPA conducts an extensive outreach process to solicit public comments regarding potential unmet transit needs throughout the urban and rural areas of Placer County. While the Tahoe Regional Planning Agency (TRPA) administers the UTN Assessment process for the immediate Tahoe Basin, PCTPA works closely with TRPA to identify any potential transit need(s) that may be located immediately outside of the Basin within the portions of Placer County that are under PCTPA’s administrative authority (i.e., unincorporated areas between the Tahoe Basin and City of Truckee, including the Donner Lake, Olympic Valley, Alpine Meadows and Northstar resort areas). Comments received during this process are then evaluated by PCTPA staff, PCTPA’s Transit Operators Working Group (TOWG) and the Social Services Transportation Advisory Council (SSTAC), which collectively consist of the region’s transit operators, staff representatives from each incorporated city/town within Placer County, including the County of Placer, and other social service transportation providers, advocates, and public stakeholders. Specific “unmet transit need” and “reasonable to meet” definitions and criteria that have been adopted by PCTPA’s Board of Directors are used to make unmet transit needs findings (refer to Attachment 1 for the current definitions and criteria, adopted in February 2022). Following the evaluation of all public comments, PCTPA staff prepares a report with findings for the PCTPA Board’s review and adoption. Should there be findings regarding unmet transit needs that are reasonable to meet, the PCTPA Board must direct LTF revenues to those needs before local jurisdictions can claim them for other purposes described previously, above.

**PCTPA Board of Directors**

**Public Hearing: 2024 Unmet Transit Needs Assessment and Public Engagement Efforts  
October 23, 2024**

**Page 2**

**DISCUSSION**

For this year's UTN Assessment process, PCTPA released an online public survey (available in English, Spanish and Tagalog) on September 3<sup>rd</sup>, which will be available through October 31<sup>st</sup>. Additionally, per TDA requirements, at least one public hearing is being held to solicit comments regarding potential unmet transit needs in Placer County, which will occur at the October 23<sup>rd</sup> PCTPA Board meeting held in Auburn. The public hearing has been noticed in the Auburn local newspaper and advertised with the survey's availability through informational materials that PCTPA has released to local and regional media networks, each TOWG stakeholder, and through its e-mail contact lists and social media platforms. In conjunction with PCTPA's general public engagement/outreach efforts occurring in September and October, staff have been hosting "pop-up" spaces/booths at local events held in several cities/towns within Placer County, and some events held in unincorporated areas, to solicit public transit needs and advertise the UTN Assessment survey's availability.

Public comments regarding potential unmet transit needs can be submitted during the October 23<sup>rd</sup> public hearing, at any of the subsequent member jurisdictions that PCTPA staff visits during this outreach effort, via phone at (530) 823-4029, via e-mail at [mcosta@pctpa.net](mailto:mcosta@pctpa.net), and through the on-line survey available at <http://www.pctpa.net/unmet-transit-needs>. The public comment period for this year's UTN Assessment process will conclude on October 31, 2024. Following the close of the public comment period, PCTPA staff will summarize and evaluate the comments received with the TOWG and SSTAC members and then prepare a report identifying findings regarding any unmet transit needs that are reasonable to meet. That report with findings will formally be presented to the PCTPA Board of Directors for adoption in February 2025.

MC:rc:ss:mbc



## **PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

### **TDA DEFINITIONS**

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

**Adopted 11/8/92**

**Amended 3/23/94**

**Amended 9/22/99**

**Amended 9/27/06**

**Amended 5/14/14**

**Amended 2/23/22**

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

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

### **Unmet Transit Need**

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

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

### **Reasonable To Meet**

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

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

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

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

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

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

Common examples of unmet transit needs could include:

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

### **Operational Comments**

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

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

**TO: PCTPA Board of Directors**

**DATE: October 23, 2024**

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

**SUBJECT: SENATE BILL 125 FUNDING PROGRAM ADMINISTRATION AND DISTRIBUTION GUIDELINES**

**ACTION REQUESTED**

Adopt and direct staff to administer PCTPA’s Guidelines for the Administration and Distribution of Senate Bill 125 Program Funds.

**BACKGROUND**

In July 2023, the State of California passed Senate Bill 125 (SB 125), which allocated \$37,851,991 of new funding to help address transit providers’ operating and capital needs in Placer County. SB 125 funding is distributed through two programs, the Transit and Intercity Rail Capital Program (TIRCP) and the Zero Emission Transit Capital Program (ZETCP), and projects receiving these funds through either program must be eligible per each program’s respective funding guidelines. As the Regional Transportation Planning Agency (RTPA), PCTPA is administratively responsible for managing and distributing SB 125 program funds allocated to Placer County. The California State Transportation Agency’s (CalSTA’s) Budget Act of 2023 SB 125 Formula-Based Transit and Intercity Rail Capital Program & Zero Emission Capital Program Final Guidelines, released on September 30, 2023, governs PCTPA’s administrative responsibilities for SB 125 funding.

In December 2023, PCTPA submitted an initial allocation request to CalSTA, which claimed the region’s entire SB 125 allocation amount and programmed funding to various eligible projects implemented by the region’s three transit operators (i.e., Auburn Transit, Roseville Transit, and Placer County Transit) and the Capitol Corridor Joint Powers Authority (CCJPA). CalSTA deemed PCTPA’s allocation request complete and approved the list of programmed projects receiving SB 125 funding in June 2024. Shortly thereafter, PCTPA received approximately half of the region’s allocated SB 125 funding amount, and met with the region’s transit operators to discuss how the available funds would be distributed to each operator to support their respective programmed projects.

**DISCUSSION**

To memorialize the collective agreement for managing and distributing SB 125 funds with the project sponsors/agencies (i.e., transit operators), PCTPA staff has prepared the attached guidelines for the PCTPA Board of Directors to review and adopt (refer to Attachment 1). The guidelines describe PCTPA’s administrative role in maintaining the SB funds, and specifically define the following practices:

**PCTPA Board of Directors**

**PCTPA's SB 125 Funding Program Administration and Distribution Guidelines**

**October 23, 2024**

**Page 2**

- PCTPA's collection, tracking, and utilization of interest earned on SB 125 funds,
- SB 125 funding distribution to project sponsors/agencies based on a first-come, first-served reimbursement methodology,
- Creation of PCTPA funding agreements with each project sponsor/agency receiving SB 125 funding,
- Auditing and reporting responsibilities for project sponsors/agencies receiving SB 125 funding,
- Protocols for any amendments and/or changes to SB 125 programmed projects approved by CalSTA as part of the initial allocation request package, and
- A broad, preliminary schedule for releasing available SB 125 funding to programmed projects when the project sponsors/agencies anticipate expending the funds.

Staff presented these guidelines to PCTPA's Technical Advisory Committee (TAC) at their October 8<sup>th</sup> meeting, which concurred with staff's recommendation. Staff recommends the Board adopt and direct staff to administer PCTPA's Guidelines for the Administration and Distribution of SB 125 Program Funds.

MC:rc:mbc:ss

**PCTPA’s Guidelines for the Administration and Distribution of SB125 Program Funds**

Adopted by the PCTPA Board of Directors on October 23, 2024

**Background**

In July of 2023, the State of California passed Senate Bill 125 (SB 125), which established a one-time funding allocation of \$37,851,991 to Placer County for distribution to agencies with eligible zero-emission vehicle (ZEV) and infrastructure projects under the Transit and Intercity Rail Capital Program (TIRCP) and newly formed Zero Emission Transit Capital Program (ZETCP). In December of 2023, the PCTPA Board of Directors directed PCTPA staff to coordinate with the region’s transit operators to administer the SB 125 program funding and submit all the necessary documentation to claim the region’s funding allocation from the California State Transportation Agency (CalSTA). PCTPA staff subsequently submitted a funding allocation claim package to CalSTA by December 31, 2023, which apportioned the region’s allocation to the following project sponsors/agencies for delivery of their respective projects shown, below, in Table 1.

**Table 1: Apportionment of SB 125 Funding Allocation for Placer County**

<b>Project</b>	<b>Project Sponsor/Agency</b>	<b>SB 125 Funding Amount (Program Source)</b>
PCTPA Administration (1% of SB 125 funding allocation)	Placer County Transportation Planning Agency	\$378,520 (ZETCP PTA)
Sacramento to Roseville Third Main Track Phase 1	Capitol Corridor Joint Powers Authority	\$10,000,000 (TIRCP)
Electric Charging Infrastructure for Roseville Transit and the South Placer Transit Service at the Galleria Mall and the Louis Lane & Orlando Avenue Transit Center	City of Roseville	\$2,510,740 (TIRCP)
Electric Bus and Van Purchases for the Roseville Transit and Arrow Services	City of Roseville	\$3,354,086 (TIRCP) + \$4,719,057 (ZETCP)
Electric Van Purchases for the Auburn OnDemand Service	City of Auburn	\$400,000 (TIRCP)
Auburn City Corporation Yard Electric Vehicle Charging Infrastructure Upgrades	City of Auburn	\$600,000 (TIRCP)
Roseville Transit Bus Shelter Replacement	City of Roseville	\$1,116,250 (TIRCP)
Nevada Street Station Electric Charging Infrastructure	City of Auburn	\$1,610,740 (TIRCP)
Capital Bus Purchase and Zero Emission Bus Charging Infrastructure Improvements	County of Placer	\$13,162,598
<b>TOTAL:</b>		<b>\$37,851,991</b>

In July 2024, CalSTA notified PCTPA staff that the allocation funding request package was determined to be complete and that the funding requested has been approved for disbursement to PCTPA (refer to Attachment 1 containing the CalSTA determination for PCTPA’s SB 125 funding allocation request). In preparation of receiving the SB 125 funds, PCTPA staff met with the region’s three transit operators (i.e., Auburn Transit, Placer County Transit, and Roseville Transit) on August 8, 2024, to discuss how the funding would be distributed once received.

## **PCTPA's Guidelines for the Administration and Distribution of SB125 Program Funds**

Adopted by the PCTPA Board of Directors on October 23, 2024

### **Administration and Distribution of SB 125 Funding**

The following guidelines memorialize the agreed upon methodology that PCTPA will use to administer and distribute the SB 125 program funding. All agencies receiving the funding are subject to compliance with CalSTA's established [Budget Act of 2023 SB 125 Formula-Based Transit and Intercity Rail Capital Program & Zero Emission Capital Program Final Guidelines, September 29, 2023 \(SB 125 Guidelines\)](#).

#### *Maintaining an SB 125 Account and Tracking Funding Received*

Per the SB 125 Guidelines, PCTPA has created a dedicated account to maintain all SB 125 program funds received. Interest earned on the SB 125 funds will be tracked by PCTPA and can be distributed to eligible SB 125 projects at the discretion of PCTPA, in coordination with the region's eligible agencies that can receive funding. PCTPA staff shall provide a summary of the SB 125 account's fund balance and interest earned to the PCTPA Board of Directors annually, or upon request by PCTPA's member agencies and/or project sponsors/agencies.

#### *Distribution of SB 125 Funds*

PCTPA will distribute SB 125 funding to project sponsors/agencies on a first-come, first-served basis, per the SB 125 funding amounts identified in Table 1. To receive SB 125 funds, project sponsors/agencies must submit proof of expenditure to PCTPA identifying how the project expenses have been either accrued or paid by the agency for the eligible project. PCTPA will then release SB 125 funding to the agency up to the amount approved as part of the CalSTA allocation request package (or any other subsequent amendment thereto). On a case-by-case basis, if a project sponsor/agency requires SB 125 funding for a project prior to accruing its expenses, PCTPA may release funding upon proof that the project sponsor/agency is committed to expending the funds expeditiously as intended in the CalSTA allocation request package (i.e., a purchase order and/or other funding expenditure commitment document is provided).

In collaboration with the project sponsors/agencies receiving SB 125 funding, a funding distribution schedule has been prepared to help PCTPA staff determine the readiness of projects able to expend and receive SB 125 funding (refer to Attachment 2). This schedule will be used to guide the distribution of available SB 125 funds to project sponsors/agencies actively implementing their respective projects and will be updated periodically in coordination with the project sponsors/agencies.

#### *Funding Agreements*

PCTPA will create a basic funding reimbursement agreement with each project sponsor/agency receiving SB 125 funds. This agreement will establish a general understanding and acknowledgement of how SB 125 funds will be disbursed for projects receiving the funds, and the project sponsor's/agency's reporting and auditing requirements.

#### *Reporting and Auditing Requirements*

Each project sponsor/agency receiving SB 125 funding is responsible for accurately tracking the receipt and expenditure of SB 125 funds for their respective projects in accordance with CalSTA's SB 125 Guidelines. Upon request, project sponsors/agencies may be required to submit the necessary

## **PCTPA's Guidelines for the Administration and Distribution of SB125 Program Funds**

Adopted by the PCTPA Board of Directors on October 23, 2024

financial and other supporting documentation to PCTPA for the SB 125 program's administration. Project sponsors/agencies unable to comply with these responsibilities may be subject to returning their SB 125 funds back to PCTPA for distribution to other eligible projects.

### **Amendments or Changes to SB 125 Funded Projects**

Project sponsors/agencies must expend SB 125 funds on the projects identified in the SB 125 allocation request package submitted to and approved by CalSTA (Table 1). PCTPA may consider changes to existing and/or new SB 125 eligible projects upon request by the project sponsors/agencies. However, changes and/or additions to the SB 125 projects receiving funding may require approval from CalSTA before PCTPA can reprogram and distribute the funding accordingly.



**Gavin Newsom**  
Governor

400 Capitol Mall, Suite 2340  
Sacramento, CA 95814  
916-323-5400  
[www.calsta.ca.gov](http://www.calsta.ca.gov)

**Toks Omishakin**  
Secretary

July 8, 2024

Mr. Matt Click  
Executive Director  
Placer County Transportation Planning Agency (PCTPA)  
299 Nevada Street  
Auburn, CA 95603

Dear Mr. Click:

In December 2023 PCTPA requested an allocation of \$37,851,991 across all fiscal years to support the project listed below. This allocation includes a maximum request of \$378,520 (ZETCP PTA) for administrative costs.

1. **Sacramento to Roseville Third Main Track Phase 1 (existing TIRCP project and expanded scope):** Uses \$10,000,000 of TIRCP funds to support completion of this existing project.
2. **Electric Charging Infrastructure (new TIRCP project):** Uses \$2,510,740 of TIRCP funds for this new project. Elements include construction of two new electric overhead charging stations at the Roseville Transit Galleria Mall and at the Louis Lane & Orlando Avenue Transit Center in Roseville, CA.
3. **Electric Bus and Van Purchases (new TIRCP project):** Uses \$3,354,086 of TIRCP funds and \$4,730,057 of ZETCP funds across all fiscal years to support this new project. Project includes purchasing twelve 40-foot electric buses to support interregional commuter services, nine 35-foot electric buses for use on local route services, and twelve electric vans to support on-demand microtransit services.
4. **Electric Van Purchase (new TIRCP project):** Uses \$400,000 of TIRCP funds to purchase two electric transit vans to support increased demand on existing microtransit services.
5. **City Corporation Yard EV Charging Infrastructure Upgrades (new TIRCP project):** Uses \$600,000 of TIRCP funds across all fiscal years to support this new project. Project includes the design and construction of charging infrastructure at this transit yard, which is operated by Auburn Transit.
6. **Roseville Transit Bus Shelter Replacement (new TIRCP project):** Uses \$1,116,250 of future year TIRCP for this new project. Includes removal of substandard shelters and installation of new shelters. Shelter replacement will be prioritized by their existing condition and proximity to disadvantaged communities.
7. **Nevada Street Station Electric Charging Infrastructure (new TIRCP project):** Uses \$1,610,740 of future year TIRCP for this new project. Includes the design and construction of bus charging infrastructure at this transit station located in Auburn.



8. **Capital Bus Purchase and ZEB Charging Infrastructure Improvements (new TIRCP project):** Uses \$13,162,598 of future year TIRCP for this new project. Elements include purchasing four cut-away buses to replace and expand vehicles of the existing fleet being used for microtransit services. Also includes purchasing eight new buses to be used on fixed-route services as well as installation of charging infrastructure.

CalSTA has reviewed for completeness the allocation request, including the required data and technical submissions and the proposed project. It has been determined the submission package meets the minimum program requirements and I am pleased to notify you that the allocation request has been approved. CalSTA will continue working with PCTPA and partner state agencies to analyze and validate the technical submissions prior to future disbursements.

CalSTA will disburse \$16,356,936 of TIRCP funds (100% General Fund) and \$1,900,006 of ZETCP funds (\$1,019,543.22 GGRF + \$880,462.78 PTA) for a cumulative total of \$18,256,942. A total amount of \$16,397,478 of TIRCP and \$3,197,571 of ZETCP remains available to PCTPA in future fiscal years. This funding will be disbursed in future allocation actions.

CalSTA will modify the SB 125 Program Guidelines no later than September 30, 2024, for the distribution of funds for the 2024-25 fiscal year, which may include updated fund totals available to PCTPA per year across all fiscal years that were impacted as part of the 2024 final budget agreement.

PCTPA is responsible for tracking the receipt and utilization of these funds separately, and recording interest earned (or other investment income earned) on each fund source separately. The interest or investment earnings must also be spent on approved eligible projects within each program and will be accounted for when PCTPA submits its required Annual Report.

Please expect additional correspondence from CalSTA to verify PCTPA's proper account information prior to the completion of the transfer of funds.

If you have any questions, please contact CalSTA Chief Deputy Secretary Chad Edison at 916-247-0322.

Sincerely,



TOKS OMISHAKIN  
Secretary

Draft SB 125 Funding Plan  
5-Year Funding Plan (August 2024)

Recipient	Funding Source (TIRCP or ZETCP)	2023/24	2024/25	2025/26	2026/27	Estimated Costs	% Share Received	Notes (as of August 8, 2024)
PCTPA SB 125 Administration (1%)	ZETCP	\$ 378,520				\$ 378,520	1%	Per SB 125 program guidelines, this amount was required to be requested up front in FY 23/24
Placer County (PCT and TART)		\$ 5,229,754	\$ 7,932,844	\$ -	\$ -	\$ 13,162,598	35%	
Capital Bus Purchases & ZEB Charging Infrastructure Improvements	TIRCP	\$ 5,229,754	\$ 7,932,844	\$ -		\$ 13,162,598		Advanced \$5.2 million from FY 24/25 to FY 23/24 to cover immediate expenditure needs for TART electric bus purchases (\$2.2 million) and PCT bus replacement needs (CNG and electric, \$3 million). May advance more bus purchases from FY 2024/25 to utilize FY 2023/24 funding available.
<b>Auburn</b>		\$ 1,000,000	\$ 1,610,740	\$ -	\$ -	\$ 2,610,740	7%	
Electric Vehicle (EV) Van purchase	TIRCP	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000		No change proposed, vehicle purchase to encumber expenses in FY 24/25
City Corporation Yard (EV) Charging Infrastructure Upgrades	TIRCP	\$ 600,000						Advanced City Corp Yard charging infrastructure project (\$600K) to FY 23/24 to accommodate more immediate expenditure needs encumbered in FY 24/25
Nevada Street Station Electric Charging Infrastructure Improvements	TIRCP	\$ -	\$ 1,610,740	\$ -	\$ -	\$ 1,610,740		No change proposed, design work to begin in FY 23/24
<b>Roseville</b>		\$ 7,386,312	\$ 2,182,107	\$ 1,065,857	\$ 1,065,857	\$ 11,700,133	31%	
Electric Bus and Van Purchases	TIRCP and ZETCP	\$ 4,875,572	\$ 1,065,857	\$ 1,065,857	\$ 1,065,857	\$ 8,073,143		Only approximately \$1.1 million needed in FY 23/24 for ZEV bus and van purchases, with mor funding being needed in FY 24/25. However, Roseville anticipates fully encumbering funding for this project by FY 27/28
Electric Charging Infrastructure Projects: Roseville Galleria and Louis Orlando	TIRCP	\$ 2,510,740				\$ 2,510,740		Funding for Galleria charging needed now to address current construction expenses, Louis/Orlando includes design and construction funding that can be expended by FY 27/28
Roseville Transit Bus Shelter Replacement	TIRCP		\$ 1,116,250	\$ -		\$ 1,116,250		No change proposed, planning work to start following Roseville COA project completion in FY 24/25
<b>Capitol Corridor Joint Powers Authority</b>		\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 10,000,000	26%	
Sacramento to Roseville Third Main Track: Phase 1	TIRCP			\$ 5,000,000	\$ 5,000,000	\$ 10,000,000		Per conversation with CCJPA staff, funding is needed in FY 25/26 or FY 26/27 at the latest
<b>Request Total</b>		\$ 13,994,586	\$ 11,725,691	\$ 6,065,857	\$ 6,065,857	\$ 37,851,991		
<b>SB 125 Funding Allocation</b>		\$ 18,256,942	\$ 6,531,683	\$ 6,531,683	\$ 6,531,683	\$ 37,851,991		
<b>Capacity (Excess or Shortfall)</b>		\$ 4,262,356	\$ (5,194,008)	\$ 465,826	\$ 465,826	\$ -		

**LEGEND**

Available Funding Capacity
Over Available Funding Capacity
Estimated amounts of SB 125 funding to be distributed annually during planning period

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**TO:** PCTPA Board of Directors **DATE:** October 23, 2024

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

**SUBJECT:** **SOUTH PLACER-SOUTH SUTTER FAIR SHARE TRANSPORTATION FUNDING ANALYSIS FINAL REPORT**

**ACTION REQUESTED**

1. Accept the South Placer-South Sutter Fair Share Transportation Funding Analysis Final Report as complete based on the recommendation of the Study’s Project Development Team.
2. Authorize the Executive Director to transmit the Final Report and related modeling files and backup documentation to Placer County, Sutter County, and the City of Roseville.

**BACKGROUND**

In June 2009, Placer and Sutter counties entered into a mutual settlement agreement relating to the Placer Vineyard and Sutter Pointe Specific Plans. In this agreement, Placer and Sutter counties agreed to establish a program of credits and reimbursements consistent with fair share mitigation requirements for its out-of-jurisdiction traffic impacts, and its impacts on federal and State freeways and highways from the specific plans being developed within each respective County.

In October 2021, a Memorandum of Understanding was executed between Placer and Sutter counties, the City of Roseville and PCTPA, requesting PCTPA to facilitate a mutually agreeable scope and structure to develop a fair share transportation funding program for the South Placer-South Sutter region.

**DISCUSSION**

***Draft Report and Public Review and Comment Period***

On June 26, 2024, the Board received an informational presentation of the South Placer-South Sutter Fair Share Transportation Funding Analysis Draft Report prior to its release for a 45-day public review and comment period. At the conclusion of the 45-day public review and comment period, staff received twenty comments. These comments and responses thereto are provided as an Appendix to the Final Report. Generally, responses clarified for the commentors various technical aspects of the fair share analysis; revised one recommendation; and agreed with the commentors that a separate analysis should be included in the Report for the Riego/Baseline Road “gap.”

***Stakeholder Briefings***

Prior to bringing the Final Report to the PCTPA Board, staff scheduled a 2x2x2 Electees meeting on September 23<sup>rd</sup> that included each participating agency’s CEO, relevant community development and public works staff, and elected officials whose districts fall within the study area. Briefings were conducted similarly in September and October with the Study’s Strategy Team, which included development representatives for Placer Vineyard, Sierra Vista, and Sutter Pointe Specific Plans. Last, meetings also occurred with the Study’s Project Development Team between July and October that helped formulate the technical recommendations and completion of the Final Report.

**PCTPA Board of Directors**  
**SOUTH PLACER-SOUTH SUTTER**  
**FAIR SHARE TRANSPORTATION FUNDING ANALYSIS FINAL REPORT**  
**October 23, 2024**  
**Page 2**

***Final Report***

With publication of the Board’s agenda packet, the Final Report is available to download at: <https://www.pctpa.net/south-placer-south-sutter-fair-share-funding-analysis>. Notification of the Final Report’s availability is also posted on PCTPA’s website and interested stakeholders received an email notice of today’s presentation and the availability of the Final Report.

***Board Presentation***

Today’s Board presentation will provide a similar briefing to those recently conducted with interested stakeholders. The presentation will provide a brief overview of the following key topics:

- Mutual Settlement Agreement.
- Fair Share Analysis.
- Implementation Recommendations.
- Action Items.

***Staff Recommendation***

Staff recommend the Board accept the South Placer-South Sutter Fair Share Transportation Funding Analysis Final Report as complete based on the recommendation of the Study’s Project Development Team; and authorize the Executive Director to transmit the Final Report and related modeling files and backup documentation to Placer County, Sutter County, and the City of Roseville. The PCTPA TAC concurred with the staff recommendation.

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Link: South Placer-South Sutter Fair Share Transportation Funding Analysis Final Report – <https://www.pctpa.net/south-placer-south-sutter-fair-share-funding-analysis>



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

## Technical Advisory Committee Meeting Minutes

October 8, 2024 – 3:00 pm

### ATTENDANCE

#### Technical Advisory Committee (TAC)

Soka Soka, Caltrans  
Jonathan Wright, City of Auburn  
Mathew Medill, City of Lincoln  
Vin Cay, City of Lincoln  
Richard LyLee, Town of Loomis  
Tiffany Gray, Placer County  
Katie Jackson, Placer County  
Rich Moorehead, Placer County  
Jaime Wright, Placer County  
Megan Bressemer, City of Rocklin  
Ed Scofield, City of Roseville  
Matt Todd, City of Roseville  
Jason Shykowski, City of Roseville

#### Staff

Rick Carter  
Mike Costa  
David Melko  
Cory Peterson  
Solvi Sabol

#### **South Placer – South Sutter Transportation Fair Share Analysis Final Report Overview**

David explained that we are in the final stages of the South Placer South Sutter (SPSS) Fair Share Funding Analysis process. He provided background explaining that there was a mutual settlement agreement relating to Placer Vineyard and Sutter Point Specific Plans. Placer and Sutter counties both agreed to establish a program for out-of-jurisdiction traffic impacts on highways from those specific plans in their respective county. To that end, an MOU was executed in October 2021 between Placer and Sutter counties, the City of Roseville, and PCTPA for PCTPA to facilitate an agreeable scope and structure to develop a fair share transportation funding program for the SPSS region.

David provided an overview of the fair share analysis process and recommendations for Placer and Sutter counties and the City of Roseville. Namely, Placer County and Roseville will continue to use their established fee programs; and it is recommended Sutter County establish a new fee program to implement their fair share of regional transportation projects. Additionally, all parties shall collaborate that costs and benefits are shared fairly and ensure consistency in implementation of regional transportation projects. Additionally, federal / state

grant opportunities should be pursued where applicable. David went over Sutter County's specific implementation recommendations. Lastly, it is recommended that Placer County and Sutter County work to update the 2009 Mutual Settlement Agreement.

The TAC concurred with bringing the Final Report to the Board and asking them to accept as complete and authorize the Executive Director to distribute the Final Report and related modeling and backup documentation to Placer County, Sutter County, and the City of Roseville.

### **SB 125 Funding Distribution Guidelines**

Mike reminded the TAC that the SB 125 funding program was created under a budget trailer bill to support transit agencies that have eligible Transit Intercity Rail and Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) projects. As the agency responsible for administering this funding, PCTPA submitted an allocation request package to CalSTA to claim the region's approximately \$37.85 million for a programmed list of eligible projects. CalSTA approved the application and projects as submitted, and PCTPA has since received approximately half, or \$18.3 million, which is currently earning interest that will be disbursed to eligible projects. Mike presented the funding distribution guidelines and explained PCTPA will reimburse the funds on a first come first served basis. The TAC concurred with bringing these to the Board for adoption.

### **ALUC Consistency Determination – Placer County Government Center Master Plan Amendment**

David explained that Placer County has asked the ALUC provide a determination of consistency for the Placer County Government Center (PCGC) Master Plan Amendment. He noted that under the Airport Land Use Compatibility Plan (ALUCP) procedural policies, a review of this nature requires that a Public Hearing be held.

The County's Planning Services Division is proposing to amend the PCGC to allow hospitals and extended care in the commercial planned development zone in the Master Plan. This could be approved through a minor use permit. David presented the Auburn Airport uses and compatibility map, as approved in the ALUCP, as they relate to the Amendment being proposed. He highlighted that hospitals are only allowed in the Auburn Airport Compatibility Zone D, and extended care is allowed in Zones C2 and D, which is consistent with proposed PCGC amendment.

Given this, staff is recommending that the PCGC Master Plan is consistent with the ALUCP subject to the recommended overflight notification condition. He has discussed the recommendation with Placer County and the City of Auburn, and both agree with the recommendation. TAC concurred with staff's recommendation and bringing this the ALUC as Public Hearing in October.

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

- a. Rick updated that TAC on the Highway 49 Sidewalk Gap Closure Project explaining that Caltrans most recent bid advertisement for the project yielded eight bids. Three of the bids were under the engineers' estimate of \$10.9 million. Bid reviews are in process but it is

highly likely Caltrans will award a contract. PCTPA staff will coordinate with Auburn and Placer County staff as the process continues.

- b. Annual Unmet Transit Needs Public Hearing to be held at the October 23<sup>rd</sup> Board meeting.
- c. October 23<sup>rd</sup>, 9 AM: PCTPA Board Meeting @ Placer County Board of Supervisors Chambers
- d. November 19<sup>th</sup>, 3 PM: PCTPA TAC Meeting

The TAC meeting concluded at approximately 3:35 PM.

ss:rc:mbc



October 10, 2024

## Placer County Transportation Planning Agency Federal Update

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### Capitol Hill and Administration

*Capitol Hill.* Before going on recess ahead of the November election, Congress passed a Continuing Resolution prior to the end of the federal fiscal year on September 30. President Biden signed into law the Continuing Appropriations and Extensions Act, 2025 (P.L. 118-83) after the House and Senate passed the legislation by votes of (341-82) and (78-18) respectively. The legislation will give lawmakers until December 20 to fund federal agencies and expiring programs. In addition to extending funding for agencies at current funding levels, here are a few provisions from the CR:

- \$10 billion in additional funding for the Federal Emergency Management Agency's disaster relief fund.
- \$231 million to the Secret Service to enhance protective operations for presidential candidates in the wake of two assassination attempts on former President Trump.
- Both the Temporary Assistance for Needy Families program and the National Flood Insurance Program would receive extensions.
- The E-Verify program and the Homeland Security Department's Countering Weapons of Mass Destruction Office would not receive extensions in the legislation.

Lawmakers are now on recess until after the election. They will return after the general election with just 20 legislative days to pass appropriations legislation – including congressional earmarks for projects located in Placer County.

*Administration.* The November election and the response late in the month to Hurricane Helene occupied much of the Administration's focus. There were no significant Department of Transportation actions or grant announcements of direct interest to PCTPA.

### PCTPA Federal Agenda

In September, TFG continued tracking FY 2025 appropriations legislation, including congressional earmarks for projects in PCTPA's region. TFG continued working with PCTPA staff to prepare for major federal grant applications – including DOT's RAISE grant program – focused on top priorities including the 65 Southbound project and the 80/65 Interchange.



# CAPITOL CORRIDOR

## Monthly Performance Report



### SERVICE PERFORMANCE OVERVIEW

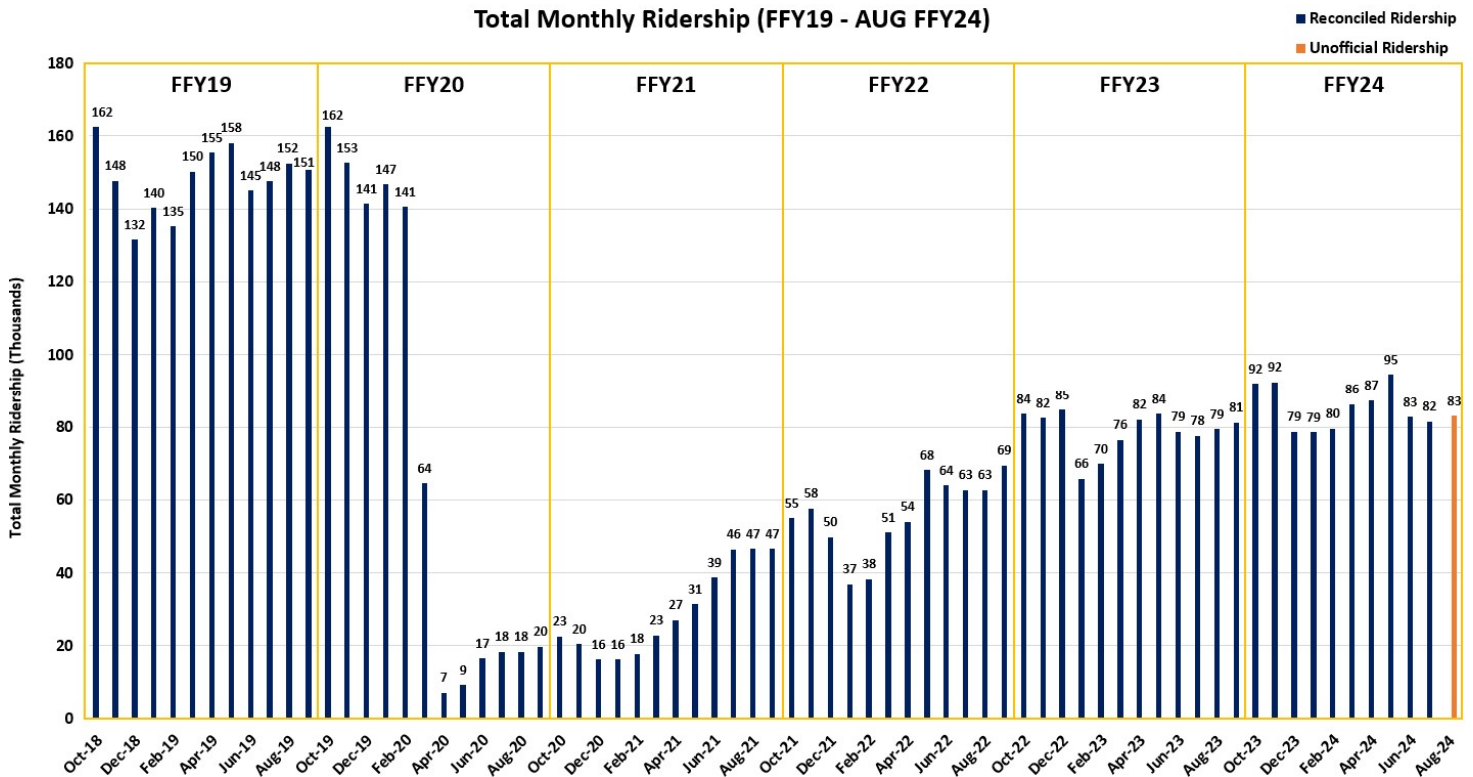
#### August 2024 Service Performance for the Capitol Corridor

In August 2024, Capitol Corridor experienced steady growth, with ridership increasing by 8% as compared to the same period in FY 2023. August end-point on-time performance (OTP) fell slightly short of our 90% target, with monthly OTP at 88%. Passenger on-time performance for the month was also at 88%. We continue to focus on improving OTP by addressing third-party safety incidents, including vehicle and trespasser-related issues.

Performance Metric	August FY 2024	vs. FY 2023	vs. FY 2019	FY 2024 YTD	vs. FY 2024 ABP	vs. FY 2023 YTD	vs. FY 2019 YTD
Ridership	85,390	8%	-44%	939,416	-8%	12%	-42%
Revenue	\$2,260,252	8%	-32%	\$24,958,121	6%	20%	-28%
End-Point OTP	88.0%	4%	-2%	86%	-4%	6%	-3%
Passenger OTP	88.0%	0%	-1%	88%	-2%	5%	1%

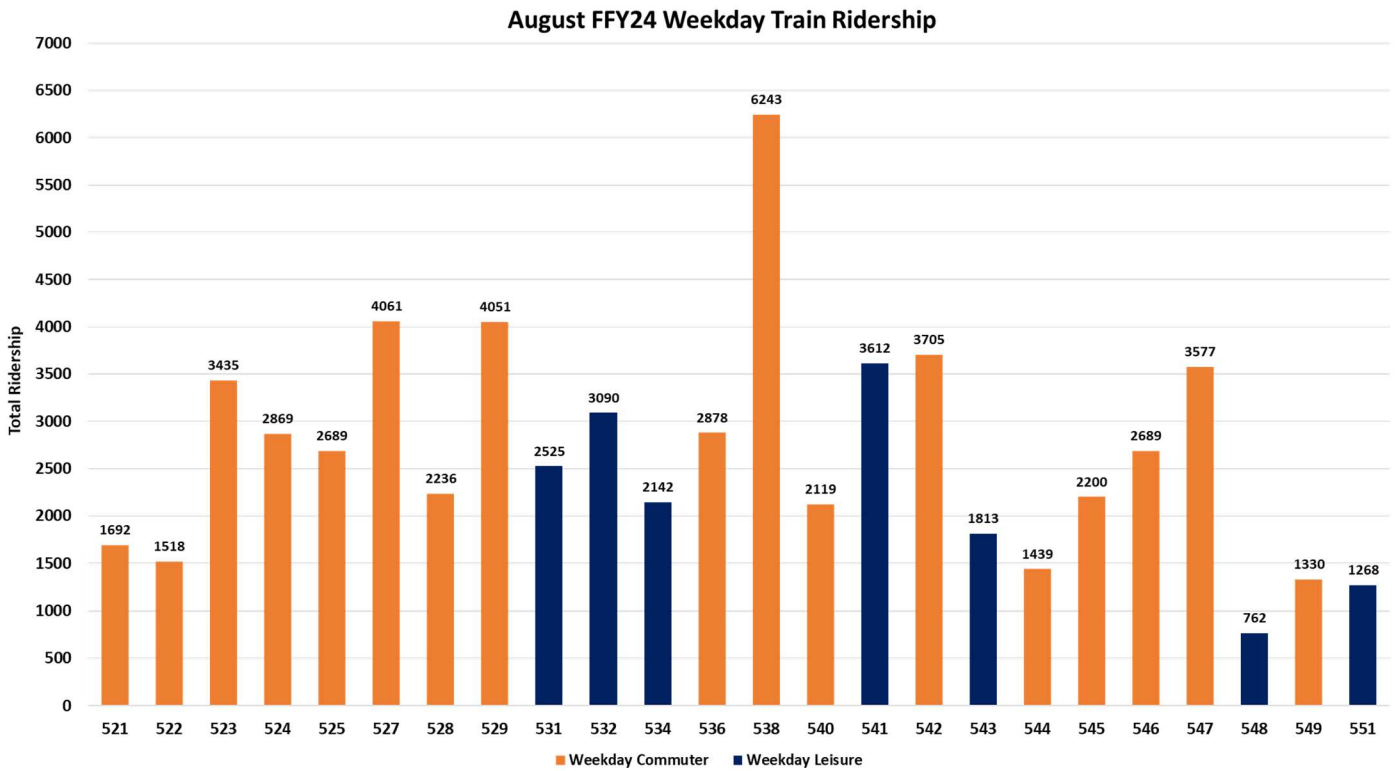
*\*Please note that numbers above include preliminary data received as of the date of the mailing of the Monthly Performance Report.*

Total Monthly Ridership (FFY19 - AUG FFY24)

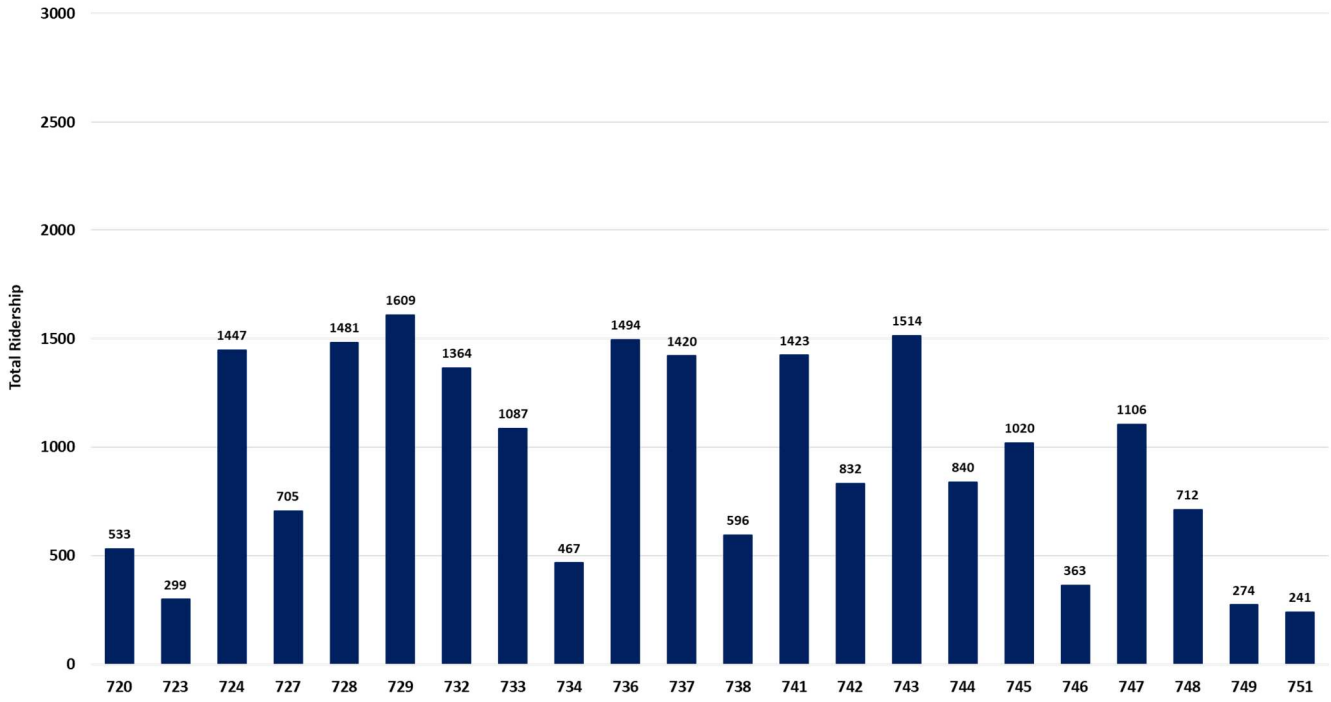


Total Monthly Ridership (January 2020 to August 2024)

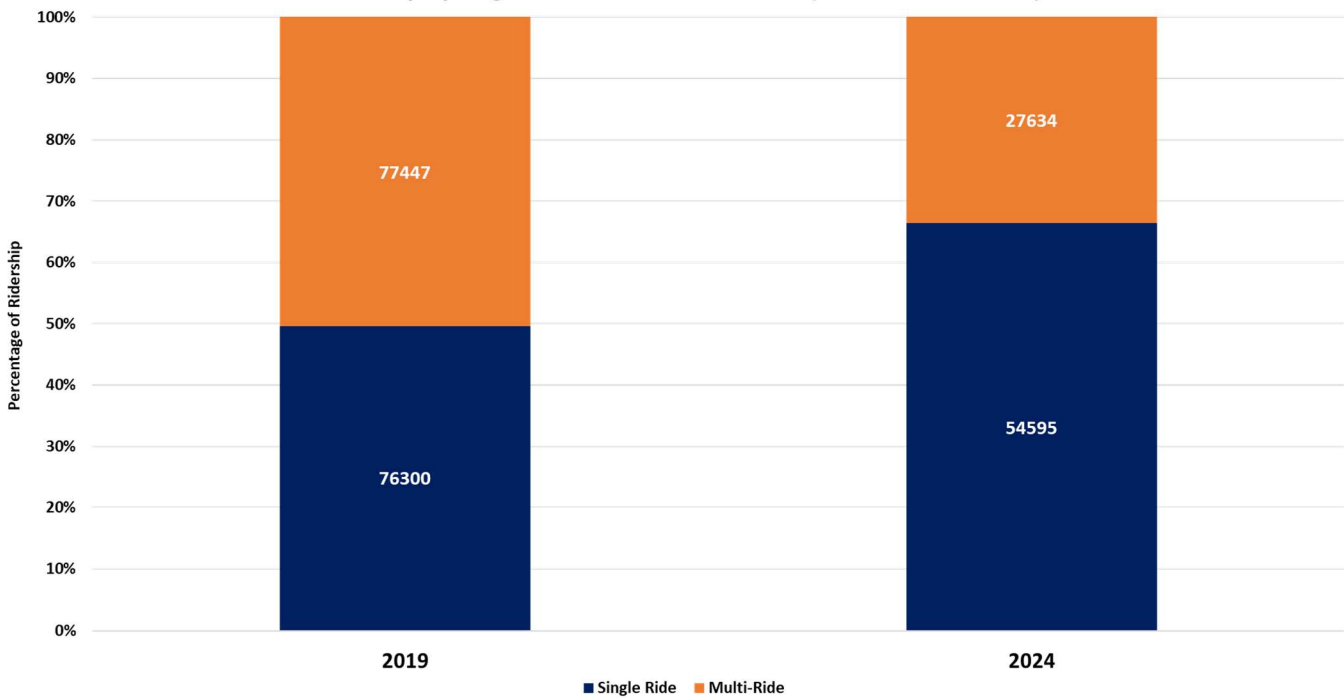
August Ridership Data Analysis



**August FFY24 Weekend Train Ridership**



**Ridership by Single-Ride & Multi-Ride Tickets (AUG FFY19 vs FFY24)**



## LEGISLATION AND FUNDING

### State Legislation and Funding

#### California’s Fiscal Year 2024-25 State Budget Passed

On June 29, Governor Newsom signed SB 108 (Wiener) [Chapter 35, Statutes of 2024], the Budget Bill Jr. of 2024, and a series of trailer bills to implement policy provisions related to the budget. Together, these bills represent the Budget Act of 2024. The Budget Act of 2024 provides \$211 million for the State-Supported Intercity Passenger Rail Agencies, allocated across three years starting in FY 2024-25 which increases the shared cap of \$131 million in funding for the California Joint Powers Authorities that run the State’s Intercity Passenger Rail Services. The \$211mm is broken out as follows and is funded from the Public Transportation Account designated for intercity rail.

- o \$66.05 million is appropriated in Fiscal Year 2024-25;
- o \$72.19 million is appropriated in Fiscal Year 2026-27; and
- o \$72.50 million is appropriated in Fiscal Year 2027-28.

*Federal Legislation and Funding*

Fiscal Year 2024-25 Proposed Federal Budget

The House and Senate returned from their August recess on September 9, 2024. From that date forward, the House will have only 13 legislative days and the Senate will have only 15 legislative days remaining in the current fiscal year to settle upon an FY 2025 appropriations agreement before the beginning of FY 2025 on October 1, 2024. It is expected, though by no means certain, that a short term Continuing Resolution (aka CR) will be passed to avoid a government shutdown, and to keep the government funded at current operating levels.

This summer, before Congress adjourned for their August recess, the House Appropriations Full Committee approved their FY 2025 Transportation-Housing and Urban Development (THUD) bill on July 10, 2024, and the Senate Appropriations Full Committee approved their FY 2025 THUD bill on July 25, 2024. Congress is expected to negotiate the budget after the election in November.

*Federal Legislation and Funding*

**Notice of Funding Opportunity (NOFO) for FY 2021-2024 Restoration and Enhancement Grant**

July 12, 2024. The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity](#) making available \$153,845,680 in FY 2021-2024 Restoration and Enhancement Grant funding. The R&E Program provides grants for Initiating, Restoring, or Enhancing Intercity Rail Passenger Transportation operations. FRA anticipates selecting multiple projects for the funding made available. There are no predetermined minimum or maximum dollar thresholds for awards. **Applications due September 30, 2024.**

**Key Notices of Federal Funding Opportunities**

The U.S. Department of Transportation (DOT) has posted [Key Notices of Funding Opportunity](#), a schedule for upcoming Notices of Funding Opportunities (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives.







**FRA's federal environmental review responsibilities under the National Environmental Policy Act (NEPA) in California**

July 23, 2024. The California State Transportation Agency and the California High-Speed Rail Authority (Authority) **announced** that they renewed an agreement with the Federal Railroad Administration (FRA) to continue assuming the FRA's federal environmental review responsibilities under the National Environmental Policy Act (NEPA). Under the previous agreement with the FRA, California's high-speed rail program was able to assume the role and responsibility of the FRA in making final determinations under NEPA for assigned projects such as the project's environmental clearance between Los Angeles and San Francisco. The state was granted NEPA authority in 2019 for an initial five-year duration. With FRA's approval of this renewal, the state's authority will now be extended for 10 years. Additionally, with approval of this renewal, the state has flexibility to serve as NEPA lead agency for additional locally sponsored eligible railroad projects.

*Source: States for Passenger Rail Coalition's (SPRC) Monthly Report for July 2024, Tai Ginsberg & Associates, LLC*

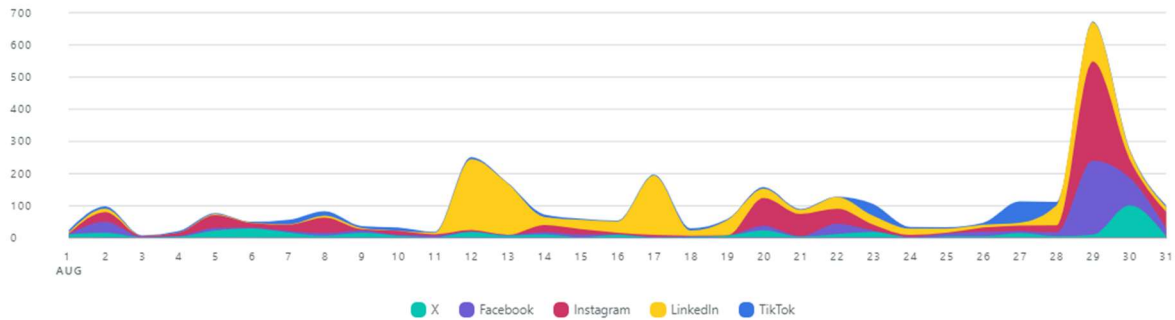
**PROGRAM UPDATES**

**August Top Performing Social Media Posts (Impressions)**

<p> <b>@CapitolCorridor</b> Thu 8/29/2024 11:50 pm PDT</p> <p>Football Season is Back! ❤️👉🏈 We've got you covered for San Francisco 49ers home games! Beat the traffic and board...</p>  <p><b>Impressions</b> <span style="float: right;">2,685</span></p>	<p> <b>capitolcorridor</b> Wed 8/28/2024 3:51 pm PDT</p> <p>Today we kicked off September #RailSafetyMonth with a special safety train ride and press event between...</p>  <p><b>Impressions</b> <span style="float: right;">2,666</span></p>	<p> <b>Capitol Corridor Joint Po...</b> Mon 8/12/2024 11:00 am PDT</p> <p>❤️👉 Sharing more highlights from Saturday's Caltrain inaugural debut of its electric trains. ⚡ Our Managing Direct...</p>  <p><b>Impressions</b> <span style="float: right;">1,761</span></p>
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**August Social Media (Engagement)**

Engagements, by Day



### August Media Monitoring Metrics

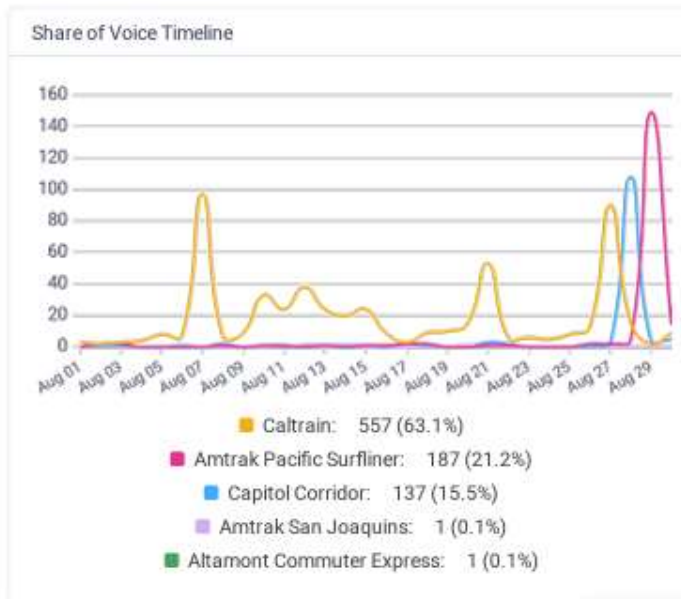
#### Advertising Value Equivalency

Cumulative Advertising Value Equivalency by media type for the selected coverage period.



#### Share of Voice Timeline

Hourly or Daily volume comparison across selected Social Streams.



**September Rail Safety Month Kickoff Event in August**



On August 28, Capitol Corridor, California Operation Lifesaver, Union Pacific Railroad, Amtrak, and other partners launched September Rail Safety Month with a special safety train event in Oakland, aimed at increasing awareness around tracks and crossings. There were onboard presentations and discussions about rail safety on the right-of-way between Oakland and Hayward. City staff from Berkeley, Oakland, San Leandro, Hayward, law enforcement agencies, and other organizations were on board the special safety train. During the three- and half-hour event, forty-three citations and warnings were issued by law enforcement to motorists and pedestrians who were violating railroad crossing and traffic signal laws. Most violations involved vehicles stopped on the tracks or trespassers walking along the tracks.



**OUTLOOK - CLOSING**

The Capitol Corridor continues to show positive trends in ridership and revenue growth. Additionally, Capitol Corridor continued to make improvements on on-time performance. Capitol Corridor staff continues to work on mitigating third-party vehicle and pedestrian safety incidents. On August 28, Capitol Corridor, Union Pacific, California Operation Lifesaver, and Amtrak successfully kicked off California Rail Safety Month bringing awareness to stakeholders in the most serious areas affected by safety incidents. We are also expecting to begin receiving additional cars in the coming weeks, and we are planning to lengthen the busiest trains. We are also beginning planning efforts to improve our schedule and return in 2025 with a fully restored schedule. Thank you for your continued support, and we look forward to achieving our goals together.