



A G E N D A

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

**Wednesday, October 28, 2026
9:00 AM**

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

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/93167978777>

You can also dial in using your phone: +1 877 853 5247 US Toll Free or 888 788 0099 US Toll Free

Webinar ID: 931 6797 8777

A. Flag Salute

B. Roll Call

C. Meeting Procedures

Solvi Sabol, Clerk to the Board

D. Agenda Review:

Matt Click, Executive Director

BOARD OF DIRECTORS MEETING AGENDA

October 28, 2026

Page 2

- E. Approval of Minutes:** September 23, 2026 **Action**
Pg. 1
- F. Public Comment**
Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
Pg. 4
These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. Authorize the Executive Director to Submit a Caltrans 2027/28 Sustainable Planning Grant Application for the Smart 65 Feasibility Study – Estimate \$555,520
 2. Approve Health Contribution Resolution Pg. 7
 3. Approve Amendment to PCTPA Administrative Operating Procedures — Section II. B.2, Preparation of RFP Pg. 9
 4. Approve FY 2025/26 Cycle B Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$398,846 Pg. 10
 5. Approve the Corrected 2026 Conflict of Interest Code Amendment Pg. 12A
- H. Consent Calendar: Western Placer Consolidated Transportation Services Agency (WPCTSA)** **Action**
Pg. 13
These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. Approve WPCTSA FY 2026/27 Budget Amendment #1 Pg. 15
 2. Authorize filing FY 2026/27 WPCTSA Claim for Local Transportation Funds (LTF) - \$1,604,510 Pg. 16
 3. Authorize filing FY 2026/27 WPCTSA Claim for State Transit Assistance (STA) - \$183,225 Pg. 20
 4. Execute WPCTSA Memorandum of Understanding with the City of Roseville Regarding Funding to Support the Promotion and Implementation of the Rapid Link Service - \$350,000 Pg. 24
- I. 9:00 AM – PUBLIC HEARING: 2026 Unmet Transit Needs Assessment and Public Engagement Efforts** **Action**
Pg. 27
Mike Costa, Principal Transportation Planner
- Conduct a public hearing to solicit and obtain public testimony on potential unmet transit needs that may exist in Placer County.
- J. Service Policy Revisions for the Placer Rides Program** **Action**
Pg. 31
Mike Costa, Principal Transportation Planner

BOARD OF DIRECTORS MEETING AGENDA

October 28, 2026

Page 3

- Approve the revisions to the Placer Rides Program service policies, as provided.

K. SR 65 Phase 1 Project Construction Funding and Agreement Approvals

Action

David Melko, Principal Transportation Planner

Pg. 40

- Adopt Resolution No. 26-38 for the SR 65 Phase 1 Project: (1) conditionally approve a Caltrans Cooperative Agreement; (2) execute the \$22.48 million BUILD Grant Agreement; (3) recommend SPRTA approve a \$10 million allocation; (4) negotiate and execute the Cooperative Agreement; and (5) negotiate and execute a mitigation agreement.

L. Placer-Sacramento Gateway Plan Update

Action

David Melko, Principal Transportation Planner

Pg. 70

1. Adopt Resolution No. 26-36 accepting the Placer-Sacramento Gateway Plan Update.
2. Authorize the Executive Director to submit the Solutions for Congested Corridors Program (SCCP) Cycle 5 grant application to the California Transportation Commission (CTC), in partnership with Caltrans, the Sacramento Area Council of Governments (SACOG), and the Sacramento Transportation Authority (STA).

M. Executive Director's Report

Info

N. Board Reports / Board Direction to Staff

O. Informational Items

Info

1. Technical Advisory Committee (TAC) Minutes – October 13, 2026
2. Status Reports
 - a. PCTPA
 - b. Dodd and Chaaban Strategies – October 2026
 - c. The Ferguson Group – October 2026
 - d. PCTPA Receipts and Expenditures – September 2026

Pg. 77

Pg. 81

Pg. 95

Pg. 98

Separate
cover

Next Board Meeting – December 9, 2026

Board of Directors Meetings – 2026	
Wednesday, January 28	~~Wednesday, July 22~~
Wednesday February 25	Wednesday, August 26
Wednesday, March 25	Wednesday, September 23
~~Wednesday, April 22-29~~	Wednesday, October 28
Wednesday, May 27	Wednesday, December 2 9
Wednesday, June 24	

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 23, 2026 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California 95603

ROLL CALL | Present: Ken Broadway, Trinity Burruss, Amanda Cortez, Kelley Davis, Bruce Houdesheldt, Suzanne Jones (Chair), Dan Wilkins **Absent:** Ben Brown, Anthony DeMattei

Agenda Review

Matt noted we will be pulling Item J, Traffic Report Update, due to the inability to access Caltrans highway data at this time.

Approval of Action Minutes – August 26, 2026

A motion to approve August 26, 2026 Action Minutes was made by Broadway and seconded Cortez. The motion passed unanimously.

Public Comment

There was no public comment.

CONSENT CALENDAR: Placer County Transportation Planning Agency (PCTPA)

A motion to approve the PCTPA Consent Calendar items as shown below was made by Burruss seconded by Broadway. The motion passed unanimously.

1. Authorize the Executive Director to Submit a Caltrans 2027/28 Sustainable Planning Grant Application for the Smart 65 Feasibility Study – Not to Exceed \$840,000
2. Approve FY 2026/27 PCTPA Claim for Location Transportation Funds (LTF) – Planning & Administration Funds \$1,837,050
3. Approve FY 2026/27 State of Good Repair (SGR) Project List
4. FY 2026/27 County of Placer Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$200,000

PUBLIC HEARING: City of Auburn Draft 2045 General Plan Consistency Determination

Presenters: David Melko, Principal Transportation Planner, Barry Miller, Consultant to the City of Auburn.

Mr. Miller provided a summary of the Draft 2045 General Plan. Chair Jones opened the Public Hearing. There were no public comments, and the Public Hearing was closed.

Upon motion by Houdesheldt, seconded by Cortez, the Commission unanimously adopted Resolution No. 26-27, finding that the City of Auburn Draft 2045 General Plan is consistent with the Airport Land Use Compatibility Plan (ALUCP) because: a) there are no direct conflicts between the Draft 2045 General Plan and the ALUCP; and b) a mechanism is currently in place under the City's Zoning Ordinance, Sections 159.140–159.151, Airport Zoning, to ensure that

future land use development within the Auburn Municipal Airport Influence Area under City jurisdiction does not conflict with the ALUCP.

Adopt Placer County's Priority Project Lists for SACOG's 2026 Surface Transportation and Block Grant (STBG) System Performance and Next Generation Solutions & Clean Air Funding Programs

Presenter: Cory Peterson, Senior Transportation Planner

Staff provided an overview of the funding programs and SACOG's evaluation criteria, and described how staff worked with the jurisdictions to develop eligible project nominations, which PCTPA staff then reviewed and ranked into the prioritized project lists.

Upon motion by Cortez, seconded by Broadway, the Board unanimously adopted Resolution No. 26-29, supporting Placer County's Priority Project Lists for the Sacramento Area Council of Governments' 2026 STBG System Preservation and Performance and CMAQ Next Generation Solutions & Clean Air Funding Programs.

Executive Director's Report: *Matt Click, Executive Director*

Federal Reauthorization

- Little new activity since the last meeting. The Senate EPW Committee has stated it will not take up reauthorization until after the midterm elections.
- A further continuing resolution is expected on December 11.

Grant Activity

- *Caltrans Planning Grant, SMART 65 Feasibility Study* — \$555,000 — Preparing; applications due October 9, with support letters received from partner agencies. The study will explore modern technology, such as updated ramp metering, to improve traffic flow and efficiency on SR 65 where funding for added capacity is not available.
- *Caltrans Planning Grant, Dry Creek Greenway* — approximately \$300,000 — Placer County Parks Department is lead applicant, with technical support from PCTPA staff (Cory).
- *CTC Active Transportation Program, Rocklin Road Interchange* — \$25M — Submitted; announcement expected in November.
- *CTC Solutions for Congested Corridors* — \$35M+ (Placer projects) — Preparing; the overall package exceeds \$70M and includes the Bell Road roundabout and the I-80 Douglas to Eureka auxiliary lane.
- *SACOG Federal Funding (STBG/CMAQ)* — All projects submitted; status as reported earlier in the meeting.

SR 65 – Phase 1 Improvements (\$23M BUILD Grant)

- David Melko is coordinating with Caltrans and the consultant team weekly, sometimes daily; issues are being resolved and the schedule is holding.
- Matt thanked Congressman Kiley for his assistance with the FHWA grant agreement.

I-80/SR 65 Interchange

- The eastbound I-80 Douglas to Eureka auxiliary lane is included in the CTC Solutions for Congested Corridors package.
- An idea from the Value Engineering Workshop would shift the HOV lane start a couple of miles west so that all general purpose traffic continues through the interchange. Staff sent a letter to FHWA, which has requested supporting data.

Community Outreach

- Staff are holding technical workshops and attending community events, including Taste of Lincoln, the Loomis Fruit Shed Festival, Rocklin Hot Chili Cool Cars, and Railroad Days in Colfax.
- Outreach supports the RTP and other planning efforts, including promoting bike maps, Evacuation Transportation and Resiliency Study, and Unmet Transit Needs.

Board Reports / Board Direction to Staff

- Chair Jones requested that this standing agenda item be renamed from “Board Direction to Staff” to “Board Reports / Board Direction to Staff.”
- Director Burruss highlighted the Caltrans Road Safety Map, an interactive tool showing road conditions based on actual crash data, which helps illustrate the safety benefits of roadway projects. She noted that Sacramento County maintains public GIS layers showing infrastructure gaps and disadvantaged communities, which could similarly help Placer jurisdictions strengthen grant applications. She asked that the map link be distributed to the Board.
- Chair Jones reminded the Board of the Senior Resource Fair at the Maidu Community Center on September 24.
- Director Houdesheldt reported that the Capitol Corridor Joint Powers Authority met last week in Suisun City. The tap-to-ride program launched during the World Cup, ridership is up, and the Board completed significant budget work. The next meeting will be held at BART in November.
- Director Davis reported that their jurisdiction completed its first buffered bike lane, a 0.4-mile segment behind Railhead Park connecting several parks, schools, and neighborhoods.
- Chair Jones announced that the next Board meeting is Wednesday, October 28, and the December meeting has moved to December 9.

ADJOURN: The meeting adjourned at approximately 10:00 AM. A video of this meeting can be viewed here: [September 23 2026 PCTPA Board Meeting](#)

Matt Click, Executive Director

Suzanne Jones, Chair

Solvi Sabol, Clerk of the Board

TO: PCTPA Board of Directors**DATE: October 28, 2026****FROM: Matt Click, Executive Director****SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for October 28, 2026 agenda for your review and action.

1. **Authorize the Executive Director to Submit a Caltrans 2027/28 Sustainable Planning Grant Application for the Smart 65 Feasibility Study – Estimate \$555,520**

PCTPA proposes applying for a Caltrans 2027/28 Sustainable Planning Grant in October 2026 to fund a Smart 65 Feasibility Study. If awarded, the study would begin in fall 2027 and be completed by the end of 2028.

The proposed study would evaluate innovative smart freeway technologies along a six-mile segment of SR 65, in both directions, between Lincoln Boulevard and the I-80/SR 65 interchange. The study would assess strategies to optimize traffic flow, reduce congestion and incidents, improve travel-time reliability, respond to delay-causing events, and maximize existing capacity within the current highway footprint.

Smart freeway technology was first developed and implemented in Australia and has since been adopted in other locations, including Colorado, which pioneered the first U.S. pilot on I-25 in the Denver metropolitan area. Reported results include travel-time reductions of approximately 35% to 65% in Australia and about 20% in Denver. California launched a similar pilot on northbound I-15 in Riverside County in June 2026, scheduled to continue through June 2028.

In March 2026, PCTPA convened a Value Engineering (VE) Workshop to reassess SR 65 corridor and I-80/SR 65 interchange priorities and identify cost-effective, fundable improvements and operational strategies. Participants recommended evaluating corridor-wide operational improvements along SR 65 to enhance mobility, reliability, safety, and overall corridor performance.

The estimated study cost is \$694,400, consisting of \$555,520 in Caltrans grant funds and a 20 percent local match of \$138,880 provided by SPRTA.

Staff recommend that the Board authorize the Executive Director to submit the Caltrans 2027/28 Sustainable Planning Grant application for the Smart 65 Feasibility Study. The SPRTA TAC concurred with the recommendation, including the allocation of local match funds.

2. **Approve 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 2027 calendar year. There is no increase in benefit costs resulting from this action. Staff recommends approval.

3. **Approve Amendment to PCTPA Administrative Operating Procedures — Section II. B.2, Preparation of RFP**

The Administrative Operating Procedures, adopted in October 2025, do not currently address how the terms of an individual Request for Proposals (RFP) relate to the Agency's general procurement procedures. In practice, RFPs often include terms tailored to the specific project or funding source, such as evaluation criteria, protest procedures, and notification timelines. The proposed amendment adds Section II.B.2.a, clarifying that where an RFP expressly includes terms that differ from or supplement the Administrative Operating Procedures, the RFP's terms control for that procurement, consistent with applicable law and funding requirements. The amendment formalizes existing Agency practice and does not change the Agency's substantive procurement procedures. Staff recommends approval.

4. **Approve FY 2025/26 Cycle B Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$398,846**

Senate Bill (SB) 862 of 2014, created the LCTOP program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility by implementing new or expanded transit services. The LCTOP program is funded through California's Greenhouse Gas Reduction Fund (GGRF), with revenues fluctuating annually based on the auction of credits pursuant to the funding program. In September 2025, the State's legislature adopted SB 840, which changed the timing and process of allocating GGRF for the LCTOP program, leading to a two-cycle (i.e., Cycle A and Cycle B) allocation of LCTOP funding in FY 2025/26. In May 2026, the PCTPA Board of Directors approved the distribution of the Placer County region's FY 2025/26 Cycle A funding, in the amount of \$622,523, to the City of Roseville to support the South Placer County Transit (Rapid Link) operations. The attached fund allocation identifies the formula distribution of FY 2025/26 LCTOP Cycle B funds, in the amount of \$398,846, to Placer's jurisdictions and the following project proposed to receive continued funding with the FY 2025/26 Cycle B allocation, which was presented to and agreed upon by PCTPA's Transit Operators Working Group (TOWG):

- **South Placer County Transit (Rapid Link) Operations** (\$398,846 of LCTOP funds): The City of Roseville will use the LCTOP funding to support the operations of a three-year pilot program, which consists of an express-like, weekday zero-emission bus service between the City of Lincoln and the Watt/I-80 light rail station in Sacramento, with limited stops along the Highway 65 and I-80 corridors at the Galleria Mall, and Sutter and Kaiser medical centers in Roseville.

LCTOP allocation request applications to claim the FY 2025/26 Cycle B funding are due to Caltrans on October 30, 2026, for a joint review with the California Air Resources Board. The approved applications will be subsequently submitted to the State Controller's Office for final distribution of the funding. Staff recommends approval of the attached, Resolution No. 26-32 allocating the FY 2025/26 Cycle B LCTOP funding for the South Placer County Transit (Rapid Link) Operations project administered and implemented by the City of Roseville, as shown in the attachment. PCTPA's TAC concurred with this recommendation at their October 13, 2026 meeting.

5. Approve the Corrected 2026 Conflict of Interest Code Amendment

The Political Reform Act of 1974 requires every local government agency to review its Conflict of Interest (COI) Code every two years. On June 24, 2026, the Board adopted Resolution 26-25 amending the PCTPA AGENCIES COI Code, which covers the Placer County Transportation Planning Agency, Placer County Airport Land Use Commission, Western Placer Consolidated Transportation Services Agency, and Placer County Local Transportation Authority, to add the position of Planning Administrator/Board Secretary III. During the County's biennial review, staff identified clerical errors in the adopted code. The corrected code makes the following changes:

- **Principal Planner/Director of Planning:** disclosure categories restored to 1, 2, 3, as approved in 2024.
- **Category 3:** restored to the 2024 language covering entities that receive grant funding from or through PCTPA AGENCIES' grant programs.
- **Categories 1 and 2:** references corrected from "PCTPA" to "PCTPA AGENCIES."
- **Filing procedures:** updated to reflect electronic filing through Netfile, with paper statements uploaded by PCTPA staff.

The Planning Administrator/Board Secretary III position is retained at Category 1 as adopted in June. Staff recommends approval of Resolution 26-39, which adopts the corrected COI Code and supersedes Resolution 26-25.

MBC:ss



RESOLUTION #26-37 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, 28 2026 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:

Party Rate	Monthly Employer Health Contribution
Subscriber (PR 1)	\$1,372.27
Subscriber & 1 Dependent (PR 2)	\$2,744.53
Subscriber & 2+ Dependent (PR 3)	\$3,567.89
Subscriber (PR 4)	\$537.34
Subscriber & 1 Dependent (PR 5)	\$1,074.67
Subscriber & 2+ Dependent (PR 6)	\$1,612.01
Subscriber (M) & 1 Dependent (B) (PR 7)	\$1,981.57
Subscriber (M) & 2+ Dependent (B) (PR 8)	\$2,831.49
Subscriber (M) & 1 Dependent (M) & 1+ Dependent (B) (PR 9)	\$1,979.99
Subscriber (B) & 1 Dependent (M) (PR 10)	\$1,981.57
Subscriber (B) & 2+ Dependent (M) (PR 11)	\$2,546.61
Subscriber (B) & 1 Dependent (M) & 1+ Dependent (B) (PR 12)	\$2,831.49

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

Administrative Operating Procedures

Issue Date: December 1, 1993

Revision Dates:

- June 23, 2010
- October 29, 2025
- **October 28, 2026**

B. Request for Proposals (RFP) - Procedures

2. Preparation of RFP

The lead staff member, under the direction of the Executive Director, prepares the RFP or other appropriate competitive bidding document (RFP). The RFP shall contain all information necessary for a prospective bidder to adequately submit a proposal for the completion of the project. An RFP should contain sufficient information as to the required form and particulars of the service sought so that the proposals received can be equitably compared on the basis of the same facts and information. When appropriate, the lead staff member may also coordinate office hours for proposer questions prior to release of the RFP.

- a.** Precedence of RFP Terms: An individual RFP may include project-specific requirements that supplement or differ from these Administrative Operating Procedures, including but not limited to evaluation criteria, protest procedures, notification timelines, or contract negotiation terms, provided that such terms are approved by the Executive Director, are expressly stated in the RFP, and are consistent with applicable federal, state, and local law and any funding source requirements. Where an RFP expressly states such terms, they shall control for that procurement. In all other respects, these Administrative Operating Procedures establish the Agency's default practices.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2025/26 CYCLE B LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION ESTIMATE
(EXCLUDING TAHOE BASIN)
October 2026

PUC 99313 Allocation	\$349,496
PUC 99314 Allocation	\$49,350
Total LCTOP Allocation ⁽¹⁾	\$398,846
Allocation to WPCTSA	\$0
Total PUC 99313 Allocation Available to Jurisdictions	\$349,496

FY 2025/26 Cycle B Jurisdiction LCTOP Fund Allocation

Jurisdiction	January 2025 Population ⁽²⁾	PUC 99313 Population Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County ⁽³⁾	103,305	25.11%	\$87,747	\$40,405	\$128,152
Auburn	13,286	3.23%	\$11,285	\$163	\$11,448
Colfax	1,996	0.49%	\$1,695	\$0	\$1,695
Lincoln	54,520	13.25%	\$46,309	\$0	\$46,309
Loomis	6,689	1.63%	\$5,682	\$0	\$5,682
Rocklin	73,172	17.78%	\$62,152	\$0	\$62,152
Roseville	158,494	38.52%	\$134,625	\$8,782	\$143,407
TOTAL	411,462	100.00%	\$349,496	\$49,350	\$398,846

Notes: (1) 2025/26 Cycle B Low Carbon Transit Operations Program Eligible Fund Allocation, California State Controller
Division of Accounting and Reporting, August 31, 2026

(2) Table E-1: City/County Population Estimates January 1, 2024 to January 1, 2025, DOF, May 1, 2025.

(3) Western Slope of Placer County's and Tahoe Basin's population removed from Placer County population, per DOF
estimates provided on June 6, 2025.

PUC = Public Utilities Code

FY 2025/26 Cycle B LCTOP Project Summary

Jurisdiction/Lead Agency	Project Title	99313 Fare Revenue Allocation	99314 Fare Revenue Allocation	FY 2025/26 Cycle B Allocation Amount
City of Roseville	South Placer County Transit (Rapid Link)	\$349,496	\$49,350	\$398,846
	FY 2025/26 Cycle B LCTOP Allocation	\$349,496	\$49,350	\$398,846



RESOLUTION #26-32 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF FY 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDING FOR THE SOUTH PLACER TRANSIT EXPRESS (RAPID LINK) SERVICE OPERATIONS (\$398,846)

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) Board of Directors at a regular meeting held [October 28, 2026], by the following vote on roll call:

[AYES:

NOES:

ABSTAIN:

ABSENT:

WHEREAS, PCTPA is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Placer County region, excluding the Lake Tahoe Basin, was allocated \$622,523 of FY 2025/26 Cycle A LCTOP and \$398,846 of FY 2025/26 Cycle B LCTOP funds pursuant to the Public Utilities Code Sections 99313 and 99314 eligible allocation distribution formulas; and

WHEREAS, PCTPA is a Contributing Sponsor to multiple agencies and also an eligible recipient of LCTOP funds; and

WHEREAS, PCTPA wishes to delegate authorization to execute these documents and any amendments thereto to the PCTPA Executive Director; and

WHEREAS, PCTPA wishes to implement the LCTOP projects listed above.

NOW, THEREFORE, BE IT RESOLVED by the PCTPA Board of Directors that it hereby authorizes the submittal of the following projects and allocation requests by the following project sponsor/lead agency to the Department for FY 2025/26 Cycle B LCTOP funds (Section 99313):

1. Project Name: South Placer County Transit (Rapid Link) Operations

Project Description: The South Placer Transit Project, branded as Rapid Link, will provide express-like, weekday zero-emission bus service between the City of Lincoln and the Watt/I-80 light rail station in Sacramento, along the Highway 65 and I-80 corridors, with limited stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital in Roseville.

Project Sponsor/Lead Agency: City of Roseville

Amount of Total LCTOP Funds: \$398,846

Contributing Sponsors: PCTPA: \$349,496 (99313)

City of Auburn: \$163 (99314)

City of Roseville: \$8,782 (99314)

County of Placer: \$40,405 (99314)

Benefit to Priority Populations: The service provides expanded transportation options for South Placer County and Sacramento residents, including those in low income and disadvantaged communities along the Highway 65 and I-80 corridors, and offers benefits to these populations that include improved safety and public health, increased system reliability, and the promotion of active transportation and integration with other modes. This zero-emission, express-like transit option offers a viable alternative to single occupancy vehicle travel within the respective commute corridors, thereby encouraging commute trips to shift to public transit and alternative transportation solutions, which can further help reduce vehicle miles traveled and associated greenhouse gas emissions and improve the corridors' safety and surrounding environment.

Amount to Benefit Priority Populations: \$398,846 |

BE IT FURTHER RESOLVED by the PCTPA Board of Directors that the Executive Director be authorized to execute all required documents of the LCTOP program and any amendments thereto with the Department, and agrees to comply with all conditions and requirements set forth in the Certification and Assurances and other applicable program statutes.

Signed and approved by me after its passage:

Suzanne Jones, Chair

Placer County Transportation Planning Agency

Matt Click, AICP

ATTEST:

Solvi Sabol

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)
PLACER COUNTY AIRPORT LAND USE COMMISSION (PCALUC)
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY (PCLTA)**

CONFLICT OF INTEREST CODE

Revised October 28, 2026

The Political Reform Act of 1974, as amended, (Gov. Code, § 81000, et seq.) requires state or local government agencies to adopt a Conflict of Interest Code. Each Conflict of Interest Code is only effective after it has been approved by the code reviewing body. The code reviewing body for Placer County Transportation Planning Agency, Placer County Airport Land Use Commission, Western Placer Consolidated Transportation Services Agency, and the Placer County Local Transportation Authority, hereinafter referred to in this Conflict of Interest Code as “PCTPA AGENCIES” is the Placer County Board of Supervisors.

The provisions of 2 CCR 18730 and any amendments to it adopted by the Fair Political Practices Commission are incorporated by reference and, together with the Appendix designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the **PCTPA AGENCIES**.

Individuals holding designated positions shall electronically file their statements of economic interest with the Placer County Elections Division. For those not filing electronically, their statement of economic interest shall be mailed to PCTPA AGENCIES’ address. Thereafter **PCTPA AGENCIES’** Executive Director shall review and initial all statements of economic interest to ensure that no apparent conflict exists. Upon completion of the review process, **PCTPA AGENCIES** shall make and retain copies of the statements of economic interests and upload any statements received by mail to Placer County’s electronic filing system.

IN PREPARING THE FORM 700, DESIGNATED FILERS NEED ONLY DISCLOSE THOSE FINANCIAL INTERESTS FALLING WITHIN THE DISCLOSURE CATEGORIES DESIGNATED FOR THAT FILER'S POSITION AS STATED IN APPENDIX A.

APPROVED AND ADOPTED this 28th day of October 2026:

Matt Click, AICP
Executive Director

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

DISCLOSURE CATEGORIES

Category 1: All investments, business positions in business entities, and sources of income, including gifts, loans, and travel payments, from, business entities of the type that contract with, or provide services, goods, machinery, equipment, or services utilized by PCTPA AGENCIES.

Category 2: All interests in real property which are located in whole or in part within or not more than two (2) miles outside the jurisdiction of PCTPA AGENCIES.

Category 3: All investments in, sources of income, including gifts, loans, and travel payments, from, and business positions with any organization, agency, or entity of the type to receive grant funding from or through the grant programs that PCTPA AGENCIES administers.

DESIGNATED POSITIONS

<u>CLASSIFICATION</u>	<u>DISCLOSURE CATEGORIES</u>
Members of the Board of Directors	1, 2, 3
Alternate Member of the Board of Directors	1, 2, 3
Executive Director	1, 2, 3
Deputy Executive Director	1, 2, 3
Senior Engineer	1, 2, 3
Associate Engineer	1, 2, 3
Fiscal/Administrative Officer	1
Accounting Specialist	1
Planning Administrator/Board Secretary I	1
Planning Administrator/Board Secretary II	1
Planning Administrator/Board Secretary III ¹	1
Principal Planner/Director of Planning	1, 2, 3
Senior Transportation Planner	1, 2, 3
Associate Planner	1, 2, 3
Assistant Planner	1, 2, 3
General Counsel	1, 2, 3
Consultants*	*
New Positions*	*

* Consultants/New Positions are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation: The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements specified above. Such written determination shall include a description of the consultant’s or new position’s duties and based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code. (Gov’t Code § 81008.)

¹Levels I, II, III reflect experience and qualifications within the same classification.

**A JOINT RESOLUTION OF THE
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
PLACER COUNTY AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**

**IN THE MATTER OF: AMENDING THE PCTPA
AGENCIES CONFLICT OF INTEREST CODE**

RESOLUTION: 26-39

The following resolution was duly passed by the Placer County Transportation Planning Agency, Placer County Airport Land Use Commission, Western Placer Consolidated Transportation Services Agency, and the Placer County Local Transportation Authority, hereinafter referred to as "PCTPA AGENCIES", Board of Directors at a regular meeting held October 28, 2026 by the following vote on roll call:

Ayes:

Noes:

Abstain:

Absent:

WHEREAS, the Political Reform Act of 1974, as amended (California Gov. Code, § 81000, et seq.) requires every state or local agency to adopt and promulgate a Conflict of Interest Code. Each and every Conflict of Interest Code is only effective after it has been approved by the code reviewing body (Gov. Code, § 87303). The code reviewing body for PCTPA AGENCIES is the Placer County Board of Supervisors (Gov. Code, § 82011, subd. (b)); and

WHEREAS, a regulation adopted by the Fair Political Practices Commission, 2 CCR 18730, provides that incorporation by reference of the terms of that regulation, along with an agency-specific appendix designating positions and disclosure categories, shall constitute the adoption and amendment of a conflict of interest code in conformance with Government Code Sections 87300 and 87306; and

WHEREAS, PCTPA AGENCIES has reviewed its Conflict of Interest Code and determined that corrections to the code adopted by Resolution 26-25 are necessary; and

WHEREAS, any earlier resolutions, bylaws, and/or appendices containing PCTPA AGENCIES conflict of interest code shall be rescinded and superseded by this resolution and the attached Conflict of Interest Code;

NOW, THEREFORE, BE IT RESOLVED that the PCTPA AGENCIES hereby adopts the attached Conflict of Interest Code, including its Appendix of Designated Positions and Disclosure Categories.

Signed and approved by me after its passage.

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

Attest: Solvi Sabol, Clerk of the Board



TO: WPCTSA Board of Directors

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: October 28, 2026

Below are the Consent Calendar agenda items for October 28, 2026, for your review and action.

1. Approve WPCTSA FY 2026/27 Budget Amendment #1

Staff recommends approval of Amendment #1 to the Western Placer Consolidated Transportation Services Agency's (WPCTSA's) Fiscal Year (FY) 2026/27 Budget.

Amendment #1 to the WPCTSA's FY 2026/27 Budget (attached), accounts for an increase in revenue due to higher-than-anticipated carryover from FY 2025/26 and an adjustment to Local Transportation Funds (LTF) and State Transit Assistance (STA) funding available for the WPCTSA to claim based on the final FY 2026/27 LTF and STA funding apportionments adopted by the PCTPA Board in August 2026. Collectively, these adjustments result in a net revenue increase of approximately \$129,000, which is proposed to be programmed into Transit Planning for Tranova's supporting consulting services, additional set aside for the upcoming Long Range Transit Plan's preparation, and increased annual operating reserve for the WPCTSA's FY 2026/27 Budget. This proposal brings WPCTSA's current fiscal year operating reserve up to approximately 20%. This item was presented to and received concurrence from PCTPA's Transit Operators Working Group (TOWG) and Technical Advisory Committee (TAC).

2. Authorize filing FY 2026/27 WPCTSA Claim for Local Transportation Funds (LTF) - \$1,604,510

Authorize WPCTSA staff to submit to PCTPA a claim for \$1,604,510 in FY 2026/27 LTF funds to support collaborative transit planning, service coordination, marketing and promotional efforts, and other complementary transportation programs/resources provided by WPCTSA for the Placer region.

3. Authorize filing FY 2026/27 WPCTSA Claim for State Transit Assistance (STA) - \$183,225

Authorize WPCTSA staff to submit to PCTPA a claim for \$183,225 in FY 2026/27 STA funds to support collaborative transit planning, service coordination, marketing and promotional efforts, and other complementary transportation programs/resources provided by WPCTSA for the Placer region.

4. Execute WPCTSA Memorandum of Understanding with the City of Roseville Regarding Funding to Support the Promotion and Implementation of the Rapid Link Service - \$350,000

Since FY 2022/23, WPCTSA has programmed \$350,000 in its annual budget as a one-time funding commitment for the Rapid Link service operated by the City of Roseville. The funding has been intended to support the promotion and implementation of the new service and its integration with other public transit services operated within the south Placer region. Due to both COVID-19 pandemic impacts and concurrent bus manufacturing issues, WPCTSA carried over and re-programmed this set aside funding each subsequent year after FY 2022/23 through to its current FY 2026/27 budget as a reserve for use once the Rapid Link service launched. With the service soft launching on October 1, 2026, a Memorandum of Understanding (MOU) has been prepared to formerly transfer the \$350,000 of one-time budgeted funding from WPCTSA to the City of Roseville to support their current implementation of the Rapid Link service (attached). General payment terms and other conditions are established in this agreement that have been mutually agreed upon by WPCTSA and City staff. WPCTSA staff recommends approval of the MOU with the City of Roseville regarding the funding for Rapid Link service. This item was presented to PCTPA's TAC and received concurrence at their October 13th meeting.

MC:ss:mbc

Attachment 1: Western Placer CTSA FY 2026/27 Budget Amendment #1

October 2026

	FY 2027 Budget Amendment #1 Proposed	FY 2027 Budget Adopted	Difference Proposed vs. Adopted
Operating Expenditures			
PCTPA Staff Administration - Per PCTPA OWP WE #23,24 (1)	\$ 304,648	\$ 304,648	\$ -
Legal Services	\$ 7,500	\$ 7,500	\$ -
Placer Collaborative Network (PCN) Membership	\$ 250	\$ 250	\$ -
Accounting Services	\$ 500	\$ 500	\$ -
Fiscal Auditors (TDA)	\$ 6,300	\$ 6,300	\$ -
Outreach (2)	\$ 125,000	\$ 125,000	\$ -
Direct Expenses (3)	\$ 14,000	\$ 14,000	\$ -
Subtotal PCTPA Administration	\$ 458,198	\$ 458,198	\$ -
Programs			
Placer Rides - Seniors First and MOVE (4) (5)	\$ 555,000	\$ 555,000	\$ -
Transit Planning (6)	\$ 90,000	\$ 80,000	\$ 10,000
Short Range Transit Plans (7)	\$ -	\$ -	\$ -
Bus Pass Subsidy Program (8)	\$ 5,000	\$ 5,000	\$ -
South Placer Transit Information Center (Call Center) (9)	\$ 465,000	\$ 465,000	\$ -
Transit Ambassador Program (10)	\$ -	\$ -	\$ -
Mobility Training Program (11)	\$ -	\$ -	\$ -
Transit Training and Education Program (12)	\$ 150,000	\$ 150,000	\$ -
Placer 211 (13)	\$ 30,000	\$ 30,000	\$ -
South Placer Transit Project Funding Commitment (14)	\$ 350,000	\$ 350,000	\$ -
Sierra College Transit Pass and TNC Subsidy Pilot Support (15)	\$ -	\$ -	\$ -
Countywide Bus Stop Needs Assessment (16)	\$ -	\$ -	\$ -
Long Range Transit Plan (17)	\$ 350,000	\$ 300,000	\$ 50,000
Regional ADA Eligibility Platform for Transit Operators (18)	\$ 20,000	\$ 20,000	\$ -
Subtotal Existing & New Programs	\$ 2,015,000	\$ 1,955,000	\$ 60,000
Subtotal Operating Expenditures	\$ 2,473,198	\$ 2,413,198	\$ 60,000
Operating Reserve (19)	\$ 499,548	\$ 430,583	\$ 68,965
Total Operating Expenditures	\$ 2,972,746	\$ 2,843,781	\$ 128,965

	FY 2027 Budget Amendment #1 Proposed	FY 2027 Budget Adopted	Difference
Operating Revenues			
FY 2026/27 LTF Article 4.5 (20)	\$ 1,604,510	\$ 1,594,324	\$ 10,186
FY 2026/27 State Transit Assistance PUC 99313 (21)	\$ 183,225	\$ 132,689	\$ 50,536
Interest Income (22)	\$ 120	\$ 120	\$ -
Carryover (23)	\$ 1,184,891	\$ 1,116,648	\$ 68,243
Total Operating Revenue	\$ 2,972,746	\$ 2,843,781	\$ 128,965

Operating Revenue to Expenditure Comparison	Proposed	Adopted	Difference
Fund Balance (Carryover)	\$0	\$0	\$ -

Notes

- Adjusted per WPCTSA costs identified in FY 2026/27 PCTPA OWP Work Elements #23 and #24
- Outreach includes implementation of the WPCTSA Marketing Plan (approved in Jan. 2023), consisting of creating the OSS website, setting up a Customer Relationship Management (CRM) database for performance tracking, preparing marketing collateral, and re-branding program efforts
- Direct expenses include auto, meeting, professional membership, conference & training, postage, and travel reimbursements
- Seniors First contract ended June 30, 2026
- Per WPCTSA-MOVE Stanislaus Transportation, Inc. contract for Placer Rides Program admin. that begins July 1, 2026
- Set-aside for planning consultant services as needed for various programs, including general transit planning and marketing efforts
- Short-range transit planning work concluded in June 2025.
- Bus pass reimbursement for participating social service organizations to be promoted more in FY 2026/27
- Per new MOU with Roseville to operate South Placer Call Center, effective July 1, 2027
- Transit Ambassador program discontinued in FY 2025/26
- Mobility Training program discontinued in FY 2025/26
- Per MOU with Roseville, effective July 1, 2026, Transit Training and Education program and integrates components of the former Transit Ambassador and Mobility Training programs into one program to maximize efficiency and effectiveness of program delivery and maintain general terms/provisions established for regional transit outreach/education/training activities
- Continued Placer 211 Agreement with Placer County Health and Human Services for FY 2026/27
- Committed funding proposed for South Placer Transit Express project from FY 2025/26 WPCTSA budget (carry-over reserve)
- Sierra College (SC) Transit Pass and TNC Subsidy pilot program and funding support ended June 30, 2025 (continued by SC and transit operators)
- Bus stop facilities assessment and improvement plan project anticipated to be completed by June 30, 2026
- Proposed funding to be held for a long-range transit plan during FYs 2027-2029, which will help inform future RTP planning efforts
- Annual funding to Spare for regional Americans with Disabilities Act (ADA) eligibility platform on GO South Placer microtransit app in FY 2026/27
- The operating reserve is approximately 20% of FY 2026/27 operating expenses
- Assumes an approximately 4.5% WPCTSA allocation based on the actual FY 2026/27 LTF apportionment from August 2026
- Assumes a 4.5% WPCTSA allocation based on the actual FY 2026/27 STA apportionment from August 2026
- Interest income estimate for FY 2026/27
- Actual FY 2025/26 carryover amount, which includes FY 2025/26 operating reserve, for FY 2026/27

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM:

CLAIMANT: WPCTSA
ADDRESS: 2260 Douglas Blvd., Suite 130
Roseville, CA 95661

CONTACT PERSON: Mike Costa
Phone: 530.823.4029 Email: mcosta@pctpa.net

The WPCTSA 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 2026/27, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$1,604,510</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$Click or tap here to enter \$</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY

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

TITLE: PCTPA Chair TITLE: Executive Director
DATE: October 28, 2026 DATE: October 28, 2026



RESOLUTION #26-33 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF ARTICLE 4.5 LOCAL TRANSPORTATION FUNDS TO THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) Board of Directors at a regular meeting held [October 28, 2026], by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

WHEREAS, the Placer County Transportation Planning Agency (PCTPA) has been designated by the State of California as the Regional Transportation Planning Agency for Placer County, excluding the Lake Tahoe Basin, in accordance with the Transportation Development Act (TDA), as amended; and

WHEREAS, it is the responsibility of PCTPA to review the annual TDA claims and to make allocations from the Local Transportation Fund (LTF); and

WHEREAS, PCTPA has made all the following findings:

1. That the proposed community transit service is responding to a transportation need currently not being met in the community of the claimant.
2. That the service shall be integrated with existing transit services, if appropriate.
3. That the claimant has prepared an estimate of revenues, operating costs, and patronage, if applicable.
4. That the claimant is in compliance with Section 99268.3, 99268.4, 99268.5, or 99268.9 of the TDA, whichever is applicable to it, or with regional, countywide, or county sub-area performance criteria, local match requirements, or fare recovery ratios adopted by resolution of PCTPA for any or all types of community transit services.
5. That the claimant is in compliance with Sections 99155 and 99155.5 of the TDA.

NOW, THEREFORE, BE IT RESOLVED that PCTPA has reviewed the claims and has made the following allocations from the Fiscal Year 2026/27 LTF apportionment.

To the Western Placer Consolidated Transportation Services Agency (WPCTSA) for projects conforming to Article 4.5 of the TDA: \$1,604,510 |

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

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP

ATTEST:

Solvi Sabol

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: WPCTSA

Fiscal Year: FY 2026/27

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
PCTPA Staff Administration – Per PCTPA OWP Work Elements #23 and #24 and Other General Administrative costs	\$458,198	FY 2026/27 LTF: \$1,604,510 FY 2026/27 STA: \$183,225
Placer Rides – Seniors First	\$555,000	Prior LTF and Interest: \$1,185,011
Transit Planning	\$90,000	Total: \$2,972,746
Bus Pass Subsidy Program	\$5,000	
South Placer Transit Information Call Center	\$465,000	
Transit Training and Education Program	\$150,000	
Placer 211	\$30,000	
South Placer Transit Project Funding Commitment	\$350,000	
Long Range Transit Plan	\$350,000	
Regional ADA Eligibility Platform for Transit Operators	\$20,000	
Operating Reserve	\$499,548	
	Total: \$2,972,746	

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM:

CLAIMANT: WPCTSA
ADDRESS: 2260 Douglas Blvd., Suite 130
Roseville, CA 95661

CONTACT PERSON: Mike Costa
Phone: 530.823.4029 Email: mcosta@pctpa.net

The WPCTSA hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$183,225 for Fiscal Year 2026/27, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Contracted Transit Services (6731b):	<u>\$Click or tap here to enter \$</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$183,225</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY

BY: _____ (signature)	BY: _____ (signature)
TITLE: <u>PCTPA Chair</u>	TITLE: <u>Executive Director</u>
DATE: <u>October 28, 2026</u>	DATE: <u>October 28, 2026</u>



RESOLUTION #26-34 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS TO THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) Board of Directors at a regular meeting held [October 28, 2026], by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

WHEREAS, the Placer County Transportation Planning Agency (PCTPA) has been designated by the State of California as the Regional Transportation Planning Agency for Placer County, excluding the Lake Tahoe Basin, in accordance with the Transportation Development Act (TDA), as amended; and

WHEREAS, it is the responsibility of PCTPA, under the provisions of the TDA, to review TDA claims and make allocations of money from the State Transit Assistance (STA) fund based on claims; and

WHEREAS, the Auditor of each county is required to pay monies in the fund to claimants pursuant to allocation instructions received from PCTPA; and

WHEREAS, the PCTPA has reviewed the claims for funds established to be available in the STA fund of Placer County and has made the following findings and allocations:

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the STA fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public

transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.

6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 of the TDA only if, in the resolution allocating the funds, it also finds the following:
 - a. The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
 - b. For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into, on, or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
 - c. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
 - d. The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves the request from the Western Placer Consolidated Transportation Services Agency (WPCTSA) for STA funds for FY 2026/27 in the amount of \$183,225 for community transit services (Section 6731.1). |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the Placer County Auditor to pay the claimant in accordance with the above allocation.

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP

ATTEST:

Solvi Sabol

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: WPCTSA

Fiscal Year: FY 2026/27

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
PCTPA Staff Administration – Per PCTPA OWP Work Elements #23 and #24 and Other General Administrative costs	\$458,198	FY 2026/27 LTF: \$1,604,510 FY 2026/27 STA: \$183,225
Placer Rides – Seniors First	\$555,000	Prior LTF and Interest: \$1,185,011
Transit Planning	\$90,000	Total: \$2,972,746
Bus Pass Subsidy Program	\$5,000	
South Placer Transit Information Call Center	\$465,000	
Transit Training and Education Program	\$150,000	
Placer 211	\$30,000	
South Placer Transit Project Funding Commitment	\$350,000	
Long Range Transit Plan	\$350,000	
Regional ADA Eligibility Platform for Transit Operators	\$20,000	
Operating Reserve	\$499,548	
	Total: \$2,972,746	

**MEMORANDUM OF UNDERSTANDING REGARDING FUNDING FOR RAPID LINK
SERVICE**

THIS MEMORANDUM OF UNDERSTANDING, hereinafter referred to as "MOU", is made and entered into on _____, 2026, by and between the City of Roseville, a municipal corporation, hereinafter referred to "CITY", and the Western Placer Consolidated Transportation Services Agency, hereinafter referred to as "WPCTSA".

RECITALS

WHEREAS, CITY administratively operates the Rapid Link bus service in the south Placer region beginning on October 1, 2026. The three (3) year pilot program will run through September 30, 2029; and

WHEREAS, WPCTSA is a joint powers agency (JPA) with the power to provide and coordinate social service transportation for the western portion of Placer and CITY. Under the terms of the JPA, Placer County Transportation Planning Agency (PCTPA) is the designated administrator of the WPCTSA; and

WHEREAS, WPCTSA has programmed funding to support the promotion and implementation of the Rapid Link bus service in its annual budget.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and agreements herein contained, it is agreed by and between the parties hereto as follows:

1. This MOU is to assist with funding for the promotion and implementation of the Rapid Link bus service pilot program from October 1, 2026 through September 30, 2029.
2. In exchange for said service, WPCTSA agrees to pay CITY a sum not to exceed Three Hundred Fifty Thousand Dollars (\$350,000). WPCTSA shall provide CITY with payment of funds following launch of the Rapid Link bus service pilot program. CITY shall request funding in whole or in part by submitting an invoice to WPCTSA for an amount not-to-exceed \$350,000.
3. CITY shall provide WPCTSA with a short description of how the funding was used to promote the Rapid Link service and support its implementation. This description can include a summary of the proposed marketing, outreach, and other promotional efforts, free transit fares, staff labor resources, and other administrative expenses to be supported by WPCTSA funding during the Rapid Link service pilot's operation.
4. WPCTSA agrees to pay CITY for the amount specified within 30 days of receipt and acceptance of invoice from CITY.

5. Notice shall be served by US Mail or in person to the following:

CITY: Ed Scofield
Alternative Transportation Division
316 Vernon Street Ste. 150
Roseville, CA 95678

WPCTSA: Mr. Mike Costa
Principal Transportation Planner,
PCTPA 2260 Douglas Blvd., Suite 130
Roseville, CA 95661

6. Neither WPCTSA nor any officer, employee or volunteer thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this MOU. It is understood and agreed that CITY shall fully defend, indemnify and save harmless WPCTSA, its officers, employees and volunteers from all claims, suits, or actions of every nature, kind and description brought for or on account of occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, activity or jurisdiction delegated to CITY under this MOU.
7. Neither CITY nor any officer, employee or volunteer thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by WPCTSA under or in connection with any work, authority or jurisdiction delegated to WPCTSA under this MOU. It is understood and agreed that WPCTSA shall fully defend, indemnify and save harmless CITY, its officers, employees and volunteers from all claims, suits, or actions of every nature, kind and description brought for or on account of occurring by reason of anything done or omitted to be done by WPCTSA under or in connection with any work, activity or jurisdiction delegated to WPCTSA under this MOU.

(This Space Intentionally Left
Blank)

IN WITNESS THEREOF, the parties hereto have executed this agreement the day and year first above written.

**Western Placer Consolidated
Transportation Services Agency**

City of Roseville

By: _____

**MATT CLICK
Executive Director**

Date: _____

By: _____

**DOMINICK CASEY
City Manager**

Date: _____

ATO: PCTPA Board of Directors**DATE: October 28, 2026****FROM: Mike Costa, Principal Transportation Planner****SUBJECT: 9:00 AM - PUBLIC HEARING: 2026 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: 2026 Unmet Transit Needs Assessment and Public Engagement Efforts

October 28, 2026

Page 2

DISCUSSION

For this year's UTN Assessment process, PCTPA released an online public survey (available in English, Spanish and Tagalog) on September 1st, which will be available through October 31st. 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 28th 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. Additionally, PCTPA staff submitted informational materials to each local jurisdiction to help further promote the UTN Assessment process and available survey during scheduled public meetings of their respective governing bodies (i.e., Town/City Council or Board of Supervisor meeting) occurring in September and October. Lastly, as part of other agency outreach efforts, UTN materials were provided at pop-events PCTPA held in several of the Placer region's local jurisdictions during September and early October.

Public comments regarding potential unmet transit needs can be submitted during the October 28th public hearing, via phone at (530) 823-4029, via e-mail at mcosta@pctpa.net, and through the on-line survey available at [Unmet Transit Needs Survey](#). The public comment period for this year's UTN Assessment process will conclude on October 31, 2026. Following the closure 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 2027.

MC:mbc:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Amended 2/23/22

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

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

Unmet Transit Need

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

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

Reasonable To Meet

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

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

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

² Fare revenues and local support are defined in California Administrative Code Sections 6611.2 and 6611.3

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

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

Common examples of unmet transit needs could include:

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

Operational Comments

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

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



**Consolidated
Transportation
Services Agency**

MEMORANDUM

TO: WPCTSA Board of Directors

DATE: October 28, 2026

FROM: Mike Costa, Principal Transportation Planner

SUBJECT: SERVICE POLICY REVISIONS FOR THE PLACER RIDES PROGRAM

ACTION REQUESTED

Approve the revisions to the Placer Rides Program service policies, as provided.

BACKGROUND

In October 2025, the WPCTSA Board of Directors approved revisions to the Placer Rides Program service policies that became effective on July 1, 2026, concurrent with the start of WPCTSA's new administrative agreement with MOVE Stanislaus Transportation, Inc. (MOVE). A general review of the Placer Rides Program's service policies and past mileage reimbursement practices was conducted following MOVE's assumption of all administrative responsibilities from the prior program administrator. From the review, WPCTSA staff learned that current participants had received mileage reimbursement benefits that did not fully align with past and/or present service policies for trip purposes not defined as essential (e.g., church, visits with friends, senior activity centers, etc.). Subsequent conversations with participants receiving these benefits revealed that these trip purposes were still very important for a participant's well-being despite their exclusion from present policies. WPCTSA staff then re-examined how the current service policies align with the Placer Rides Program's overall mission/goal, which is to provide Placer residents with a transportation assistance program that meets their needs when all other transportation options are unavailable.

DISCUSSION

Attachment 1 identifies proposed changes that staff recommends for the Placer Rides Program's service policies to better align them with the Program's mission/goal and the needs of Placer's residents. Significant proposed policy changes are summarized below:

- For "Rider (now defined as "Participant") and Trip Eligibility", a participant's demographic qualifications (i.e., age, disability, and income) no longer define their eligibility and the proposed policies base eligibility on a participant's unique transportation need that cannot be met with existing transit services and/or other transportation options available. Participants still must be residents of Placer County and unable to reasonably drive themselves to their destination.
- Additional trip purposes have been defined under "Essential Trips" to cover transportation needs that WPCTSA's review highlighted were essential and undefined under current service policies.
- "Quality of Life Trips" has been added as a new category of allowable trip purposes for mileage reimbursement, defined as a destination visited for social, recreational, community, cultural, spiritual, or other life-enriching purposes. Up to five (5) of these

WPCTSA Board of Directors

Approval of Service Policy Changes to the Placer Rides Program

October 28, 2026

Page 2

trip destinations are allowable for reimbursement each month provided overall mileage reimbursement combined with other allowable essential trips does not exceed 200 miles per month.

- Transportation to medical facilities outside of Placer County may now be eligible for Placer Rides Program mileage reimbursement, along with other essential or quality of life trip subject to Placer Rides staff's discretion. However, participants are still limited to a monthly cap of 200 miles for reimbursement.

Staff recommends that the WPCTSA Board of Directors approve the attached revisions (refer to Attachment 2 for a clean version of the revised service policies with proposed changes incorporated) to the Placer Rides Program service policies, which would become effective immediately upon approval. If approved, WPCTSA staff will work with MOVE to update all application materials, administrative documents, and communication pieces to reflect the updated service policies. The revised service policies were presented to and received concurrence from PCTPA's Transit Operators Working Group (TOWG) and Technical Advisory Committee (TAC) for the WPCTSA Board's approval.

MC:ss



Placer Rides Program Service Policies

Transportation Assistance Program

Service Description

Placer Rides is a transportation assistance program jointly administered by Western Placer Consolidated Transportation Services Agency (WPCTSA) and Placer Rides contracted staff. Eligible participants are reimbursed on a per-mile basis for eligible trips provided by ~~their own~~ self-chosen drivers in private vehicles.

Participant and Trip Eligibility

To participate in Placer Rides, an individual must be a resident of Placer County, be unable to drive themselves, and have a transportation need that meets, or is reasonably expected to meet, the trip eligibility criteria below.

Eligibility for reimbursement is determined for each trip. A trip is eligible when both of the following criteria exist:

1. The participant requires door-through-door transportation, or available public transit cannot reasonably serve the trip's origin, destination, and timing; and
2. The participant does not have another reasonable means of transportation available for the trip without Placer Rides assistance.

In determining whether another means of transportation is reasonably available, the participant's ability to afford commercial transportation services may be considered.

~~Rider Eligibility~~

~~To be eligible for Placer Rides, individuals must be:~~

- ~~1. Residents of Placer County,~~
- ~~2. Seniors (60+), or disabled (as defined under the Americans with Disabilities Act), or low income (e.g., qualify for Medical),~~
- ~~3. Unable to drive themselves, and~~
- ~~4. Having difficulty utilizing other forms of public transit due to challenges such as:~~
 - ~~• Lack of service at home or destination, or~~
 - ~~• Difficulty utilizing available fixed route or on-demand transit services.~~

~~If you can secure transportation through alternative means, we will defer to that mode of transportation.~~

~~Trip Eligibility~~Essential Trips

~~Placer Rides is meant to provide support as an option of last resort for essential trips (listed below) when all other options cannot help. If an eligible participant has another means of taking a trip, including utilizing public transportation, that trip is not eligible for reimbursement through Placer Rides. If an eligible participant has no other means, Essential~~ trip purposes that are eligible for reimbursement include, but are not limited to, the following:

Placer Rides Program Service Policies, cont.

- Business trips to access:
 - The post office
 - ~~By~~ bank or financial institution
 - Appointments with government entities
 - Community-based organizations and government assistance programs or services
 - Correctional and rehabilitation appointments
 - Jury duty and/or other civic-related responsibilities or matters
- Medical trips to access:
 - All non-emergency medical and preventative care appointments (e.g., standard visits to the doctor, screenings, immunizations, dental cleaning and care, vision care, etc.)
 - Treatments for chronic conditions (e.g., dialysis, chemotherapy, etc.)
 - Prescription medication
 - Physical or mental health therapy
 - Other physician-prescribed treatments ~~prescribed by your physician~~
- Personal care trips to access:
 - Personal and pet grooming/care, ~~(if you are unable to do so by yourself by oneself)~~
 - Addiction and/or mental health and wellness support groups
 - Exercise or other physical fitness
- Shopping trips to access:
 - Food and other groceries
 - Other basic goods and essential household items (e.g., personal hygiene products, cleaning supplies, clothing, pet supplies, appliances and tools, homebuilding materials, etc.)
- Transportation connections to a bus stop, train station, or airport to travel for an eligible purpose listed above.

Quality-of-Life Trips

In addition to essential trip purposes identified above, eligible participants may receive reimbursement for travel of up to five quality-of-life destination visits per month. Each visit to a quality-of-life destination counts toward the monthly limit, including repeat visits to the same destination. A quality-of-life destination is a destination visited for a social, recreational, community, cultural, spiritual, or other life-enriching purpose. Quality-of-life trips are subject to the program's overall monthly mileage limit, service-area requirements, availability of other transportation options, and all other program requirements. Transportation is organized entirely by the participant and their self-chosen driver. All trips may be evaluated for eligibility on a case-by-case basis by WPCTSA and Placer Rides program staff. If the trips are for an eligible purpose, trips can be taken at any time agreed upon by the rider and their self-chosen driver. Similarly, trips can include multiple stops if each stop is an eligible purpose and the stops are mutually agreed upon by the rider and their self-chosen driver. While participants may coordinate with their self-chosen driver to get transportation for non-essential purposes, the Placer Rides program will not reimburse a participant for non-essential travel.

Self-Chosen Drivers

Placer Rides Program Service Policies, cont.

Placer Rides is a rider-centric program. Participants recruit their own self-chosen driver(s) and coordinate their rides without the assistance of Placer Rides staff. Family, neighbors, friends, acquaintances, and caregivers all make great volunteer drivers. Placer Rides staff do not recruit, screen, train, match, or manage a participant's self-chosen driver(s). However, Placer Rides staff are available to coach participants and make suggestions on how to secure their own self-chosen driver(s). If the trips are for an eligible purpose, trips can be taken at any time agreed upon by the participant and their self-chosen driver. Similarly, trips can include multiple stops if each stop is an eligible purpose and the stops are mutually agreed upon by the participant and their self-chosen driver.

Physical Assistance, Mobility Devices, Service Animals, and Personal Attendants

Placer Rides participants may bring mobility devices (e.g., walkers, scooters, wheelchairs, etc.), service animals, and/or personal attendants, or request personal assistance getting in and out of a vehicle, if their self-chosen driver has agreed to accommodate them.

Monthly Trip Limits

Placer Rides participants are eligible to receive reimbursement for up to 200 miles per month. There is no maximum number of ~~for individual essential~~ trips, and quality-of-life trips are limited to five quality-of-life destination visits per month. If participants ~~riders~~ request reimbursement for more than 200 miles, they will only be reimbursed for the first 200 miles. The Placer Rides program strongly encourages participants to use the program as efficiently as possible and to complete as many errands as possible during each trip, and that transportation be provided to the nearest location where services are available.

Service Area

Placer Rides round trips should generally begin and end in Placer County. Trips to and from medical facilities outside of Placer County may also be eligible for reimbursement. At Placer Rides staff discretion, additional trips to and from destinations outside Placer County may be deemed eligible for reimbursement.

Last Resort ~~Placer~~ Rides

If a participant has an urgent need for a medical-related trip and their self-chosen driver is unable to provide transportation for that trip or the participant cannot secure another driver, Placer Rides staff may, at their discretion, arrange for the trip to be provided by a private transportation service provider (e.g., a contracted non-emergency medical transportation (NEMT) service provider, non-profit organization, a commercial transportation company, etc.). Placer Rides will cover the cost of a maximum of two such round trips per month for eligible participants.

To be eligible for a Last Resort ride, participants must exhibit on an on-going basis that they are actively participating in the mileage reimbursement program component of Placer Rides. Active participation is defined as either:

- Taking an average of six eligible trips per month over the prior three-month period, or
- Taking eligible trips totaling an average of at least 60 miles per month over the prior three-month period.

New participants will not be eligible for a Last Resort ride in their first three months of enrollment in the Placer Rides program.



Placer Rides Program Service Policies

Transportation Assistance Program

Service Description

Placer Rides is a transportation assistance program jointly administered by Western Placer Consolidated Transportation Services Agency (WPCTSA) and Placer Rides contracted staff. Eligible participants are reimbursed on a per-mile basis for eligible trips provided by self-chosen drivers in private vehicles.

Participant and Trip Eligibility

To participate in Placer Rides, an individual must be a resident of Placer County, be unable to drive themselves, and have a transportation need that meets, or is reasonably expected to meet, the trip eligibility criteria below.

Eligibility for reimbursement is determined for each trip. A trip is eligible when both of the following criteria exist:

1. The participant requires door-through-door transportation, or available public transit cannot reasonably serve the trip's origin, destination, and timing; and
2. The participant does not have another reasonable means of transportation available for the trip without Placer Rides assistance.

In determining whether another means of transportation is reasonably available, the participant's ability to afford commercial transportation services may be considered.

Essential Trips

Essential trip purposes that are eligible for reimbursement include, but are not limited to, the following:

- Business trips to access:
 - The post office
 - Bank or financial institution
 - Appointments with government entities
 - Community-based organizations and government assistance programs or services
 - Correctional and rehabilitation appointments
 - Jury duty and/or other civic-related responsibilities or matters
- Medical trips to access:
 - All non-emergency medical and preventative care appointments (e.g., standard visits to the doctor, screenings, immunizations, dental cleaning and care, vision care, etc.)
 - Treatments for chronic conditions (e.g., dialysis, chemotherapy, etc.)
 - Prescription medication
 - Physical or mental health therapy
 - Other physician-prescribed treatments
- Personal care trips to access:
 - Personal and pet grooming/care, if unable to do so by oneself
 - Addiction and/or mental health and wellness support groups
 - Exercise or other physical fitness
- Shopping trips to access:
 - Food and other groceries

Placer Rides Program Service Policies, cont.

- Other basic goods and essential household items (e.g., personal hygiene products, cleaning supplies, clothing, pet supplies, appliances and tools, homebuilding materials, etc.)
- Transportation connections to a bus stop, train station, or airport to travel for an eligible purpose listed above.

Quality-of-Life Trips

In addition to essential trip purposes identified above, eligible participants may receive reimbursement for travel of up to five quality-of-life destination visits per month. Each visit to a quality-of-life destination counts toward the monthly limit, including repeat visits to the same destination. A quality-of-life destination is a destination visited for a social, recreational, community, cultural, spiritual, or other life-enriching purpose. Quality-of-life trips are subject to the program's overall monthly mileage limit, service-area requirements, availability of other transportation options, and all other program requirements.

Self-Chosen Drivers

Placer Rides is a rider-centric program. Participants recruit their own self-chosen driver(s) and coordinate their rides without the assistance of Placer Rides staff. Family, neighbors, friends, acquaintances, and caregivers all make great volunteer drivers. Placer Rides staff do not recruit, screen, train, match, or manage a participant's self-chosen driver(s). However, Placer Rides staff are available to coach participants and make suggestions on how to secure their own self-chosen driver(s). If the trips are for an eligible purpose, trips can be taken at any time agreed upon by the participant and their self-chosen driver. Similarly, trips can include multiple stops if each stop is an eligible purpose and the stops are mutually agreed upon by the participant and their self-chosen driver.

Physical Assistance, Mobility Devices, Service Animals, and Personal Attendants

Placer Rides participants may bring mobility devices (e.g., walkers, scooters, wheelchairs, etc.), service animals, and/or personal attendants, or request personal assistance getting in and out of a vehicle, if their self-chosen driver has agreed to accommodate them.

Monthly Trip Limits

Placer Rides participants are eligible to receive reimbursement for up to 200 miles per month. There is no maximum number of essential trips, and quality-of-life trips are limited to five quality-of-life destination visits per month. If participants request reimbursement for more than 200 miles, they will only be reimbursed for the first 200 miles. The Placer Rides program strongly encourages participants to use the program as efficiently as possible and to complete as many errands as possible during each trip, and that transportation be provided to the nearest location where services are available.

Service Area

Placer Rides round trips should generally begin and end in Placer County. Trips to and from medical facilities outside of Placer County may also be eligible for reimbursement. At Placer Rides staff discretion, additional trips to and from destinations outside Placer County may be deemed eligible for reimbursement.

Last Resort Rides

If a participant has an urgent need for a medical-related trip and their self-chosen driver is unable to provide transportation for that trip or the participant cannot secure another driver, Placer Rides staff may,

Placer Rides Program Service Policies, cont.

at their discretion, arrange for the trip to be provided by a private transportation service provider (e.g., a contracted non-emergency medical transportation (NEMT) service provider, non-profit organization, a commercial transportation company, etc.). Placer Rides will cover the cost of a maximum of two such round trips per month for eligible participants.

To be eligible for a Last Resort ride, participants must exhibit on an on-going basis that they are actively participating in the mileage reimbursement program component of Placer Rides. Active participation is defined as either:

- Taking an average of six eligible trips per month over the prior three-month period, or
- Taking eligible trips totaling an average of at least 60 miles per month over the prior three-month period.

New participants will not be eligible for a Last Resort ride in their first three months of enrollment in the Placer Rides program.

Application and Reimbursement Processes

To determine eligibility, prospective participants must complete the Placer Rides Application Form and submit it to Placer Rides staff at the mailing address or email address included on the form. Individuals will be contacted by Placer Rides staff with the results of the eligibility determination. If there are any changes to the information submitted on the application form (e.g., address, phone number, disability status, income), participants are required to contact Placer Rides staff to update the information.

Reimbursement requests for a month must be received no later than the 5th day of the following month. Participants may only be reimbursed for up to 200 miles of eligible trips per month. In signing the reimbursement forms, participants are verifying the accuracy of reported trips. Miles are reimbursed according to the Internal Revenue Service standard mileage rate. Once processed, participants will receive payment in their name for the requested reimbursement. It is the participant's responsibility to pass on the reimbursement to their self-chosen drivers.

Policy Violation

Participants and their self-chosen drivers are expected to follow all Placer Rides policies. Requests for reimbursement are audited for eligibility and validity. If participants are found to be in violation of policy, including repeatedly requesting reimbursement for ineligible trip purposes, requesting reimbursement for trips that did not occur, or requesting reimbursement without passing along reimbursement to the self-chosen driver, the participants will be notified of the reported violation and, at the discretion of Placer Rides staff, may be suspended or terminated from the Placer Rides program.

Placer Rides Program Service Policies, cont.

Application and Reimbursement Processes

To determine eligibility, prospective ~~participants riders~~ must complete the Placer Rides Application Form and submit it to Placer Rides staff at the mailing address or email address included on the form. Individuals will be contacted by Placer Rides staff with the results of the eligibility determination. If there are any changes to the information submitted on the application form (~~e.g. i.e.~~, address, phone number, disability status, income), ~~participants~~ are required to contact Placer Rides staff to update the information.

Reimbursement requests for a month must be received no later than the 5th day of the following month. Participants may only be reimbursed for up to 200 miles of eligible trips per month. In signing the reimbursement forms, participants are verifying the accuracy of reported trips. Miles are reimbursed according to the Internal Revenue Service standard mileage rate. Once processed, participants will receive ~~payment a check~~ in their name for the requested reimbursement. It is the participant's responsibility to pass on the reimbursement to their self-chosen driver~~(s)~~.

Policy Violation

Participants and their self-chosen drivers are expected to follow all Placer Rides policies. Requests for reimbursement are audited for eligibility and validity. If participants are found to be in violation of policy, including ~~repeatedly~~ requesting reimbursement for ineligible trip purposes, requesting reimbursement for trips that did not occur, or requesting reimbursement without passing along reimbursement to the self-chosen driver, the participants will be notified of the reported violation and, at the discretion of Placer Rides staff, may be suspended or terminated from the Placer Rides program.

MEMORANDUM

TO: PCTPA Board of Directors **DATE:** October 28, 2026

FROM: David Melko, Principal Transportation Planner

SUBJECT: **SR 65 PHASE 1 PROJECT CONSTRUCTION FUNDING AND AGREEMENT APPROVALS**

ACTIONS REQUESTED

Adopt Resolution No. 26-38 as follows:

1. Conditionally approves entering into a Cooperative Agreement with Caltrans for construction of the SR 65 Phase 1 Project, with a not-to-exceed amount of \$28,752,875, subject to SPRTA action on the local funding commitment.
2. Authorizes the Executive Director to execute the federal 2025 BUILD Grant Agreement for \$22.48 million, designating Caltrans as the grant recipient and PCTPA as the subrecipient.
3. Recommends that the SPRTA Board approve the PCTPA allocation request in an amount not-to-exceed \$10 million for construction and mitigation of the SR 65 Phase 1 Project.
4. Authorizes the Executive Director to negotiate the Construction Cooperative Agreement with Caltrans and authorizes the Chair and Executive Director to execute the Agreement.
5. Authorizes the Executive Director to negotiate and execute a mitigation credit purchase agreement with a U.S. Fish and Wildlife Service-approved conservation bank for the full SR 65 Capacity and Operational Improvement Project, including Phase 1.

BACKGROUND

PCTPA, in cooperation with Caltrans, Placer County, and the Cities of Roseville, Rocklin, and Lincoln, plans to widen approximately 6.3 miles of SR 65 in Placer County, from north of the Galleria Boulevard/Stanford Ranch Road interchange to Lincoln Boulevard (post miles 6.5–12.8). The project will address existing congestion, which occurs in both directions from approximately 7 a.m. to 7 p.m., and accommodate growing travel demand on SR 65, I-80, and the regional roadway network. Improvements will enhance traffic operations, safety, and mobility while supporting jurisdiction economic development goals.

The Project Report was approved on March 6, 2018. The CEQA Initial Study/Mitigated Negative Declaration was adopted on December 11, 2017, and the NEPA Categorical Exclusion was signed on March 27, 2018.

Implementation of the approved 6.3-mile project will be phased in accordance with the approved planning documents and coordinated with delivery of the I-80/SR 65 Interchange Improvements Project.

Phase 1 includes adding a third southbound lane between the Blue Oaks Boulevard and Galleria Boulevard/Stanford Ranch Road interchanges, constructing an auxiliary lane from the Pleasant Grove Boulevard on-ramp to the Galleria Boulevard off-ramp, and widening the Galleria Boulevard off-ramp from one lane to two lanes.

DISCUSSION

SR 65 Phase 1 Advertisement Schedule

The project is scheduled for advertisement in December 2026, with construction anticipated to begin in spring 2027. The schedule is tight: Caltrans requires an executed Construction Cooperative Agreement to complete the Ready to List (RTL) process, and SPRTA's funding commitment must be secured before advertisement. To maintain the December schedule, the construction bid package and all required agreements must be completed by the end of November.

If advertisement slips to January 2027 or later, the 100% design plans must be updated to comply with the Manual for Assessing Safety Hardware (MASH). Caltrans has indicated that no exemptions will be available beginning in 2027. Updating the final design plans, including Caltrans review and approval, is expected to take at least six months, increasing design and construction costs that PCTPA would ultimately need to cover with SPRTA funds.

Timely execution of the Construction Cooperative Agreement is therefore critical to maintaining the project schedule and avoiding significant additional costs to PCTPA.

SR 65 Phase 1 Funding Plan

Phase 1 of the Project (PLA25529) is programmed for right-of-way acquisition and construction in SACOG's federally approved 2025–15 Metropolitan Transportation Improvement Program (MTIP). Funding includes a \$22.48 million federal BUILD grant awarded to PCTPA on July 15, 2025, and \$5.62 million in SPRTA funds for the local match, based on an estimated total project cost of \$28.1 million.

Caltrans Department Furnished Materials (DFM) are unfortunately ineligible for federal funding, DFM includes enhanced California Highway Patrol enforcement, traffic management plan, the resident engineer's office, and construction permits. Consequently, SPRTA's local funding commitment must increase by \$652,875, from \$5,620,000 to **\$6,272,875**, to cover these costs.

Cooperative Agreement

The Construction Cooperative Agreement, including the funding and expenditure tables, is in final draft form (Attachment 1) and under review by Caltrans Headquarters. Because the construction cost estimate, including contingency, remains under review, construction costs in the funding table have been increased by an additional five percent to provide the Executive Director flexibility in

PCTPA Board of Directors
SR 65 Project Construction Funding and Agreement Approvals
October 2026
Page 3

negotiating the final Agreement with Caltrans. Accordingly, construction costs are capped at a not-to-exceed amount of **\$28,752,875**.

SR 65 PHASE 1 PROJECT FUNDING TABLE					
			CALTRANS		
SOURCE	PARTY	FUND TYPE	CONST. SUPPORT	CONST. CAPITAL	TOTALS
FED BUILD	PCTPA	FEDERAL	2,157,966	20,322,034	22,480,000
SPRTA	PCTPA	Local	539,492	5,080,509	5,620,000
SPRTA	PCTPA	Local	0	652,875	652,875
Totals			2,697,458	26,055,418	28,752,875

The corresponding project expenditure table is provided below.

SR 65 PHASE 1 PROJECT SPENDING TABLE					
FUND TYPE	CONST. SUPPORT		CONST. CAPITAL		TOTALS
	CALTRANS	PCTPA	CALTRANS	DFM	
FED BUILD	2,157,966	0	20,322,034	0	22,480,000
SPRTA	0	539,492	5,080,509	0	5,620,000
SPRTA	0	0	0	652,875	652,875
Totals	2,157,966	539,492	25,402,543	652,875	28,752,875

Mitigation Compensation

Caltrans has indicated that required mitigation compensation must be secured before the project is advertised for construction. However, it remains unclear whether mitigation compensation can be provided incrementally for Phase 1 or must be secured for the entire SR 65 Capacity and Operational Improvement Project. Accordingly, staff recommend including **\$3,727,125** in the PCTPA allocation request to SPRTA to cover potential mitigation costs for the full project, including Phase 1, should compensation for the entire project be required before construction advertisement. This amount is preliminary and should be considered a planning-level estimate. Because mitigation credits cannot be purchased through the Placer County Conservation Program (PCCP), staff will purchase the required credits from a U.S. Fish and Wildlife Service-approved conservation bank.

Recommendation

Staff recommend that the Board conditionally approve and authorize negotiation and execution of the SR 65 Phase 1 Construction Cooperative Agreement with Caltrans, subject to SPRTA's funding commitment; authorize execution of the \$22.48 million federal BUILD Grant Agreement; and recommend that SPRTA approve PCTPA's funding allocation request for \$10 million; and

PCTPA Board of Directors
SR 65 Project Construction Funding and Agreement Approvals
October 2026
Page 4

authorize negotiation and execution of a project mitigation credit purchase agreement with a U.S. Fish and Wildlife Service-approved conservation bank. The PCTPA and SPRTA Technical Advisory Committees concur with these recommendations.

Attachment: Final Draft Cooperative Agreement No. 03-0895

DM:ss:mbc

Agreement No. 03-0895

Project No.: 0300001103

EA: 03-1F171

03-PLA-65-6.5/12.8

COOPERATIVE AGREEMENT COVER SHEET

Work Description

TO CONSTRUCT A SB THIRD LANE AND AUXILIARY LANE ON STATE
ROUTE 65 BETWEEN GALLERIA BOULEVARD/STANFORD RANCH ROAD
(PM 6.5) AND LINCOLN BOULEVARD (PM 12.8)

Contact Information

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

CALTRANS

John Bamfield, Project Manager

703 B Street

Marysville, CA 95901

Office Phone: (530) 720-9938

Email: john.bamfield@dot.ca.gov

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

David Melko, Principal Transportation Planner

2260 Douglas Boulevard

Roseville, CA 95661

Office Phone: (530) 823-4090

Email: dmelko@pctpa.net

Table of Contents

COOPERATIVE AGREEMENT COVER SHEET	1
Work Description.....	1
Contact Information	1
CALTRANS	1
PLACER COUNTY TRANSPORTATION PLANNING AGENCY	1
COOPERATIVE AGREEMENT	4
RECITALS	4
RESPONSIBILITIES	6
Sponsorship	6
Implementing Agency	6
Funding.....	7
CALTRANS' Quality Management.....	8
CEQA/NEPA Lead Agency	8
Environmental Permits, Approvals and Agreements.....	8
CONSTRUCTION	9
Schedule	10
Additional Provisions	10
Standards	10
Noncompliant Work	11
Qualifications	11
Encroachment Permits.....	11
Protected Resources	11
Disclosures	12
Hazardous Materials.....	12
Claims.....	13
Accounting and Audits	14
Interruption of Work.....	15

Penalties, Judgments and Settlements	15
Environmental Compliance	16
GENERAL CONDITIONS	16
Venue	16
Exemptions	16
Indemnification	16
Non-parties	17
Ambiguity and Performance	17
Defaults	18
Dispute Resolution	18
Prevailing Wage.....	19
FUNDING SUMMARY.....	20
Funding.....	21
Invoicing and Payment.....	22
Construction Support.....	22
Construction Capital.....	23
Department Furnished Materials (DFM).....	23
SIGNATURES.....	24

COOPERATIVE AGREEMENT

This AGREEMENT, executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Placer County Transportation Planning Agency, a public entity, referred to hereinafter as PCTPA.

An individual signatory agency in this AGREEMENT is referred to as a PARTY. Collectively, the signatory agencies in this AGREEMENT are referred to as PARTIES.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System (SHS) per the California Streets and Highways Code, Sections 114 and 130.
2. For the purpose of this AGREEMENT, to construct a SB third lane and auxiliary lane on State Route 65 between Galleria Boulevard/Stanford Ranch Road (PM 6.5) and Lincoln Boulevard (PM 12.8), will be referred to hereinafter as PROJECT. The PROJECT scope of work is defined in the project initiation and approval documents.
3. All obligations and responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENT will be referred to hereinafter as WORK:

- CONSTRUCTION

Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

4. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.

This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

Except as otherwise provided in the AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this AGREEMENT.

PARTIES agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

5. The following work associated with this PROJECT has been completed or is in progress:

- PCTPA completed the Project Initiation Document (PID) on January 23, 2013.
- PCTPA completed the Project Report on March 6, 2018 (Cooperative Agreement No. 03-0535).
- CALTRANS approved the Mitigated Negative Declaration on December 11, 2017 (Cooperative Agreement No. 03-0535).
- CALTRANS approved the Categorical Exclusion (CE) on February 1, 2018 (Cooperative Agreement No. 03-0535).
- PCTPA is developing the Supplemental Project Report.
- CALTRANS is revalidating the Initial Study Mitigated/Negative Declaration (ISMND).
- CALTRANS is revalidating the Categorical Exclusion (CE).
- PCTPA is developing the Plans, Specifications, and Estimate (PS&E) (Cooperative Agreement No. 03-0653).
- PCTPA is developing the Right-of-Way Certification (Cooperative Agreement No. 03-0667).

6. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.
7. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

RESPONSIBILITIES

Sponsorship

8. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds committed in this AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

9. PCTPA is the SPONSOR for the WORK in this AGREEMENT.

Implementing Agency

10. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.

- CALTRANS is the CONSTRUCTION IMPLEMENTING AGENCY.

CONSTRUCTION includes construction contract administration, surveying/staking, inspection, quality assurance, and assuring regulatory compliance. The CONSTRUCTION component budget identifies the capital costs of the construction contract/furnished materials (CONSTRUCTION CAPITAL) and the cost of the staff work in support of the construction contract administration (CONSTRUCTION SUPPORT).

11. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT work that may occur under separate agreements.

Funding

12. Funding sources, PARTIES committing funds, funding amounts, and invoicing/payment details are documented in the Funding Summary section of this AGREEMENT.

13. PARTIES will not be reimbursed for costs beyond the funding commitments in this AGREEMENT.

If an IMPLEMENTING AGENCY anticipates that funding for the WORK will be insufficient to complete the WORK, the IMPLEMENTING AGENCY will promptly notify the SPONSOR.

14. Unless otherwise documented in the Funding Summary, overall liability for project costs within a PROJECT COMPONENT, subject to program limitations, will be in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.

15. Federally ineligible work shall not be paid with federal or local-federal fund types, or the portion of non-federal fund types used to match the federal funds. PARTIES shall ensure any fund type used for federally ineligible work will not exceed the proportional share of fund types within PROJECT COMPONENT.

16. Unless otherwise documented in the Funding Summary, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy or law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.

17. WORK costs, except those that are specifically excluded in this AGREEMENT, are to be paid from the funds obligated in the Funding Summary. Costs that are specifically excluded from the funds obligated in this AGREEMENT are to be paid by the PARTY incurring the costs from funds that are independent of this AGREEMENT.

CALTRANS' Quality Management

18. CALTRANS, as the owner/operator of the State Highway System (SHS), will perform quality management work including Quality Management Assessment (QMA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.

19. CALTRANS' Quality Management Assessment (QMA) efforts are to ensure that PCTPA's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). QMA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

When CALTRANS performs QMA, it does so for its own benefit. No one can assign liability to CALTRANS due to its QMA.

20. CALTRANS, as the owner/operator of the State Highway System, will approve WORK products in accordance with CALTRANS policies and guidance and as indicated in this AGREEMENT.
21. PCTPA will provide WORK-related products and supporting documentation upon CALTRANS' request for the purpose of CALTRANS' quality management work.

CEQA/NEPA Lead Agency

22. CALTRANS is the CEQA Lead Agency for the PROJECT.
23. CALTRANS is the NEPA Lead Agency for the PROJECT.

Environmental Permits, Approvals and Agreements

24. PARTIES will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTY's responsibilities in this AGREEMENT.

25. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.

26. The PROJECT requires the following environmental permits/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
401 Regional Water Quality Control Board
404 US Army Corps of Engineers
1602 California Department of Fish & Wildlife

CONSTRUCTION

27. As the CONSTRUCTION IMPLEMENTING AGENCY, CALTRANS is responsible for all CONSTRUCTION WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.
28. PCTPA will be responsible for completing the following CONSTRUCTION SUPPORT activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)	AGREEMENT Funded Cost
270.30.10 Inspection of Contractors' Work for Compliance	YES

29. Physical and legal possession of the right-of-way must be completed prior to advertising the construction contract, unless PARTIES mutually agree to other arrangements in writing.
30. Right-of-way conveyances must be completed prior to WORK completion, unless PARTIES mutually agree to other arrangements in writing.

31. If the lowest responsible construction contract bid is greater than the funding commitment to CONSTRUCTION CAPITAL, PARTIES must agree in writing on a course of action within fifteen (15) working days. If no agreement is reached within fifteen (15) working days, the IMPLEMENTING AGENCY will not award the construction contract.

32. CALTRANS will implement changes to the construction contract through Change Orders. PARTIES will review and concur on all Change Orders over \$10,000.

33. PCTPA will ensure all necessary maintenance agreements will be executed and/or amended between the local agency with land-use jurisdiction and CALTRANS.

34. Upon WORK completion, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the State Highway System (SHS) within SHS right-of-way as part of WORK become the property of CALTRANS.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside SHS right-of-way.

Schedule

35. PARTIES will manage the WORK schedule to ensure the timely use of committed funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.

36. The IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTIES with a final report of the WORK completed.

Additional Provisions

Standards

37. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; Federal Highway Administration (FHWA) standards; and

CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD Users Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual (PDPM)
- Workplan Standards Guide
- Construction Manual
- Encroachment Permits Manual

Noncompliant Work

38. CALTRANS retains the right to reject noncompliant WORK. PCTPA agrees to suspend WORK upon request by CALTRANS for the purpose of protecting public safety, preserving property rights, and ensuring that all WORK is in the best interest of the State Highway System.

Qualifications

39. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

Encroachment Permits

40. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

Protected Resources

41. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

42. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code, Section 7921.505(c)(5) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

43. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public records.

Hazardous Materials

44. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, whether it is disturbed by the PROJECT or not.

HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

45. If HM-1 or HM-2 is found, the discovering PARTY will immediately notify all other PARTIES.
46. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

CALTRANS will pay, or cause to be paid, the cost of HM-1 MANAGEMENT for HM-1 found within the existing State Highway System right-of-way with funds that are independent of the funds committed in this AGREEMENT.

47. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. PCTPA, in concert with the local agency having land use jurisdiction, will ensure that HM-1 MANAGEMENT is undertaken with minimum impact to PROJECT schedule.

The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be paid from funds that are independent of the funds committed in this AGREEMENT and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

48. The CONSTRUCTION IMPLEMENTING AGENCY is responsible for HM-2 MANAGEMENT within the PROJECT limits.

PCTPA and CALTRANS will comply with the Soil Management Agreement for Aerially Deposited Lead Contaminated Soils (Soil Management Agreement) executed between CALTRANS and the California Department of Toxic Substances Control (DTSC). Under Section 3.2 of the Soil Management Agreement, CALTRANS and PCTPA each retain joint and severable liability for noncompliance with the provisions of the Soil Management Agreement. PCTPA will assume all responsibilities assigned to CALTRANS in the Soil Management Agreement during PROJECT COMPONENTS for which they are the IMPLEMENTING AGENCY except for final placement and burial of soil within the State right-of-way, per Section 4.5 of the Soil Management Agreement, which is subject to CALTRANS concurrence and reporting to DTSC which will be performed by CALTRANS.

49. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

50. Any PARTY that is responsible for completing WORK may accept, reject, compromise, settle, or litigate claims arising from the WORK without concurrence from the other PARTY.

51. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.
52. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.

Accounting and Audits

53. PARTIES will maintain, and will ensure that any consultant hired by PARTIES to participate in WORK will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.
54. PARTIES will maintain and make available to each other all WORK-related documents, including financial data, during the term of this AGREEMENT.

PARTIES will retain all WORK-related records for three (3) years after the final voucher.

PARTIES will require that any consultants hired to participate in the WORK will comply with this Article.

55. PARTIES have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the State Auditor, FHWA (if the PROJECT utilizes federal funds), and PCTPA will have access to all WORK-related records of each PARTY, and any consultant hired by a PARTY to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTY will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTY will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTIES have forty-five (45) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTIES is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.

56. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.
57. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Local Assistance Procedures Manual, Chapter 10.

Interruption of Work

58. If WORK stops for any reason, each PARTY will continue with environmental commitments included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

Penalties, Judgments and Settlements

59. The cost of awards, judgments, fines, interest, penalties, attorney's fees, and/or settlements generated by the WORK are considered WORK costs.
60. The cost of legal challenges to the environmental process or documentation are considered WORK costs.

61. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will indemnify and hold all other PARTIES harmless per the terms of this AGREEMENT.

Environmental Compliance

62. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this AGREEMENT to include completion of those additional tasks.

GENERAL CONDITIONS

63. All portions of this AGREEMENT, including the RECITALS section, are enforceable.

Venue

64. PARTIES understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

65. All CALTRANS' obligations and commitments under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC).

Indemnification

66. Neither CALTRANS nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by PCTPA, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon PCTPA under this AGREEMENT. It is

understood and agreed that PCTPA, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by PCTPA, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

67. Neither PCTPA nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless PCTPA and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

Non-parties

68. PARTIES do not intend this AGREEMENT to create a third-party beneficiary or define duties, obligations, or rights for entities in PARTIES not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.
69. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without an amendment to this AGREEMENT.

Ambiguity and Performance

70. Neither PARTY will interpret any ambiguity contained in this AGREEMENT against the other PARTY. PARTIES waive the provisions of California Civil Code, Section 1654.

A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

71. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

72. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

Dispute Resolution

73. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level as described in the Quality Management Plan. If they cannot resolve the dispute themselves, the CALTRANS District Director and the Executive Officer of PCTPA will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT.

However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

Except for equitable relief and/or to preserve the statute of limitations, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS District Office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

74. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

Prevailing Wage

75. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

FUNDING SUMMARY

FUNDING TABLE					
<u>IMPLEMENTING AGENCY:</u>			<u>CALTRANS</u>		
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	Totals
FEDERAL	PCTPA	BUILD	2,157,966	20,322,034	22,480,000
LOCAL	PCTPA	Local ^M	539,492	5,080,509	5,620,000
LOCAL	PCTPA	Local	0	652,875	652,875
Totals			2,697,458	26,055,418	28,752,875

^MUsed as non-federal match.

SPENDING TABLE					
	CONST. SUPPORT		CONST. CAPITAL		
Fund Type	<u>CALTRANS</u>	PCTPA	<u>CALTRANS</u>	DFM	Totals
BUILD	2,157,966	0	20,322,034	0	22,480,000
Local	0	539,492	5,080,509	0	5,620,000
Local	0	0	0	652,875	652,875
Totals	2,157,966	539,492	25,402,543	652,875	28,752,875

Funding

76. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

77. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

78. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California law, the Administration Rate is capped at 10 percent for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

79. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that will change the federal share of funds.

Invoicing and Payment

80. PARTIES will invoice for funds where the SPENDING TABLE shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, PCTPA will pay invoices within five (5) calendar days of receipt of invoice.
81. If PCTPA has received EFT certification from CALTRANS then PCTPA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
82. CALTRANS will draw from state and federal funds that are provided by PCTPA without invoicing PCTPA when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible.
83. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

Construction Support

84. CALTRANS will invoice PCTPA for a \$205,500 initial deposit after execution of this AGREEMENT and forty-five (45) working days prior to the commencement of CONSTRUCTION SUPPORT expenditures. This deposit represents two (2) months' estimated costs.

Thereafter, CALTRANS will invoice and PCTPA will reimburse for actual costs incurred and paid.

Construction Capital

85. CALTRANS will invoice PCTPA for a \$1,510,900 initial deposit after execution of this AGREEMENT and forty-five (45) working days prior to the commencement of CONSTRUCTION CAPITAL expenditures. This deposit represents one (1) months' estimated costs.

Thereafter, CALTRANS will invoice and PCTPA will reimburse for actual costs incurred and paid.

Department Furnished Materials (DFM)

86. All Department Furnished Materials (DFM) invoicing will be after execution of this AGREEMENT.

For DFM:

- Upon request for DFM, CALTRANS will invoice PARTY and PARTY will pay in full before CALTRANS will make DFM available for pick up.

When DFM includes COZEEP:

- CALTRANS will invoice PARTY for an initial deposit forty-five (45) working days before the COZEEP expenditures. This deposit represents one (1) month's estimated costs.
- Thereafter, CALTRANS will invoice for COZEEP expenditures, and PARTY will reimburse for actual costs incurred and paid.

COZEEP is included in the DFM. The initial deposit is \$100,000.

SIGNATURES

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT. By signing below, the PARTIES each expressly agree to execute this AGREEMENT electronically.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

Greg Wong
Deputy District Director, District 3
Program/Project Management

HQ Legal Representative
HQ Legal Rep Title

Verification of Funds and Authority:

District 3 Project Control Officer

Certified as to financial terms and policies:

Percy Ramil
HQ Accounting Supervisor

**PLACER COUNTY TRANSPORTATION
PLANNING AGENCY**

Matt Click
Executive Director

Attest:

Solvi Sabol
Planning Administrator

Osman Mufti
Legal Counsel



RESOLUTION #26-38 OF THE BOARD OF DIRECTORS

IN THE MATTER OF

SR 65 PHASE 1 CONSTRUCTION FUNDING AND AGREEMENT APPROVALS

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 28, 2026 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT: |

WHEREAS, the Placer County Transportation Planning Agency ("PCTPA") will be undertaking the construction of the State Route (SR) 65 Phase 1 Project to construct a third lane on southbound SR-65 from Blue Oaks Blvd. to Galleria Blvd. and an auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR-65, including widening Galleria Blvd. southbound off-ramp to two lanes.

WHEREAS, the California Department of Transportation previously approved a Mitigated Negative Declaration and a Mitigation and Monitoring Program on December 11, 2017 for the Project pursuant to CEQA and received approval of a Categorical Exclusion under NEPA on March 27, 2018; and

WHEREAS, Caltrans will advertise, award, and administer the construction contract; and

WHEREAS, the PCTPA Board of Directors has directed staff to proceed with the actions necessary for the construction of the SR-65 Phase 1 Project; and

WHEREAS, the South Placer Regional Transportation Authority ("Authority") was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements located in the area of jurisdiction of the Authority; and

WHEREAS, PCTPA’s action is conditional subject to SPRTA Board approval of PCTPA’s project funding allocation request of \$10 million for construction and mitigation of the SR 65 Phase 1 Project; and

NOW THEREFORE BE IT RESOLVED that the Placer County Transportation Planning Agency hereby finds and determines as follows:

1. Conditionally approves entering into a Cooperative Agreement with Caltrans for construction of the SR 65 Phase 1 Project, with a not-to-exceed amount of \$28,752,875, subject to SPRTA action on the local funding commitment.
2. Authorizes the Executive Director to execute the federal 2025 BUILD Grant Agreement for \$22.48 million, designating Caltrans as the grant recipient and PCTPA as the subrecipient.
3. Recommends that the SPRTA Board approve the PCTPA allocation request in an amount not-to-exceed \$10 million for construction and mitigation of the SR 65 Phase 1 Project.
4. Authorizes the Executive Director to negotiate the Construction Cooperative Agreement with Caltrans and authorizes the Chair and Executive Director to execute the Agreement.
5. Authorizes the Executive Director to negotiate and execute a mitigation credit purchase agreement with a U.S. Fish and Wildlife Service-approved conservation bank for the full SR 65 Capacity and Operational Improvement Project, including Phase 1.

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

MEMORANDUM

TO: PCTPA Board of Directors

FROM: David Melko, Principal Transportation Planner

SUBJECT: PLACER-SACRAMENTO GATEWAY PLAN UPDATE

DATE: October 28, 2026

ACTION REQUESTED

1. Adopt Resolution No. 26-36 accepting the Placer-Sacramento Gateway Plan Update.
2. Authorize the Executive Director to submit the Solutions for Congested Corridors Program (SCCP) Cycle 5 grant application to the California Transportation Commission (CTC), in partnership with Caltrans, the Sacramento Area Council of Governments (SACOG), and the Sacramento Transportation Authority (STA).

BACKGROUND

The Placer–Sacramento Gateway Plan (PSGP) encompasses approximately 70 miles of Interstate 80, State Route 65, and Business 80, serving a vital regional corridor that supports half of the Sacramento region’s jobs and one-third of its residents, as well as freight, tourism, commuting, and economic development.

The California Transportation Commission’s (CTC) 2025 Comprehensive Corridor Guidelines recommend evaluating corridor plans in air quality nonattainment areas every four years. The original PSGP, developed in 2019–2020, supported SB 1 funding nominations that secured nearly \$133.4 million in 2020 Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP) awards and \$50 million in 2022 SCCP funding.

In July 2025, PCTPA received a Sustainable Transportation Competitive Planning Grant to fund the update. In January 2026, the PCTPA Board approved a contract with Jacobs to prepare the PSGP Update and authorized a Cooperative Agreement with the Sacramento Transportation Authority (STA) to share the required local match.

The 2020 PSGP established a coordinated, regional investment strategy addressing corridor congestion, improving safety and travel reliability, and strengthening multimodal mobility. The plan Update reassessed project priorities, incorporated current transportation needs and conditions, and identified competitive, implementation-ready improvements to position the region for future SB 1 funding opportunities.

DISCUSSION

Placer-Sacramento Gateway Plan Update

A public review draft of the Placer–Sacramento Gateway Plan was released in September 2026. Staff received one public favorable comment and acknowledged it in the final document, as appropriate. The final Plan will be posted before the Board meeting at: <https://www.pctpa.net/placer-sacramento-gateway-plan-update>. An Executive Summary is provided as Attachment 1. PCTPA staff and Jacobs will present the final Plan, including projects proposed for the 2026 Solutions for Congested Corridors Program (SCCP) Cycle 5 grant application.

The 10-month planning process culminated in an updated comprehensive multimodal corridor plan addressing congestion, expanding travel choices, and improving environmental and quality-of-life outcomes. The Plan identifies over 300 projects and 80 priority multimodal transportation projects expected to be construction-ready by 2032, reinforcing regional collaboration. These priority projects will improve corridor operations, expand travel options, and close gaps in the existing transportation network.

To be eligible for SCCP funding, projects must be included in the Gateway Plan and demonstrate benefits across key performance measures, including safety, congestion relief, accessibility, economic development, job creation and retention, air quality, greenhouse gas emissions reduction, and efficient land use. The California Transportation Commission (CTC) uses these measures to evaluate grant applications. SCCP funds may support only non-capacity-increasing projects and the construction phase of eligible improvements.

Projects for SCCP Cycle 5 Grant Application

The Gateway Plan prioritizes projects that effectively address corridor needs, are construction-ready, and align with SCCP objectives. Four priority projects are recommended for inclusion in the SCCP Cycle 5 grant application, due to the CTC in mid-November, and will be presented to the Board for consideration.

Subsequent SCCP Grant Application Cycles

Implementation of the Gateway Plan will continue with preparation for future SCCP grant cycles, which occur every two years, with the next cycle (Cycle 6) in 2028. Pre-Cycle 6 planning will prioritize projects and advance their development and readiness to strengthen their competitiveness for SCCP funding.

Staff Recommendation

Staff recommends that the Board accept the Placer–Sacramento Gateway Plan Update and authorize submission of the SCCP Cycle 5 grant application to the CTC, in partnership with Caltrans, SACOG, and STA, for projects identified in the Plan. The PCTPA TAC concurs with the staff recommendation.

What is the Placer-Sacramento Gateway Plan?

The Placer-Sacramento Gateway Plan is a comprehensive multimodal corridor plan for the Gateway Corridor, which connects Sacramento and Placer Counties via Interstate 80, State Route 65, Business 80, and supporting transit, rail, bicycle, and pedestrian networks.

Developed through a partnership of two counties and 15 local, regional, and state agencies, the Gateway Plan establishes a shared vision and coordinated investment strategy for the corridor.

Building on the 2020 Gateway Plan, the 2026 update identifies new and evolving needs, incorporates updated analyses, and prioritizes projects that enhance accessibility, mobility, safety, quality of life, and environmental sustainability.



PLACER-SACRAMENTO GATEWAY PLAN

Why This Plan Matters

The Gateway Corridor connects Sacramento and Placer Counties and serves as a critical gateway to Lake Tahoe, Northern Nevada, and national freight markets. Every day, thousands of residents, workers, and visitors depend on it. As the Gateway Corridor population grows, improvements are needed to keep people and goods moving.

The previous Gateway Plan helped secure \$180 million in Senate Bill 1 (SB 1) funding. This update strengthens the region's competitiveness for upcoming SB 1 funding. It identifies over 80 priority projects expected to be construction-ready by 2032 and reinforces regional collaboration.



#1 and #6

Placer and Sacramento Counties are the 1st and 6th fastest-growing counties in California, respectively.



400,000

The combined population of Placer and Sacramento Counties is projected to increase by nearly 400,000 residents by 2050.

The Gateway Plan

The Gateway Plan includes nearly 300 multimodal transportation projects to reduce vehicle miles traveled, reduce congestion, increase travel choices, and close gaps in the existing transportation network.

COUNTYWIDE PROGRAMS

- Managed Lanes**
 - Managed Lanes on Business 80, Interstate 80, and State Route 65 improve traffic management and reliability.
- Green Means Go**
 - Green Means Go will accelerate infill development to reduce vehicle trips and increase the supply of housing.

KEY PROJECTS

- Citrus Heights ITS**
 - Citrus Heights ITS Phase 1 reduces bus travel times and improves access to SacRT Blue Line light rail.
- SacRT Blue Line**
 - SacRT Blue Line Modernization reduces light rail travel times, increases reliability, and improves the customer experience.
 - SacRT Blue Line Mobility Hubs provide shared mobility options at existing light rail stations in disadvantaged communities.
- Interstate 80 Transit Reliability**
 - PCTPA Transit Reliability improves travel time and efficiency for bus service with an auxiliary lane.



What This Plan Will Do



Congestion/Delay

Fewer hours of delay for people and goods on the corridor



15%
Fewer Person
Hours of Delay



12%
Fewer Truck
Hours of Delay

Freeways
DAILY

Freight
DAILY



Efficient Land Use and Housing



8%
Fewer vehicle
miles traveled
(VMT) per resident



195%
More people and
jobs near major
transit stops

Reduced dependence
on driving

Expanded access to
high-quality transit
service

Funding a Complete Transportation Network



Total Expenditures in 2026 Dollars
\$11.3 Billion

What Comes Next?

- Prioritize near-term investments for projects that address corridor bottlenecks, improve travel time reliability, and strengthen multimodal connections.
- Refine project scopes, complete environmental and design activities, and advance project development to ready projects for SB 1 Cycles 6, 7, and 8 (2028-2032).
- Identify local matching funds to meet or exceed requirements for SB 1 funding programs.
- Coordinate investment decisions across local, regional, and state partners to maximize corridor-wide benefits.
- Ensure corridor investments continue to reflect community priorities and evolving transportation needs.

Community Priorities

5,038 Survey Responses

- 1 Want more transit and shared travel options.
- 2 Want strategic roadway improvements to reduce congestion.
- 3 Invest in safety improvements along the corridor.



Placer County
Transportation
Planning Agency



STA





RESOLUTION NO. 26-36 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ACCEPTANCE OF THE PLACER-SACRAMENTO GATEWAY PLAN UPDATE

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held October 28, 2026 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

WHEREAS, California Government Code Section 29532.1(c) designates PCTPA as the Regional Transportation Planning Agency for Placer County, excluding the Lake Tahoe Basin; and

WHEREAS, the California Transportation Commission (CTC) developed the 2025 Comprehensive Multimodal Corridor Plan Guidelines in response to Senate Bill 1 (SB 1); and

WHEREAS, Streets and Highways Code Section 2396 requires the CTC to adopt guidelines for the development of the Solutions for Congested Corridors Program (SCCP); and

WHEREAS, the SCCP funds projects that reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation needs, community impacts, and environmental benefits; and

WHEREAS, PCTPA collaborated with Caltrans District 3, the Sacramento Area Council of Governments (SACOG), the Sacramento Transportation Authority (STA), and a project development team representing 15 cities, counties, transit agencies, and transportation planning agencies along the Placer–Sacramento Gateway corridor to prepare the Placer–Sacramento Gateway Plan Update; and

WHEREAS, the Placer–Sacramento Gateway Plan Update was developed as a comprehensive multimodal corridor plan consistent with the CTC’s 2025 Comprehensive Multimodal Corridor Plan Guidelines to establish eligibility for SCCP funding; and

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

1. Accepts the Placer–Sacramento Gateway Plan Update.
2. Determines that the Plan Update is exempt from further environmental review under the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15262, *Feasibility and Planning Studies*.

BE IT FURTHER RESOLVED that the Executive Director is authorized to submit a grant application for SCCP Cycle 5 funding to the CTC in partnership with Caltrans, SACOG, and STA.

Signed and approved by me after its passage.

Chair Jones
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

Technical Advisory Committee Meeting Summary

October 13, 2026 – 3:00 PM

ATTENDANCE

Technical Advisory Committee (TAC)

Greg Bowen, City of Auburn
Morgan Gross, Caltrans
Richard Ly-Lee, Town of Loomis
Vin Cay, City of Lincoln
Jaime Wright, Placer County
Megan Bressem, City of Rocklin
Jake Hanson, City of Roseville
Kristen Van Groningen, City of Rocklin
Mark Johnson, City of Roseville
Rich Frost, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville

Staff

Matt Click
Mike Costa
Jodi LaCosse
David Melko
Cory Peterson
Solvi Sabol

SR 65 Phase 1 Project – Construction Cooperative Agreement

David Melko, Principal Transportation Planner

David requested TAC concurrence on five staff recommendations for the State Route 65 Phase 1 project, to be forwarded to the PCTPA Board, with an allocation request going to the SPRTA Board:

1. Approve a construction cooperative agreement with Caltrans in an amount not to exceed \$28,752,875, subject to SPRTA action. The amount covers construction capital and construction support and includes a 5% escalation to give the Executive Director flexibility as negotiations with Caltrans continue ahead of the December advertisement.
2. Authorize the Executive Director to execute the \$22.48 million federal BUILD grant awarded in July 2025. Caltrans will be the grant recipient and receive funds directly from FHWA, with PCTPA serving as subrecipient.
3. Recommend that the SPRTA Board approve a PCTPA allocation request not to exceed \$7 million which includes construction and mitigation.
4. Authorize the Executive Director to negotiate the cooperative agreement with Caltrans and authorize the Chair and Executive Director to execute it. The agreement must be executed by the end of November so the project can be advertised in December, when Caltrans releases bids.
5. Authorize the Executive Director to negotiate and execute a mitigation compensation agreement with the Placer County Conservation Program.

Staff noted that the scale of the actions reflects the project moving into implementation. **The TAC concurred with staff's recommendations.**

FY 2025/26 Cycle B LCTOP Allocation

Mike Costa, Principal Transportation Planner

Mike explained that the Low Carbon Transit Operations Program (LCTOP) is an annual state funding source administered by PCTPA and typically used for transit capital or operating projects. Due to legislation passed this fiscal year, LCTOP funding was split into two cycles. Cycle A was approved by the PCTPA Board in May and allocated to the City of Roseville to support Rapid Link service operations. Cycle B was released this summer, and staff proposes allocating the full amount, approximately \$399,000, to the City of Roseville to continue supporting Rapid Link operations. The proposal was reviewed with and concurred upon by the Transit Operators Working Group (TOWG), which includes the region's transit operators and representatives from each jurisdiction. Staff requested TAC concurrence. **The TAC concurred with staff's recommendation.**

Annual Unmet Transit Needs (Mike)

Mike Costa, Principal Transportation Planner

Mike provided an update on the annual Unmet Transit Needs (UTN) Assessment process, which PCTPA administers as part of its responsibilities under the Transportation Development Act (TDA). Each year, PCTPA conducts outreach to solicit public feedback on potential unmet transit needs, which are then assessed against the PCTPA Board's adopted definitions of "unmet transit need" and "reasonable to meet." The solicitation includes a survey, released this year on September 1st and open through the end of October, and one public hearing, scheduled for the October 28th PCTPA Board meeting, where the public may share potential transit needs directly with the Board. Informational materials were posted on PCTPA's website and social media and distributed to each jurisdiction at the beginning of September for sharing with stakeholders and the public. This was an informational item; no action was requested.

Western Placer Consolidated Transportation Services Agency

Mike Costa, Principal Transportation Planner

(a) FY 2026/27 Budget Amendment #1: Mike Costa explained that the CTSA budget is typically amended concurrently with the PCTPA budget, but staff is bringing this amendment forward early to reflect actual revenues. The final apportionment of Local Transportation Funds (LTF) and State Transit Assistance (STA) funds, approved by the Board in August, provided approximately \$60,000 more than budgeted. In addition, reconciling last year's carryover with final accrued expenses resulted in approximately \$68,000 in carryover, for a total of roughly \$129,000 in additional revenue to program in the FY 2026/27 CTSA budget.

As reviewed by the Transit Operators Working Group (TOWG), staff proposes programming the additional revenue across three expense lines: a \$10,000 increase to transit planning to support ongoing consultant services provided by Tranova; \$50,000 toward the Long-Range Transit Plan, with consultant procurement anticipated this spring; and the remainder to the operating reserve, bringing it to approximately 20% for the fiscal year. The TOWG reviewed and concurred with the amendment, and staff requested TAC concurrence to forward it to the CTSA Board. **The TAC concurred with staff's recommendation.**

(b) Placer Rides Program Service Policy Changes: Mike presented proposed policy changes to the Placer Rides program, which the CTSA operates in partnership with MOVE, the vendor selected this past year to replace Seniors First. Staff is proposing two major changes. First, eligibility would

shift from participant demographic criteria to transportation need. Currently, participants qualify based on being 60 or older, having a disability, or having a low income, which has sometimes been difficult to verify from the documentation individuals can provide. Under the proposed policy, a participant would qualify by having a transportation need that cannot be met by existing transit or other available services. This broader definition continues to include all previously eligible participants while more accurately capturing need.

Second, qualified participants would be allowed up to five “quality of life” destination trips per month in addition to essential trips. These could include trips to church, visits with friends, or fitness classes that support overall well-being. Staff does not anticipate a significant cost impact and views the change as a meaningful benefit to participants. The proposed changes will be brought to the CTSA Board for review and approval in October. The TOWG reviewed and concurred with the policy changes, and staff requested TAC concurrence to forward it to the CTSA Board. **The TAC concurred with staff’s recommendation.**

- (c) Roseville Funding Agreement for Rapid Link: Mike explained that since FY 2022/23 the CTSA budget has included a one-time amount of \$350,000 to support the Rapid Link service operated by the City of Roseville. The funds have been carried over through several budget cycles because the service launch was delayed by bus manufacturing issues and lingering impacts from the COVID-19 pandemic. Rapid Link began soft-launch service on October 1st, and the CTSA is now prepared to reimburse the City of Roseville the \$350,000 programmed in the FY 2026/27 budget. A reimbursement agreement has been drafted under which the funds will support promotion and implementation of Rapid Link, including fare-free service currently offered through approximately March 2027, and efforts to integrate the service with other regional transit in Placer County. Staff requested TAC concurrence on the reimbursement agreement. **The TAC concurred with staff’s recommendation.**

Other Items / Upcoming Dates

- a. MTIP Update: Mike reminded TAC members who have not yet responded to submit updates to the Metropolitan Transportation Improvement Program (MTIP) status report distributed the prior week, by end of day. The report will be included in the upcoming PCTPA Board packet as a status report item. If no updates are received from an agency, staff will assume the project information as distributed is accurate and include it in the Board packet as is. Mike thanked those who had already responded.
- b. State Route 49: Cory Peterson, Senior Transportation Planner, reported that construction of the State Route 49 Sidewalk Gap Closure Project was completed approximately two weeks ago. Right-of-way acquired for the project will now be transferred to the State, which requires filing quitclaim deeds. Staff are preparing the paperwork with the goal of bringing the item to the October PCTPA Board meeting; because timing is uncertain, it was not included on the TAC agenda. If it is not ready for the October Board meeting, the item will return to the TAC at its November 17 meeting.
- c. Regional Transportation Plan (RTP) Technical Update: Cory announced that two virtual workshops for the Regional Transportation Plan (RTP) Technical Update will be held on Thursday at 12:00 p.m. and 5:30 p.m. The workshops will serve as the capstone of the RTP outreach effort, which has included pop-up events at festivals in communities throughout the region. TAC members interested in attending were asked to email Cory for the registration link.
- d. Placer-Sacramento Gateway Plan: David reported that the draft final Placer-Sacramento Gateway Plan and executive summary are posted on the PCTPA website, with the final plan and executive

summary to be uploaded later this week. Appendix A includes more than 300 projects from jurisdictions in Placer and Sacramento counties, 80 of which are classified as priority projects based primarily on environmental and design status. These are projected to be ready for Solutions for Congested Corridors Program (SCCP) Cycles 6 and 7 in 2028 and 2030. Modeling shows reduced hours of delay for people and goods movement in the corridor, lower vehicle miles traveled per capita, and expanded access to high-quality transit, all measures expected to compete well with the California Transportation Commission (CTC).

The plan has been a fast-tracked, 10-month effort that began in late January, with completion targeted for the end of October ahead of the SCCP Cycle 5 application deadline in November. Four projects are proposed for the Cycle 5 application, with the Sacramento Transportation Authority (STA) and SACOG as a nominating partners and Caltrans anticipated as a nominating partner: Bell Road roundabout, park-and-ride, and transit improvements; the I-80 Transit Reliability Improvement Project, which adds an auxiliary lane between Douglas Boulevard and Eureka Road to close a gap and improve travel for transit and other vehicles; an ITS project for SacRT routes on Auburn and Greenback Boulevards in Citrus Heights; and SacRT Blue Line low-floor vehicles. The bundled total cost is just under \$79 million, with a funding request of nearly \$61 million and approximately \$18 million (23%) in matching funds. David also reported that the plan's public survey exceeded its 5,000-response target with 5,038 responses, matching the milestone reached for the 2020 plan, which the CTC cited as notable in its 2022 cycle guidelines.

Staff requested TAC concurrence to recommend that the PCTPA Board accept the Gateway Plan update and authorize the Executive Director to submit, in partnership with SACOG, the STA, and Caltrans, a SCCP Cycle 5 application for the four projects. The TAC concurred with staff's recommendation.

- e. October 28: PCTPA Board Meeting
- f. November 17: Next TAC Meeting

TO: PCTPA Board of Directors

FROM: Mike Costa, Principal Transportation Planner
Cory Peterson, Senior Transportation Planner

SUBJECT: **STATUS REPORT**

DATE: October 28, 2026

MTIP Programming Status Report on Regionally Significant Transportation Projects

The attached Metropolitan Transportation Improvement Program (MTIP) Project Status Report summarizes programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, costs, and key schedule information from the current Sacramento Area Council of Governments (SACOG) 2025 MTIP, which have been reviewed and updated by respective PCTPA member agency staff through October 2026. In some cases, the information contained in this report is still pending formal approval from SACOG as part of their administration of the MTIP. Member agencies are routinely encouraged to work with PCTPA and SACOG to ensure that their respective projects are accurately identified in the MTIP and/or updated accordingly. Staff will continue to provide this report semi-annually to the PCTPA Board of Directors to keep the Board informed of regionally significant transportation projects in Placer County.

Senate Bill (SB) 125 Project Status Report

In December 2023, PCTPA submitted an initial allocation request package to the California State Transportation Agency (CalSTA) identifying projects programmed to receive SB 125 funding in the Placer region. As the administrator of SB 125 funds for the region, PCTPA must annually submit a report to CalSTA identifying the progress made towards delivering SB 125 funded projects, including a financial report documenting SB 125 funded expenditures and interest earned on SB 125 funds received. The attached SB 125 Project Status Report summarizes projects in Placer County that are currently programmed to receive SB 125 funding. The report identifies each project's implementing agency, scope, SB 125 funding awarded, current fiscal year progress update and anticipated milestones to be completed in the next fiscal year, and SB 125 expenditures occurring both during the past fiscal year and cumulative to-date. It is important to note that expenditures identified during the past fiscal year may not reflect all current project expenditures to date as the report identifies expenditures based on SB 125 reimbursement requests submitted to PCTPA during a fiscal year reporting period. Staff will continue to provide this report annually to the PCTPA Board of Directors concurrent with preparing the SB 125 report submitted to CalSTA each year.

Freeway Service Patrol (FSP)

The FY 2026/27 1st quarter statistical summary for Placer FSP is shown below. For the 1st quarter there were 784 total assists. This compares to 710 assists in the same quarter last year. 8 survey comments were submitted with 8 out of 8 motorists rating the service as "excellent."

PCTPA Board of Directors
Status Report
October 28, 2026
Page 2

PCTPA FSP FY 2026/27 1st Quarter (Jul-Sep 2026) Statistical Summary								
Total Assists: 784 Total Responses: 8								
Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	60.33%	473	Found by You	60.97%	478	Yes, very	100.0%	8
SUV /Crossover	5.61%	44	Dispatched by CHP	30.23%	237			
Pickup Truck	17.86%	140	Partner Assist	7.78%	61	How did FSP know you needed help?	Percent	Count
Blank	0.00%	0	Revisit	0.00%	0	Driver saw me	100.00%	8
Other	9.06%	71	Directed by CHP Officer	1.02%	8	Others	0.00%	0
Motorcycle	1.66%	13		100.0%	784			8
Truck - Over 1 Ton	3.70%	29	FSP Action			How would you rate this service?	Percent	Count
Big Rig	1.02%	8	Quick Fix / Repair	29.34%	230	Excellent	100.0%	8
						Good	0.0%	0
RV/Motorhome	0.64%	5	Towed to Drop Zone	9.18%	72			8
Truck - Under 1 Ton	0.13%	1	Towed Off Freeway	7.91%	62	How did you hear about FSP?	Percent	Count
	100.0%	784	Traffic Control	8.67%	68	Hadn't heard until today	87.50%	7
Vehicle Problem	Percent	Count	Partner Assist	0.13%	1	Was helped previously	0.00%	0
Accident	24.87%	195	Tagged Vehicle	3.95%	31	Have seen trucks driving around	12.50%	1
Mechanical	25.00%	196	None - Not Needed	2.30%	18	Brochure	0.00%	0
Flat Tire	20.66%	162	Called for Private Assistance	11.73%	92	Friend	0.00%	0
			Other	0.26%	2	Other	0.00%	0
Out of Gas	5.87%	46	Debris Removal	7.27%	57			8
Abandoned	3.95%	31	None - Motorist Refused Service	1.28%	10	How long did you wait before FSP	Percent	Count
Partner Assist	0.00%	0	Escort Off Freeway	17.98%	141	Less than 5	50.00%	4
Driver Related	2.42%	19	Provided Transportation	0.00%	0	5 - 10 minutes	37.50%	3
Other	4.34%	34		100.0%	784	10 - 15 minutes	0.00%	0
Overheated	3.06%	24	Vehicle Location	Percent	Count	15 - 20 minutes	0.00%	0
None - Not Needed	0.89%	7	Right Shoulder	72.32%	567	20 - 30 minutes	12.50%	1
Electrical	1.40%	11	Left Shoulder	5.87%	46	30 - 45 minutes	0.00%	0
Unsecured Load	1.66%	13	In Freeway Lane(s)	13.65%	107	Over One Hour	0.00%	0
Debris	5.74%	45	Blank	0.00%	0			8
Car Fire	0.13%	1	Ramp/Connector	8.04%	63	Other Metrics		
Locked Out	0.00%	0	Unable to Locate	0.00%	0	Average Duration (Minutes)		14.62
	100.0%	784	Gore Point	0.13%	1	Overtime Assists		17
				100.0%	784	Overtime Blocks		35
						Multi-Vehicle Assist		116
Source: http://www.sacfsp.com/admin								

MC:CP:mbc

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL21393	Alta CAPM	On I-80 near Colfax, from 0.1 mile west of Route 174 Separation to 0.1 mile east of Alta Road Undercrossing (PM 33.0/44.9). Rehabilitate pavement and drainage systems, construct shoulder backing, rumble strips, dikes, lighting, and upgrade guardrail, signs and pavement delineation, and Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$37,900,000	2027	2023	2024	2025
Caltrans D3	CAL20844	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.3/29.5); also near Maigra from PM 39.4 to 41.5; also near Emigrant Gap from PM 52.8R to R55.2. Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	SHOPP Roadway Pres AC	\$177,331,000	2030	2021	2022	2024
Caltrans D3	CAL21394	Drum Forebay Drainage Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/RS8.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R). Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$21,113,000	2027	2023	2024	2025
Caltrans D3	PLA25670	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, Along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools... Toll Credits for ENG, ROW, CON	ATP (State), CMAQ, HIP, Local	\$19,931,831	2026	2018	2021	2019
Caltrans D3	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. Toll Credits for ENG, ROW... Toll Credits for ENG, ROW	2016 EARREPU, COVID Relief Funds- STIP, Coronavirus Response and Relief Supplemental Appropriations Act, DEMO HPP, HIP, Local, NCI, National Highway Freight Program, RSTP/STBG, SB 1 - Road Repair and Accountability Act of 2017	\$49,357,361	2025	2014	2020	2022
Caltrans D3	CAL20845	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	SHOPP Roadway Pres AC	\$93,583,000	2028	2021	2022	2023

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr. ROW	1st Yr. CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL21445	PLA 267 CAPM	On SR 267 near Truckee, from Nevada County line to Dolly Varden Avenue (PM 0.0/9.63): Rehabilitate pavement and drainage systems, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards, and extend southbound truck climbing lane.	SHOPP Roadway Pres AC	\$45,600,000	2030	2025	2026	2027
Caltrans D3	CAL21446	Placer 49 2R	On SR 49 near Auburn, from Dry Creek Road to 0.1 mile south of Lorensen Road; also from 0.3 mile north of Lone Star Road to Nevada County line (PM R10.6/11.373): Rehabilitate roadway and drainage systems, and upgrade guardrail, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	SHOPP Roadway Pres AC	\$24,470,000	2030	2025	2026	2027
Caltrans D3	CAL21453	Russell Rd Placer Co 80	On I-80 in and near Auburn, from 0.1 miles west of Nevada Street Overcrossing to 0.3 miles east of Crother Road Overcrossing (PM 17.2/26.5): Rehabilitate roadway and drainage systems, construct a truck climbing lane and wildlife crossing, and upgrade signs, concrete median barrier, guardrail, lighting, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	SHOPP Roadway Pres AC	\$108,890,000	2032	2025	2026	2028
Caltrans D3	CAL20728	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	SHOPP Collision AC	\$10,544,000	2026	2018	2019	2020
Caltrans D3	CAL21482	Sutter, Yolo, and Placer County Traffic Signal Operation	In Sutter, Yolo, and Placer Counties, on Routes 5, 80, and 99 at various locations. Install Retroreflective Plates, Audible Pedestrian System (APS), and Flashing Beacons.	CT Minor SHOPP AC	\$538,000	2026	2025	2025	2025
City of Auburn	PLA25832	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay.	Local, RSTP/STBG	\$479,305	2026			2025
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$5,995,228	2027			2019
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: On East Joiner Parkway from Twelve Bridges Drive to Del Webb Blvd North. The traffic analysis for the E. Joiner Parkway intersection at Del Webb Blvd (north) has shown that with the installation of a roundabout at that intersection, roadway widening from 2 to 4 lanes on E. Joiner Parkway between Del Webb Blvd (north) and Twelve Bridges Drive is not anticipated to be needed for at least 15-20 years, and may never be needed. City is working on roundabout design.	Local	\$6,300,000	2027	2026		2026

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Lincoln	PLA25867	Joiner Parkway Pavement Rehabilitation Phase 3	In Lincoln, CA on Joiner Parkway, from a point halfway between 1st and 3rd Street to Venture Drive; roadway rehabilitation including crack seal, areas of base repair, segments of slurry seal, and segments of overlay. Various ADA improvements will be constructed throughout the project limits.	Local, RSTP/STBG	\$2,139,605	2029	2027		2027
City of Lincoln	PLA25887	Lincoln Boulevard Corridor Improvement	In the City of Lincoln, features a new 1.35 mile long Class I bike facility along the west side of Lincoln Blvd within the existing right of way from the park-and-ride lot located approximately .5 miles south of State Route (SR-65) to Ferrari Ranch Road. This multi-use bikeway will connect to existing Class II bike lanes and include sidewalk gap closures to better connect pedestrians in nearby residential neighborhoods to Lincoln's historic downtown, grocery stores across the former state highway (old SR-65 is now Lincoln Boulevard) and the park-and-ride facility which will serve as a transit hub for planned express bus service (starting in 2025) to the Watt Ave/-80 Blue Line light rail station for better service to Sacramento. Future phases of this regional alternative transportation program (ATP) amenity will extend the intercity bike facility southward to the cities of Rocklin and Roseville.	Local	\$6,850,000	2032	2025		2028
City of Lincoln	PLA25894	Lincoln Downtown Master Plan Engagement	In the City of Lincoln, expand the outreach efforts for the Downtown Master Plan and Objective Design and Development Standards (DMP+ODDS) project to engage disadvantaged stakeholders actively in upcoming planning efforts. The DMP+ODDS aligns with SACOG's Green Means Go program to accelerate infill development and provide affordable housing and transportation options, lowering greenhouse gas emissions and revitalizing existing communities. The outreach efforts of this scope would supplement those of the DMP+ODDS to foster a more inclusive planning process and ensure that all community segments, including those historically not involved in such planning efforts, have a voice in the decision-making process.. Toll Credits for CON. Toll Credits for CON	RSTP/STBG	\$374,931	2028			2025
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Replace existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.) Toll Credits programmed for RW utilizing BIC credit earned.. Toll Credits for ROW	HBP, Local	\$12,313,800	2032	2013	2026	2030

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Rocklin	PLA25878	At-Grade Railroad Roadway and Pedestrian Improvements	Pedestrian and roadway improvements will include design and construction of curb, gutter, sidewalk, ADA curb ramps, pavement rehabilitation, pavement markings, utility adjustments, drainage improvements, and UPRR/CPUC required improvements at three mainline at-grade railroad crossings, including Farron Street, Midas Avenue, and Delmar Avenue as well as the railroad spur crossing on Dominguez Road immediately south of Pacific Street.	Local, RSTP/STBG	\$3,959,854	2027	2024		2027
City of Rocklin	PLA25859	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet) (BP_254 in Blueprint). Toll Credits for ENG	Local, RSTP/STBG	\$10,000,000	2043	2023	2028	2028
City of Rocklin	PLA25847	I-80/Rocklin Rd. Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class 1 bicycle and pedestrian overcrossing. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope).. Toll Credits for CON	CMAQ, Local	\$43,503,000	2027	2024	2025	2027
City of Roseville	PLA25897	Atkinson St./PFE Rd. Widening - Foothills Connector	In Roseville, Atkinson St./PFE Rd: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal. 2025 Blueprint ID: PLA19810	Local	\$8,000,000	2030	2027		2029
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2032	2028	2029	2030
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks. In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Blvd to Foothills Blvd.	Federal Disc. - Community Project Funding/Congressionally Directed Spending, Local	\$40,500,000	2030	2025	2025	2028
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2028			2027

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25888	City of Roseville Invest Health Data Challenge EEI Collaboration	In the City of Roseville, through this project, residents located in historically disadvantaged areas and the community at large will identify and develop resident-driven solutions to help the city, local businesses, and education leaders restructure and implement programming to improve access to employment opportunities and address barriers for low-income individuals who are underemployed and face challenges with access to affordable housing and job training opportunities. The project will assess workforce issues and strategies that include several sectors with robust employment opportunities including the array of transportation related careers, and assess existing barriers, including mobility and transportation barriers as they relate to workforce development.. Toll Credits for CON	RSTP /STBG	\$180,000	2027			2025
City of Roseville	PLA19910	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-in-frastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	ATP (Fed), CMAQ, Local, SB 1 - Road Repair and Accountability Act of 2017	\$41,022,079	2026	2011	2020	2023
City of Roseville	PLA25833	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class 1 bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	ATP (State), CMAQ, Local	\$17,853,417	2031	2024	2025	2026
City of Roseville	PLA25880	Fairway and Junction Boulevard Arterial Resurfacing Project	In Roseville, the preservation and/or rehabilitation of the following streets: Fairway Blvd (south of Blue Oaks Blvd to Stanford Ranch Rd) and Junction Blvd (Foothills Blvd to Washington Blvd). Project consists of associated civil work including but not limited to ADA compliance, traffic signal repair, utility adjustments, and other necessary work in this area.	Local, RSTP/STBG	\$3,610,728	2026	2025		2025
City of Roseville	PLA25849	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddymont Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	CMAQ, Local	\$9,409,000	2034	2028		2026
City of Roseville	PLA25834	Operating Assistance South Placer County Transit Project	Operating assistance for South Placer Express (Rapid Link) between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	CMAQ XFER, LCTOP, Local, SB 1 - Road Repair and Accountability Act of 2017	\$11,400,000	2029	2025		2022
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$16,000,000	2030	2021	2022	2026
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2030	2027	2027	2028

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25900	Roseville Transit FY 2022 Section 5307 Grant Operating Assistance	Roseville Transit operating assistance utilizing FFY 2022 Section 5307 funds and the required local match. Total project cost is \$2,381,036. FFY 2022 Section 5307 Sacramento (UZA 060390): \$1,190,518. Local match provided by LTF.	FTA 5307 - E.S., Local	\$2,381,108	2028			2022
City of Roseville	PLA25861	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	FTA 5339 - E.S., Local	\$818,024	2025			2021
City of Roseville	PLA25850	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of seven (7) commuter electric buses to replace existing diesel commuter buses, eight (8) electric vans to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	FTA 5339 - Discr., FTA 5339 - E.S., Local, State Other - SB 125 Transit Program	\$13,883,538	2027			2022
City of Roseville	PLA25378	Santucci Blvd. Extension Ph 1	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Pleasant Grove Blvd.	Local	\$6,500,000	2028	2025	2025	2027
City of Roseville	PLA25863	Stoneridge - Orvieto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvieto Drive: Design and construct a multi-use bike/pedestrian trail.	Local	\$630,000	2029	2027		2027
City of Roseville	PLA25843	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct median improvements, striping and signage to slow traffic and improve safety.	Local, State Other - Highway Safety Improvement Program	\$1,666,360	2026	2025		2025
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$6,500,000	2030			2025
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$6,339,276	2025	2019		2022
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2032			2030
PCTPA	PLA25885	Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan	In Placer County: develop a Countywide Zero-Emission Vehicle (ZEV) Infrastructure Plan with the goal of accelerating and sustaining ZEV market growth; the project includes an assessment of equity impacts and will provide recommendations to improve equitable outcomes. Deliverables include a Public Fleet Transition Plan, ZEV land use planning tools, and an Implementation Plan.	Carbon Reduction Program, Local	\$1,355,473	2026			2024

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road, Reconfigure I-80/SR 65 interchange to: extend the auxiliary lane from the Galleria Blvd southbound onramp to the connector, widen southbound to westbound connector from 2 to 3 lanes; replace the Taylor Rd Overcrossing, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$156,000,000	2032	2019	2026	2031
PCTPA	PLA25889	Industrial Avenue Park and Ride Lot Upgrades	In the City of Lincoln, at the park and ride lot on Industrial Avenue approximately 0.1 miles south of the SR65 onramp: Construct user amenities including bus shelters, benches, bike racks, and security cameras with public wifi.	Local	\$515,000	2032	2025		2031
PCTPA	PLA25839	Placer County Congestion Management Program FY 2023-2027	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	CMAQ	\$269,371	2027			2023
PCTPA	PLA25842	Placer County Freeway Service Patrol FY 2023+	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65.. Toll Credits for CON	Local, RSTP/STBG, State Cash	\$3,069,602	2028			2023
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2031	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$2,192,000	2027			2019
PCTPA	PLA25529	SR-65 to I-80: Improving Mobility, Safety, and Economic Development Project	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65, and an auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes.. Toll Credits for ENG	CMAQ, Local, RAISE/BUILD/TIGER Grant	\$33,085,000	2028	2013	2025	2027
Placer County	PLA25898	Baseline Road Traffic Safety Improvement and Signal Project	In Placer County, the project will signalize the stop-controlled intersections at Locust Road/Baseline Rd, N. Pleasant Grove Rd/Riego Rd, and S. Pleasant Grove Rd/Riego Rd including intersection widening to provide left-turn lanes.	Federal Disc. - Community Project Funding/Congressionally Directed Spending, Local	\$9,800,000	2028	2026	2026	2027
Placer County	PLA15105	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	Local	\$19,200,000	2027	2012	2026	2026
Placer County	PLA25463	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	Local	\$29,000,000	2028	2014	2024	2026

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25671	Bell Road at I-80 Roundabouts	In Placer County: At the Bell Road and I-80 Interchange: The project will replace the existing traffic signal and all-way stop control with two roundabouts, reconstruct the park-and-ride facility and transit stop on the north side of Bell Road, and construct shared use paths for improved pedestrian and bicycle connectivity through the interchange. Toll Credits for ENG, ROW, CON.. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP/STBG	\$7,901,177	2030	2019	2022	2025
Placer County	PLA25895	Bowman Road Sidewalk Infill Project	Bowman Road, along the west side from Apple Lane to Luther Road, infill gaps in existing sidewalk and improve connections (ramps) to meet current standards.	Carbon Reduction Program, Local	\$4,069,000	2030	2026	2027	2029
Placer County	PLA25875	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Auburn-Foresthill Rd Over N FK American River, East of I-80: Standalone Bridge Preventative Maintenance	HBP, Local	\$14,824,000	2027	2024		2031
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity. Toll credits programmed for PE, R/W, and CON.. Toll Credits for ENG, ROW, CON	HBP	\$5,766,000	2027	2023	2026	2027
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$3,612,000	2030	2024	2028	2031
Placer County	PLA25876	Edgeline Installation	In Lincoln and Auburn, along a portion of Baxter Grade Road, Nelson Lane (Moore Road to Highway 65) and a portion of Wise Road (Garden Bar Road to Doty Creek; also Auburn, Foresthill, and Lincoln, Mount Vernon Road (Pleasant Hill Road to Cold Stream Road, Cavitt Stallman Road from 4360 to 6400, Swetzer Road from English Colony to Arabian Lane, Humphrey Road from English Colony Way to Citrus Colony Road, Cowell Road from Humphrey Road to Swetzer Road, and Wise Road (Doty Ravine to Wally Allen Drive). (H11-03-014)	HSIP, Local	\$244,900	2027			2024
Placer County	PLA25725	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	Local	\$750,000	2027	2020		2023
Placer County	PLA25858	Foothills Boulevard Widening (Phase 2)	In Placer County, Foothills Boulevard: from Sunset Boulevard to Placer Parkway widen from 2 to 6 lanes, from Placer Parkway to Athens Avenue widen from 2 to 4.	Local	\$17,700,000	2027	2022		2024
Placer County	PLA25891	Guardrail System Replacement	In Placer County: Auburn Folsom Road, Cabin Creek Road, Caperton Court, Indian Hill Road, Rippey Road, and Tahoe Park Heights Drive, located in Granite Bay, Loomis, Penryn, Newcastle, Dutch Flat, Truckee and Tahoe City: Replace approximately 4,300 lineal feet of existing guardrail with new Midwest Guardrail System (MGS) guardrails and terminals. H12-03-016	HSIP, Local	\$1,107,700	2028			2026

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr. ROW	1st Yr. CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP, Local	\$9,274,000	2028	2011	2019	2026
Placer County	PLA25896	Operating Assistance, Preventative Maintenance and Capital Purchases for Placer County Transit	Operating Assistance, Preventative Maintenance and Capital Purchases for Urban Transit Services within Placer CountyFFY 2023 - Capital Purchases \$1,334,968FFY 2024 - Capital Purchases \$1,304,640FFY 2024 - Operating Assistance \$809,956FFY 2024 - Preventative Maintenance \$704,865	FTA 5307 - E.S., FTA 5339 - E.S., Local	\$6,780,596	2026			2023
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2028	2012	2013	2022
Placer County	PLA25865	Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area	In Placer County, on the north side of Douglas Boulevard, between Melwood Lane and Oak Knoll Drive: construct pedestrian and bicycle facilities to complete the multi-modal connection from Auburn Folsom Road to the Folsom Lake State Recreation Area (SRA). (Toll credits for PE, ROW, & CON).. Toll Credits for ENG, ROW, CON	CMAQ, Local	\$900,000	2028	2026	2024	2027
Placer County	PLA25892	Placer County High Friction Surface Treatment	In Placer County: Several locations in western Placer County including Lincoln, Sheridan, Auburn and Newcastle: install high friction surface treatment (HFST) along curves. H12-03-018	HSIP, Local	\$1,841,100	2028			2026
Placer County	PLA25893	Placer County Signage Upgrades	In Placer County, 21 roadways in Placer County: Perform roadway safety sign audit and sign upgrades, including yellow warning signs and regulatory speed limit signs. H12-03-019	HSIP, Local	\$1,110,900	2028			2026
Placer County	PLA25299	Placer Parkway (Phase 1)	In Placer County: Between SR 65 and Foothills Boulevard: Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard. Auxiliary lanes will be provided on both directions of SR 65 between Sunset Boulevard and Placer Parkway and between Placer Parkway and Twelve Bridges (1,000' Northbound and 1,300' Southbound).	Local	\$70,000,000	2028	2013	2016	2025
Placer County	PLA25479	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	Local	\$7,890,000	2028	2023		2026
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	\$6,733,000	2028	2023		2026

FY 2025/26 SB 125 Project Status Report
(July 1, 2025 - June 30, 2026)

Project name	Implementing Agency	Project Description	Project Completion Progress & Key Milestones Achieved During Fiscal Year Reporting Period	Expected Milestones Within Next Reporting Cycle	SB 125 Funding Allocation Amount Programmed (\$)	SB 125 Expenditures During Time Period (\$)	Total SB 125 Expenditures to Date (\$) (Cumulatively)
Sacramento to Roseville Third Main Track Phase 1	Capitol Corridor Joint Powers Authority	Support completion of the existing TIRCP-funded Sacramento to Roseville Third Main Track project.	The project is on hold at this time with two previously existing State funding sources that could not advance into construction and thus the funds were lost. Some additional design is underway at this time but will be halted when/if the CCJPA can include this in the Federal Railroad Administration's Corridor ID program, which is pending federal approval of funding to proceed. Since the last reporting period, CCJPA was able to identify and obtain permission to pursue NEPA via the CHSRA's authority for NEPA delegation. We just got approval to utilize consultant support for this and look to recommence NEPA by November 2026 - wherein it could be an additional 2 years until NEPA is done and we can proceed to final design and enter the R/W and CON phases. No SB 125 funds will be spent until the CON phase.	There will be no milestone reached in the next reporting cycle given the larger situation. The \$10M will be unused until possibly 2029 at the earliest - that is provided the CCJPA has identified and received discretionary funding for all needed CON funds. All funds reported are only for SB 125 and thus we have no expenditures or cumulative expenditure.	\$ 10,000,000	\$ -	\$ -
Electric Charging Infrastructure	City of Roseville	Contract two new electric overhead charging stations at the Roseville Galleria Mall Transit Station and one new electric overhead charging station at the Louis Lane & Orlando Avenue Transit Center in Roseville, CA.	No SB 125 funding has been spent on this project to date. The Roseville Galleria Mall Transit Station electric charging infrastructure project was finished in spring 2026. SB 125 funds were to be used as a contingency for any unanticipated cost overruns for this project. Because the project came in within budget, the full amount of SB 125 funds will go towards the Louis Lane & Orlando Avenue overhead charging station. Design of this project is underway.	The City of Roseville has secured a consultant to design the overhead charger at the Louis Lane & Orlando Avenue station and expects design to be complete by next reporting cycle.	\$ 2,510,740	\$ -	\$ -
Electric Bus and Van Purchases	City of Roseville	Purchase 12 40-foot electric buses to support commuter services, nine 35-foot electric buses to support local services, and 12 electric vans to support the City's on-demand microtransit service.	For the 12, 40-foot electric commuter buses: five of these buses were delivered to Roseville back in May 2025 and are currently in service. No SB 125 funding was expended on these buses. The remaining seven buses have been purchased from Gillig and expect to be delivered in early 2027. For the nine, 35-foot electric buses, the City of Roseville entered into an agreement with Gillig for the purchase of five of these buses and expects them to be delivered in early 2027. The remaining remaining four buses will be purchased in 2027 or 2028. For the 12 electric vans, which have been manufactured by Ford Motors, all 12 vehicles were delivered to Roseville in 2026 and are currently in service. No SB 125 funding was expended on these buses.	The City of Roseville expects to have additional Commuter and fixed route vehicles delivered and into service before the next reporting cycle.	\$ 8,073,143	\$ -	\$ -
Electric Van Purchase	City of Auburn	Purchase two electric transit vans to support increased demand on the City's Auburn OnDemand microtransit service.	With the SB 125 funds and other funds, the City of Auburn was able to purchase three electric Ford E Transit vans that were manufactured and outfitted with the necessary supporting equipment for transit operations. Expenditure of SB 125 funds has been completed as of October 2025.	All three vans were delivered, outfitted, and placed into service by June 30, 2025. All three vans remain in daily service and have been an excellent addition to the transit fleet.	\$ 400,000	\$ -	\$ 400,000
City Corporation Yard EV Charging Infrastructure Upgrades	City of Auburn	Design and construct charging infrastructure at the City's Corporation Yard to support transit services.	The project has been designed and inspected by the City's Building Department and is currently at an engineering firm to make final changes before construction can commence.	Expectations are that construction will now start in fall of 2026 and could be completed by the end of December 2026, or soon after (weather permitting).	\$ 600,000	\$ -	\$ -

FY 2025/26 SB 125 Project Status Report
(July 1, 2025 - June 30, 2026)

Project name	Implementing Agency	Project Description	Project Completion Progress & Key Milestones Achieved During Fiscal Year Reporting Period	Expected Milestones Within Next Reporting Cycle	SB 125 Funding Allocation Amount Programmed (\$)	SB 125 Expenditures During Time Period (\$)	Total SB 125 Expenditures to Date (\$) (Cumulatively)
Roseville Transit Bus Shelter Replacement	City of Roseville	Remove substandard bus shelters and install new bus shelters throughout the City of Roseville, with shelter replacement being prioritized by their existing condition and proximity to disadvantaged communities within Roseville.	No SB125 funds have been spent on this project. Roseville completed Roseville Transit's Comprehensive Operational Analysis (COA) in February 2025. Staff then spent time reviewing all transit routes that will be implemented as part of the COA and reviewed bus stop locations and shelter conditions on existing routes. Staff is in the process of hiring a contractor to do this work. An RFP for bus shelter improvements will be in place in early 2027 to begin work. Also, the City is about to enter into a contract with Tolar to construct the new shelters. This work has a 6-month lead time. So the earliest the work will take place is April 2027.	Prior to the next reporting cycle, staff expect to have the first round of bus shelters delivered and installed. An RFP to do this work will also be complete with a contract being awarded to the successful bidder.	\$ 1,116,250	\$ -	\$ -
Nevada Street Station Electric Charging Infrastructure	City of Auburn	Design and construct new electric overhead charging infrastructure to support electric bus transit services at the Nevada Station Transit Center located in Auburn, CA.	Due to other projects within the City, including the Corp Yard solar/charging project, the overhead charging project at the Nevada station was put on hold.	The City is soliciting contractors for the Nevada Street charging project and expects work to start in late 2027.	\$ 1,610,740	\$ -	\$ -
Capital Bus Purchase and ZEB Charging Infrastructure Improvements	Placer County	Purchase cutaway buses that will replace existing vehicles and expand the on-demand fleet's capacity to support existing microtransit services. Additionally, funding will be used to support the replacement of a compressed natural gas (CNG) bus, and acquire eight electric buses to support both Placer County Transit's (PCT's) and the Tahoe-Truckee Area Regional Transit's (TART's) fixed-route services operated by Placer County. Lastly, funding will be used to support the purchase and installation of electric charging infrastructure at TART's and PCT's respective corporation yards and at various locations, yet to be determined, for on-route charging to support PCT's transit services operated in Colfax, Lincoln, Loomis, and Rocklin.	Placer County utilized the California Association for Coordinated Transportation (CALACT) Purchasing Co-operative Agreement to issue a Purchase Order (PO) to Gillig in December 2025 for the purchase of four (4) battery electric buses for TART, and two Compressed Natural Gas (CNG) buses for Placer County Transit (PCT). Utilizing the same purchasing co-op, a PO was also issued to Model 1 in December of 2025 for the purchase of six (6) cutaways for PCT's on-demand fleet. Placer County is currently working to close the funding gap for the purchase of four (4) electric buses for PCT which is also supported by SB 125 funds and expects to have those buses ordered in late 2027 or early 2028. Placer County continues to work with a consultant (WSP) to implement design of the electrification of both the fleet and on-site infrastructure needed, and is also working with the local utilities regarding the installation of charging infrastructure, at both the TART and PCT corporation yards. The timeline for infrastructure improvements at both yards will be guided by bus order timelines. Additionally, on-route charging locations within various jurisdictions throughout Placer County, including Colfax, Lincoln, Loomis, and Rocklin, have been evaluated as part of PCTPA's recently completed Countywide Zero Emission Vehicle and Infrastructure Plan project, and Placer County Transit is collaborating with the City of Lincoln and PCTPA to construct an on-route electric charging unit at the Lincoln Public Library.	The County anticipates initiating purchase orders for the CNG and cutaway buses, as well as the TART electric buses by the end of 2025. Design for the Lincoln Public Library on-route electric charging unit is anticipated to be completed in 2027, with construction to start shortly after.	\$ 13,162,598	\$ -	\$ -
SB 125 Administration (1%)	Placer County Transportation Planning Agency (PCTPA)	PCTPA administration of SB 125 program funding	PCTPA staff continues to administer SB 125 funding distribution and program delivery for the Placer region. Costs associated with this administration function during FY 2025/26 (July 1, 2025 through June 30, 2026) were \$7,303, and have been reported accordingly.	Staff resources and other administration costs for FY 2026/27 will be reconciled following June 30, 2027, and reflected in the next SB 125 annual reporting cycle.	\$ 378,520	\$ 7,303	\$ 15,100
Totals \$					\$ 37,851,991	\$ 7,303	\$ 415,100

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, October 2026

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr. PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25044	Sunset Boulevard Widening (Phase 1)	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$78,000,000	2030	2021	2026	2028
Placer County	PLA25866	Tahoe Truckee Area Regional Transit (TART) Battery Electric Bus	Replace one existing 40' CNG bus with a new battery electric bus (BEB). This will begin the effort of converting the TART fleet to zero emissions as of 2030.	CMAQ, XFER, Local	\$1,000,000	2026			2026
Placer County	PLA25855	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2025: \$673,448 / FY 2026: \$675,832	FTA 5311, Local	\$9,874,548	2026			2023

Dodd, Chaaban Strategies LLC

October 12, 2026

To: Matt Click

From: Mark Watts
Senior Adviser, Dodd Chaaban Strategies

Subject: Report for October 2026

I am pleased to provide the following report of activity in the Capital through the end of September 2026.

LEGISLATURE – UPDATE

During the 2026 legislative session, the Legislature passed over 1100 bills to Governor Newsom, in this, his final days of tenure. Interestingly, he maintained a steady veto rate of about 10% compared with a slightly larger number last year.

Transportation policy for the governor this year, outside of budgetary issues, was not a matter of high interest. One specific action taken recently, vetoing AB 1608 (Wilson), may haunt him: the bill would have provided the High-Speed Rail Authority's Inspector General (IG) more authority over hiring and contracting. Recent press accounts cite the very recent findings of the IG on contractor expenses abuse.

In other policy areas, the Governor left open the possibility of perhaps convening two special sessions in the last days of 2026. Clearly, the shape and intent of these if he pulled the trigger would depend on coordination with not only the legislature, but the governor-elect. The topics would include one on AI and the other, wildfire liability.

A couple of key transportation bills:

SB 1087 (Cabaldon): Sustainable communities strategies:
Status: Signed

SB 1087, carried a reform effort for the SCS and was sponsored by the four largest Metropolitan Planning Organizations. The bill changes the sustainable communities strategy (SCS) from a 4-year to an 8-year update cycle (effective January 1, 2028). When setting GHG-reduction targets, within the SCS SB 1087 requires Air Resources to consider regional factors that affect the targets, including housing and development trends, availability of non-motorized transportation, and fiscal shape. It also establishes a streamlined review process.

Dodd, Chaaban Strategies LLC

AB 2059 (Wilson): CEQA mitigation and vehicle miles traveled.

Status: Signed

AB 2059 exempts state highway projects that have filed a Notice of Preparation in California's 21 most rural counties from vehicle miles traveled (VMT) analysis and mitigation requirements unless a project would increase general lane capacity without a demonstrated safety or evacuation need.

ADMINISTRATIVE UPDATES

The state released notice of the availability of SB 1 Grant Applications on September 30. These included the application period for three competitive programs:

- Local Partnership Program Competitive (LPP – Competitive), \$152 million available, applications due 11/18/26
- Solutions for Congested Corridors Program (SCCP), \$500 million available – applications due 11/19/26, and
- Trade Corridors Enhancement Program (TCEP), \$1.29 billion available – applications due 11/20/26

DRAFT CALIFORNIA TRANSPORTATION PLAN 2050

Caltrans released the Draft “California Transportation Plan (CTP) 2050 Pathways” on August 3 for the mandated 45-day public review period. The comment period closed September 17.

This year's CTP represents the state's long-range (20-year) transportation plan which state law requires to be updated every five years. Effectively dating back to the mid-70s, the plan has been the focal point for the state's transportation vision, while setting statewide priorities for the system. To attain the vision. This statutory guidance for this policy document requires the Governor to approve the CTP with a final deadline for approval by November 2026.

AB 2086 (Schiavo, 2024), which became law while the plan was being developed, added additional requirements to the plan development process. In response, Caltrans added documentation of the plan's technical assumptions and an overview of future transportation revenues. The 2025 update includes refreshed data and new strategies.

While the CTP does not approve or fund projects, it is intended to guide the next round of modal and regional plans. Statute also requires the Federal State Transportation Improvement Program (FSTIP) to be consistent with the CTP, and Caltrans expects to submit the next FSTIP at the end of 2026.

NOVEMBER STATEWIDE ELECTION, KEY MEASURES

Statewide Ballot Measure Update

The closing days of the legislative session in August produced several ballot measures to be added to the November Statewide election ballot, accompanying several, notable citizen-based initiative measures. The measures are grouped here for ease of following the policy possibilities.

Housing Measures

- Proposition 1 (Authorizes Bonds for Housing Affordability Programs). Authorizes \$10 billion in general obligation bonds for affordable housing and \$1.25 billion in Veterans homeownership revenue bonds.
- Proposition 37. Authorizes a new Loan Program for Middle-Income Buyers of Qualified New Homes).

California Environmental Quality Act

- Proposition 45 (Modifies Environmental Review). This measure would amend CEQA to expedite environmental review for certain projects by setting deadlines to complete environmental review and resolve lawsuits challenging project approvals. Appears to be of broad enough drafting that it could apply to many transportation infrastructure Projects, if an agency desired.

Other ballot measures:

OTHER MEASURES
Proposition 43 (Limits Voters' Ability to Raise Revenues for Local Government Services). This measure is a legislative constitutional amendment that would increase the percentage of voters needed to approve local special taxes enacted by initiative from a majority to two-thirds.
Prop 3 extends existing specific tax on high income filers.
Prop 40 Imposes One-Time Tax on Certain Taxpayers.
Prop. 41 - Prohibits New State Taxes Excluding Revenues from State Spending Limits. Requires Audits for New State Special Taxes.



October 9, 2026

Placer County Transportation Planning Agency Federal Update

Capitol Hill and Administration

Congress has been out of session for much of the time since our last report. Both chambers are likely to return after the midterms for a lame duck session of Congress.

The four-week lame duck session must address many pieces of legislation including but not limited to all twelve FY 2027 spending bills as well as transportation reauthorization. The full House has still not yet voted on the five-year transportation reauthorization bill – the \$580 billion BUILD America 250 Act (H.R. 8870). As TFG has previously reported, the House Ways and Means Committee, which has jurisdiction over the tax portion of the surface transportation reauthorization, still has to markup and approve its part of the legislation once the House returns to Washington on November 9. Relevant Senate committees did not release their versions of the bill before departing DC last Wednesday evening. Congress faces a December 11 deadline to pass a final version of the five-year reauthorization bill or pass another short or long-term extension into 2027, and the new 120th Congress. While House and Senate action is possible, a lengthy extension of surface transportation authorization law is becoming increasingly likely.

Last week, the nonpartisan Congressional Budget Office (CBO) released its review of H.R. 8870. CBO projects that if the bill is enacted in January 2027, it would actually worsen the prospects for the depleted Highway Trust Fund (HTF). Taking various historical and other factors into account, CBO projects the HTF's cumulative shortfalls by 2031 would be \$99.5 billion for the highway account, over the current baseline of \$86 billion, and \$48.2 billion for the transit account, over the current baseline of \$45.2 billion. The BUILD America 250 Act's electric vehicle and plug-in hybrid registration fees, CBO has found, does little to help the shortfall. CBO estimates the fee, as currently written, would increase revenue, on net, by \$12 billion over the next decade.

The Federal Transit Administration (FTA) requested comment on revised policy guidance for the Capital Investment Grants (CIG) program. The CIG Policy Guidance provides an overview of CIG project types and the CIG process from project initiation to construction grant award. The proposed revisions are intended to streamline the CIG process, improve accountability of CIG project sponsors, and improve overall readability of the policy guidance. Notably, the policy guidance proposes to reward applicant jurisdictions with high birth rates and high marriage rates by boosting the CIG percentage share by up to 10 percentage points for

projects that satisfy these demographic criteria. Comments are due by November 16. The Federal Register item with information on comments is located [here](#).

PCTPA Federal Agenda

TFG continues tracking and advocating PCTPA's interests in the transportation reauthorization process, primarily focused on enhancing and expanding local transportation funding decision-making as well as creating new funding opportunities for major regional infrastructure improvements including but not limited to the 80/65 corridor.