



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, March 26, 2025
9:00 AM**

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

Simultaneous Teleconference Locations

Colfax City Hall
33 S Main Street, Colfax, CA 95713

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. If the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access. The Board meeting is being recorded and the video will be available to the public.

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: [PCTPA Agendas Video Minutes](#). 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.

Public Comment will be opened for each agenda item, and citizens may comment virtually by utilizing the "raise hand" function: **Webinar access:** <https://placer-ca-gov.zoom.us/j/93455473695>
If joining by phone, please dial *9 to "raise hand". **Phone:** +1 669 900 6833. Webinar ID: 934 5547 3695

A. Flag Salute

B. Roll Call

C. Agenda Review

Matt Click, Executive Director

- D. AB 2449** **Action**
Matt Click, Executive Director
- If necessary, based on a Board Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize the “just causes” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).
- E. Approval of Minutes: February 26, 2025** **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. Approve Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #24-01 Amendment #2 Budget Reallocation - \$19,950 Pg. 5
- H. FY 2024/25 Overall Work Program and Budget – Amendment #2** **Action**
Jodi LaCosse, Fiscal/Administrative Officer
Pg. 11
- Adopt Resolution 25-11 approving Amendment #2 of the FY 2024/25 Overall Work Program (OWP) and Budget and authorize the Executive Director to submit to Caltrans.
- I. State Legislative Program for 2025** **Action**
Matt Click, Executive Director
Pg. 16
- Adopt the State Legislative Program for 2025 as shown in this report and direct staff and State Advocate to represent these positions with electeds and agencies in Sacramento.
- J. Federal Legislative Program for 2025** **Action**
Matt Click, Executive Director
Pg. 19
- Adopt the Federal Legislative Program for calendar year 2025 and direct staff and federal advocates to represent these positions.

BOARD OF DIRECTORS MEETING AGENDA

March 26, 2025

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- K. Traffic Volume Update** **Info**
Cory Peterson, Senior Transportation Planner

- L. Executive Director’s Report** **Info**

- M. Board Direction to Staff**

- N. Informational Items** **Info**
 - 1. Technical Advisory Committee (TAC) Minutes – March 11, 2025 Pg. 25
 - 2. Status Reports
 - a. PCTPA – February 2025 Pg. 27
 - b. DKS, Communications and Outreach – February 2025 Pg. 45
 - c. Capitol Corridor Ridership – January 2025 Pg. 46
 - 3. PCTPA Receipts and Expenditures – February 2025 Separate
Cover

Next Meeting: April 23, 2025

Board of Directors Meetings – 2025	
Wednesday, January 22	Wednesday, July 23
Wednesday February 26	Wednesday, August 27
Wednesday, March 26	Wednesday, September 24
Wednesday, April 23	Wednesday, October 22
Wednesday, May 28	Wednesday, December 3
Wednesday, June 25	

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)**

**February 26, 2025 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue. Auburn. California 95603**

Roll Call – Present: Krista Bernasconi, Ken Broadway, Ben Brown, Trinity Burruss, Amanda Cortez, Anthony DeMattei, Alice Dowdin Calvillo, Suzanne Jones – Vice Chair and Chairing this meeting, Dan Wilkins

Agenda Review

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

AB 2449

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

Approval of Action Minutes – January 22, 2026

Upon motion by Broadway, seconded by Cortez, the January 22, 2025 minutes were approved.

Public Comment

Peter Eakland, Rocklin resident, commented on the public engagement process.

Director Dowdin Calvillo arrived at 9:08 AM

CONSENT CALENDAR: Placer County Transportation Planning Agency

Upon motion by Cortez, seconded by Broadway, the PCTPA Consent Calendar items as shown below, were unanimously approved.

1. Authorize the Executive Director to negotiate and execute the final Emergency Transportation Resiliency Plan funding agreement between PCTPA and Placer County Office of Emergency Services (OES) in the amount of \$100,000.
2. Approve FY 2025/26 Preliminary TDA Findings of Apportionment and Fund Estimates
3. Approve FY 2024/25 City of Rocklin Claim for Local Transportation Funds (LTF) - \$5,041,587
4. Approve City of Rocklin Claim for State Transit Assistance (STA) - \$637,455
5. Approve FY 2024/25 City of Rocklin Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$90,248
6. Accept PCTPA Audited Financial Statements and TDA Compliance Report

CONSENT CALENDAR: Western Placer Consolidated Transportation Services Agency (WPCTSA)

Upon motion by Broadway, seconded by Brown, the WPCTSA Consent Calendar item as shown below, was unanimously approved.

1. Accept WPCTSA Audited Financial Statements and TDA Compliance Report

SACOG 2025 Blueprint

Introduction provided by Cory Peterson, Senior Transportation Planner. Presentation provided by Clint Holzen, Sacramento Area Council of Governments.

Mr. Holzen provided a presentation on the status of the region's long-range, fiscally constrained transportation plan and accompanying land use strategy. The plan is currently undergoing an update titled the 2025 Blueprint. The presentation outlined the findings from the region wide transportation and land use analysis. The full presentation can be viewed here:

[PCTPA Board Mtg Video Feb 26 2025](#). For information only. No Board action required.

Mobility Zones Presentation

Presentation provided by Mike Costa, Principal Transportation Planner. Presentation provided by Kathleen Hanley, Sacramento Area Council of Governments.

Ms. Hanley provided the Board with a presentation on this grant-funded project which aims to support clean, shared and active transportation investments in equity-priority communities across the six-county region. She explained the process to determine 10 communities identified called "Mobility Zones" and the issues the analysis has highlighted in North Auburn. The full presentation can be viewed here: [PCTPA Board Mtg Video Feb 25 2025](#). For information only. No Board action required.

Preliminary Draft FY 2025/26 Overall Work Program (OWP) and Budget

Presentation provided by Jodi LaCosse, Fiscal Administrative Analyst.

Upon motion by Dowdin Calvillo, seconded by Cortez, the preliminary draft FY 2025/26 Overall Work Program (OWP) and Budget was unanimously approved.

Annual Unmet Transit Needs Assessment Report and Findings for FY 2025/26

Presentation provided by Mike Costa, Principal Transportation Planner

Mike provided the Board with an overview of the outreach process and noted the one identified Unmet Transit Need which was later deemed to be met through the expansion of Roseville Transit's Arrow service. He went through the key themes of the comments heard throughout the process and explained that while not considered 'reasonable to meet', these comments are valuable as we move forward with the Short Range Transit Plan efforts.

Public comment was received by Peter Eakland, Rocklin resident.

Upon motion by Dowdin Calvillo, seconded by Cortez, the Board adopted Resolution No. 25-10 making the following findings and recommendations regarding the annual Unmet Transit Needs Assessment pursuant to the Transportation Development Act (TDA):

1. There are no unmet transit needs in FY 2024/25 that are reasonable to meet for implementation in FY 2025/26.
2. The Annual Unmet Transit Needs Assessment Report for Fiscal Year 2025/26 is accepted as complete.

EXECUTIVE DIRECTOR'S REPORT

- **Short Range Transit Plan Update**
 - ✓ Matt noted there is an ongoing Short-Range Transit Plan update aiming to implement the Comprehensive Operational Action Plans over the next five years. A public survey is available on the PCTPA website for input on improving transit in Western Placer County.
- **BUILD Grant for Southbound 65 Widening, \$22M | Submitted!**
 - ✓ \$29 M in scope with \$7 M coming from SPRTA
 - ✓ Matt presented the actual scope of the project which:
 - Adds one general purpose lane on SB SR 65 between Blue Oaks to Galleria
 - Adds an auxiliary lane on SB 65 between Pleasant Grove and Galleria / Stanford Ranch Road
 - ✓ Southbound SR 65 has approximately 10 hour of congestion Mon-Fri, 6-7 hours on Sat, and 3-4 hours on Sunday – insufficient capacity
 - ✓ Actively working with Congressman Kiley's office. Matt noted that Transportation Secretary Duffy will ultimately make the final decision
 - ✓ \$150 M total of BUILD grant funding available for the entire country. Results of the grant applications are expected in July.
 - ✓ Ultimate scope for SR 65 is unattainable without Measure B funding
 - ✓ A meeting with Caltrans District 3 is scheduled to discuss what can be done / what will be allowed to prepare for the future of SR 65 as ultimately, Caltrans would deliver any changes to the state highway.
 - ✓ Anticipate returning to the Board mid-year to request authorization for a Project Initiation Document (PID) to formally initiate the paperwork process for programming the reimagined SR 65 into the Caltrans pipeline.
- **Federal Lobbyist Update**
 - ✓ Because we have new Board Members and not all PCTPA Board Members will be attending Cap-to-Cap, our federal lobbyist Mike Miller, TFG, will be presenting and providing an extended update to the Board in March.

BOARD DIRECTION TO STAFF

No Board direction from the Board.

ADJOURN: The meeting adjourned at approximately 10:20 AM. A video of this can be viewed here: [PCTPA Board Mtg Video Feb 26 2025](#).

Matt Click, Executive Director

Bruce Houdesheldt, Chair

Solvi Sabol, Clerk of the Board

TO: PCTPA Board of Directors

DATE: March 26, 2025

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for March 26, 2025, agenda for your review and action.

1. Approve Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #24-01 Amendment #2 Budget Reallocation - \$19,950

At the May 22, 2024, meeting, the Board authorized Letter of Task Agreement #24-01 between PCTPA and Dokken Engineering for FY 2024/25 construction engineering support services on the I-80 Auxiliary Lanes Project. Amendment #1 reallocated remaining funds from FY 2023/24 to the current fiscal year. Amendment #2 requests a budget reallocation of \$19,950 from Dokken Engineering to their subconsultant GeoCon Consulting. No increase is required in the overall consultant construction engineering support budget for this fiscal year.

For Amendment #2, GeoCon Consulting will conduct infiltration testing at three stormwater detention basins located on the north and south sides of the Douglas Boulevard access ramps for westbound I-80. During January and February 2025, water from rain events ponded within the three stormwater basins and has not infiltrated into the subsurface soil as expected. Water in the basins shows very slow to no infiltration. As part of the project's final design, infiltration testing was conducted in 2020 at the three basins. GeoCon Consulting will conduct infiltration testing and soils investigation at the locations previously tested to determine whether infiltration rates may have been impacted during construction or possibly from other factors. Testing will be performed in two phases so that stormwater can be moved between the basins and drained into the City of Roseville's stormwater system. Caltrans will coordinate with the City of Roseville for dewatering and pumping basin stormwater.

Staff recommend approval of the Letter of Task Agreement 24-01 Amendment #2 for a budget reallocation of \$19,950 from Dokken Engineering to their subconsultant GeoCon Consulting. The PCTPA TAC concurs with the staff recommendation.

DM/rc/mbc:ss



ALICE DOWDIN CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
BEN BROWN
City of Lincoln
AMANDA CORTEZ
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
ANTHONY DeMATTEI
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK, AICP

March 26, 2025

John A. Klemunes, Jr.
President
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630-4713

**SUBJECT: LETTER OF TASK AGREEMENT #24-01 AMENDMENT #2
BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND DOKKEN ENGINEERING**

Dear Mr. Klemunes:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Dokken Engineering (“Contractor”),” dated May 25, 2022 (“Master Agreement”).

1. Incorporated Master Agreement: The terms of the Master Agreement are incorporated herein by reference, as if fully set forth herein. Amendment #2 to Letter of Task Agreement (LOTA) 24-01 is the statement of contract specific requirements applicable to the work effort to be undertaken by Dokken Engineering and its subconsultant GeoCon Consulting for the I-80 Auxiliary Lanes Project Construction Engineering Support Services during FY 2024/25.
2. Term: Dokken Engineering’s services under Amendment #2 are to be completed no later than June 30, 2025. During the term of this contract, Dokken Engineering will not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Dokken Engineering’s subconsultant GeoCon Consulting is authorized to perform additional stormwater detention basin infiltration testing and soils investigation for Caltrans under Amendment #2 as outlined in Exhibit A, which is incorporated herein by reference.
4. Compensation: Amendment #2 requests a budget reallocation in the amount of \$19,950, which represents unused FY 2024/25 Dokken Engineering construction support funds. Amendment #2 will not result in an increase in the total construction support budget for FY 2024/25. Table 1 provides a breakdown of the budget reallocation. Per the Master Agreement, PCTPA will withhold ten percent (10%) of the payments due until successful completion of the work and the delivery and acceptance of all final products.

**LETTER OF TASK AGREEMENT #24-01 AMENDMENT #2
BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND DOKKEN ENGINEERING**

Page 2

5. Personnel and Subconsultants: Dokken Engineering will manage the project and its team of subconsultants, as set forth in Exhibit A. Dokken Engineering represents that its personnel and subconsultant team are specially trained, licensed, and/or have the experience and expertise necessary to competently perform the services set forth in Exhibit A, and shall comply with all applicable laws, regulations, and guidelines required for the stormwater detention basin infiltration testing and soils investigation.

Each Contractor subcontract shall contain the applicable provisions of the Master Agreement, including Sections 26 (Minimum Insurance Requirements) and 32 (Indemnification), and shall require each subconsultant to indemnify PCTPA and include PCTPA as an additional insured on applicable insurance policies.

If Amendment #2 to LOTA #24-01 meets with your approval, please sign, and return one copy. Questions concerning this agreement and the project in general should be directed to David Melko at 530.823.4090.

Sincerely,

Accepted by:

Matt Click, AICP Date
Executive Director
Placer County Transportation Planning Agency

John A. Klemunes, Jr. Date
President
Dokken Engineering

Enc: Exhibit A - Request for Budget Reallocation for Basin Infiltration Testing, Amendment 2 of LOTA #24-01

c: Amanda Konieczka, Dokken Engineering
Rick Carter, PCTPA
David Melko, PCTPA



March 5, 2025

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

**RE: I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES
Request for Budget Reallocation for Basin Infiltration Testing (Phase 1)**

Dear Mr. Click:

The purpose of this letter is to request a second budget reallocation to Task Order #24-01 under the multi-year Master Agreement between the PCTPA and Dokken Engineering (DE), dated May 25, 2022, for construction engineering support services on the I-80 Auxiliary Lanes Project. The first reallocation moved remaining funds from FY 2023/2024 to the current year. This budget reallocation moves Dokken funds to our subconsultant, Geocon, in the amount of \$19,950.00 as described in Attachment 1 – Table 1: Budget Reallocation No. 2. Geocon’s current total Task Order amount of \$2,094.68 will increase to a total of \$22,044.68 with this budget reallocation.

This reallocation is needed to perform Basin Infiltration Testing within Basin 2, 3 and 4 of the Douglas Boulevard Interchange. As part of the I-80 Auxiliary Lanes project, Geocon previously performed infiltration testing at the proposed locations of the three stormwater basins. During January and February of 2025, water from recent rains has ponded within the stormwater basins and has not infiltrated into the subsurface soil as expected. Geocon will perform infiltration testing at approximately the same locations as previously tested to determine whether infiltration rates may have been substantially impacted during construction activities or possibly from other factors.

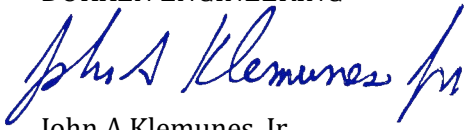
The Scope of Work will be performed in two phases: Phase I (Basin 2 and 4) and Phase II (Basin 3). Phase I will allow Basin 2 and Basin 4 stormwater to be pumped into Basin 3, and testing performed on the two basins. Caltrans will coordinate with City of Roseville for dewatering and pumping Basin 3 stormwater. Once approval is obtained, Geocon will perform Phase II, testing in Basin 3 and reporting of all basins.

As construction moves forward, the scope of work and budget has maintained a steady pace which has been less than anticipated as shown in Attachment 2 – Planned Spending for Construction Support. This continued projection is anticipated for the remainder of this fiscal year and allows for Dokken to reallocate our funds to our subconsultant for this additional work.

We continue to appreciate the opportunity to provide services for this important transportation project. If you have any questions or need additional information, please contact Amanda Konieczka at our office at (916) 858-0642, or her cell 916-261-4642 or at akonieczka@dokkenengineering.com.

Sincerely,

DOKKEN ENGINEERING

A handwritten signature in blue ink that reads "John A. Klemunes, Jr." with a stylized flourish at the end.

John A Klemunes, Jr.
President

Attachments:

Table 1 –Budget Reallocation No. 2
Planned Spending for Construction Support

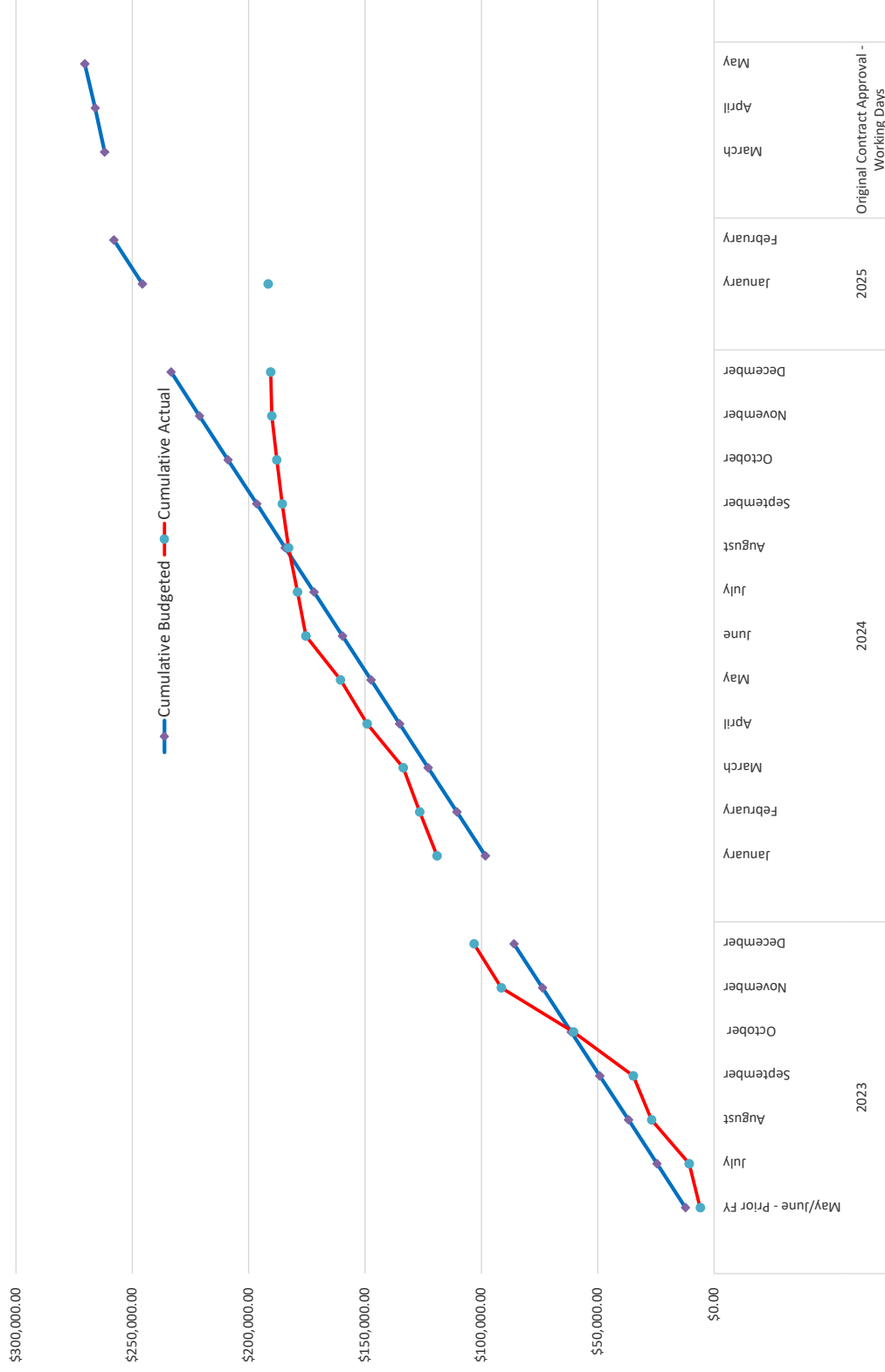
2932-052/

TABLE 1
I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES AGREEMENT
TASK ORDER #24-01
BUDGET REALLOCATION No.2

TASK DESCRIPTION	REVISED CONTRACT AMOUNT (FY 24/25) - July 2024	REMAINING CONTRACT AMOUNT (01/31/2025)	LOTA SHIFT	REVISED CONTRACT AMOUNT (FY 24/25) - March 3, 2025
TASK 1.0 - PROJECT MANAGEMENT	\$ 12,150.00	\$ 10,128.00	\$ -	\$ 12,150.00
Task 1.1 - ECTPA Support	\$ 8,100.00	\$ 7,291.20	\$ -	\$ 8,100.00
Task 1.2 - Resource Management	\$ 4,050.00	\$ 2,836.80	\$ -	\$ 4,050.00
TASK 2.0 - SERVICES BIDDING TO AWARD	\$ -	\$ -	\$ -	\$ -
Task 2.1 - Bidding Support	\$ -	\$ -	\$ -	\$ -
Task 2.2 - Submittal Review	\$ -	\$ -	\$ -	\$ -
Task 2.3 - Environmental Mitigation Support	\$ -	\$ -	\$ -	\$ -
TASK 3.0 - REQUESTS FOR INFORMATION	\$ 92,134.74	\$ 77,824.52	\$ -	\$ 92,134.74
Task 3.1 - Respond to Requests for Information (RFI's)	\$ 76,788.14	\$ 67,586.47	\$ -	\$ 76,788.14
Dokken	\$ 71,494.92	\$ 62,624.77	\$ (19,950.00)	\$ 51,544.92
Callander	\$ 3,198.54	\$ 3,198.54	\$ -	\$ 3,198.54
Geocon	\$ 2,094.68	\$ 1,763.16	\$ 19,950.00	\$ 22,044.68
Task 3.2 - Site Visits and Meetings	\$ 15,346.60	\$ 10,238.05	\$ -	\$ 15,346.60
Dokken	\$ 15,346.60	\$ 10,238.05	\$ -	\$ 15,346.60
Callander	\$ -	\$ -	\$ -	\$ -
Geocon	\$ -	\$ -	\$ -	\$ -
TASK 4.0 - REVIEW OF SHOP DRAWINGS	\$ 2,903.15	\$ 2,903.15	\$ -	\$ 2,903.15
Task 4.1 - Review of Shop Drawings	\$ 2,903.15	\$ 2,903.15	\$ -	\$ 2,903.15
Dokken	\$ 2,903.15	\$ 2,903.15	\$ -	\$ 2,903.15
Callander	\$ -	\$ -	\$ -	\$ -
TASK 5.0 - AS-BUILT PLAN PREPARATION	\$ 52,644.94	\$ 52,644.94	\$ -	\$ 52,644.94
Task 5.1 - Prepare As-Built Plans	\$ 52,644.94	\$ 52,644.94	\$ -	\$ 52,644.94
Dokken	\$ 49,189.61	\$ 49,189.61	\$ -	\$ 49,189.61
Callander	\$ 3,455.33	\$ 3,455.33	\$ -	\$ 3,455.33
TASK 6.0 - CONTRACT ACCEPTANCE SUPPORT	\$ -	\$ -	\$ -	\$ -
Task 6.1 - Contract Acceptance Support	\$ -	\$ -	\$ -	\$ -
TASK 7.0 - SUPPORT FOR FINAL REPORTS	\$ -	\$ -	\$ -	\$ -
Task 7.1 - Support for Caltrans M700 Final Reports	\$ -	\$ -	\$ -	\$ -
Task 7.2 - Support for SB-1 Reporting	\$ -	\$ -	\$ -	\$ -
TOTAL COST	\$ 159,832.83	\$ 143,500.61	\$ -	\$ 159,832.83



I-80 Auxiliary Lanes - Construction Support





**Placer County
Transportation
Planning Agency**

MEMORANDUM

TO: PCTPA Board of Directors **DATE:** March 26, 2025

FROM: Matt Click, Executive Director
Jodi LaCosse, Fiscal/Administrative Officer

SUBJECT: FY 2024/25 OVERALL WORK PROGRAM (OWP) AND BUDGET – AMENDMENT #2

ACTION REQUESTED

Adopt Resolution 25-11 approving Amendment #2 of the FY 2024/25 Overall Work Program (OWP) and Budget and authorize the Executive Director to submit to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit an OWP to Caltrans each year, with the final version submitted by June 1. This was done last fiscal year and approved by Caltrans. In accordance with normal operations, PCTPA prepares amendments to its OWP in the fall and spring of the fiscal year.

This Amendment #2 provides an updated description of the activities to be undertaken by the agency in the fiscal year, along with updated detailed budget information. Amendment #2 has been developed in compliance with these requirements and reflects the latest information on finances and work activities, as well as comments received from the Board and jurisdictions.

DISCUSSION/ANALYSIS

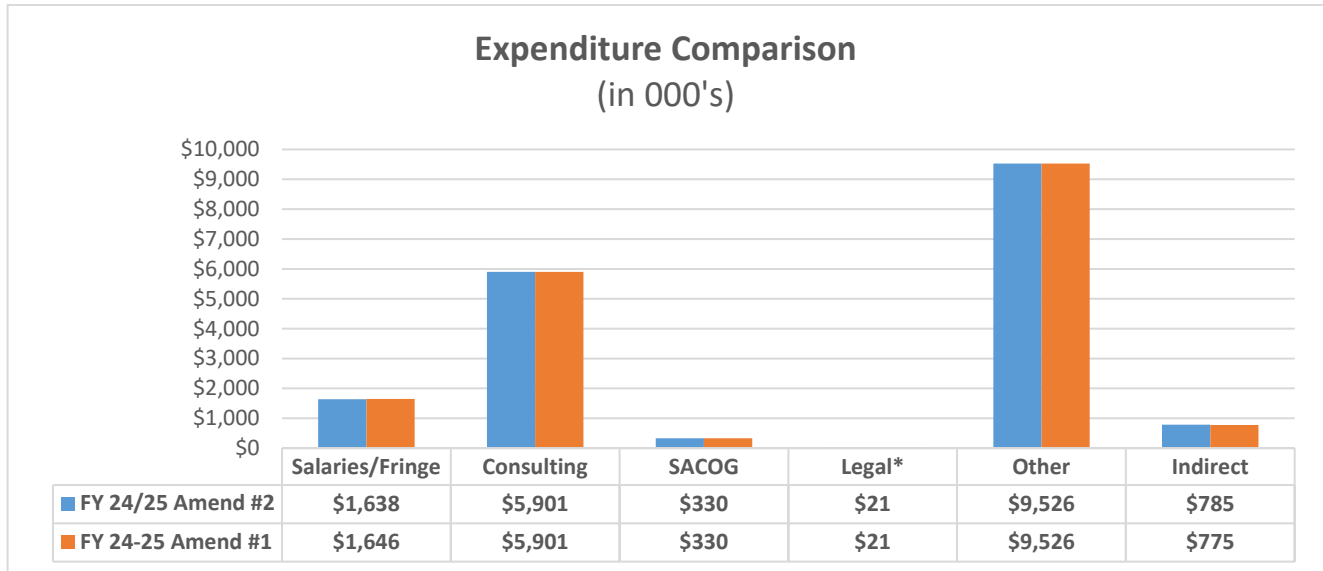
FY 2024/25 OWP and Budget Amendment #2 contains minor changes from the OWP Amendment #1 adopted by the Board in September 2024. Adjustments have been made to staffing and billable hours and carry-over Local Transportation Funds (LTF) have been included in this budget revision. This is a balanced budget that includes a surplus of \$736K and a reserve of \$1.4M.

Fund Balance

The PCTPA unassigned balance is projected to be approximately \$2.1million, of which \$736K is anticipated surplus from the OWP/Budget for the 2024/25 fiscal year. As in previous years, the contingency fund assists the Agency with cash flow.

Budget Changes

The chart below shows the expenditure summary for the OWP Amendment#1 for the Fiscal Year 2024/25 compared with the 2024/25 Amendment #2.



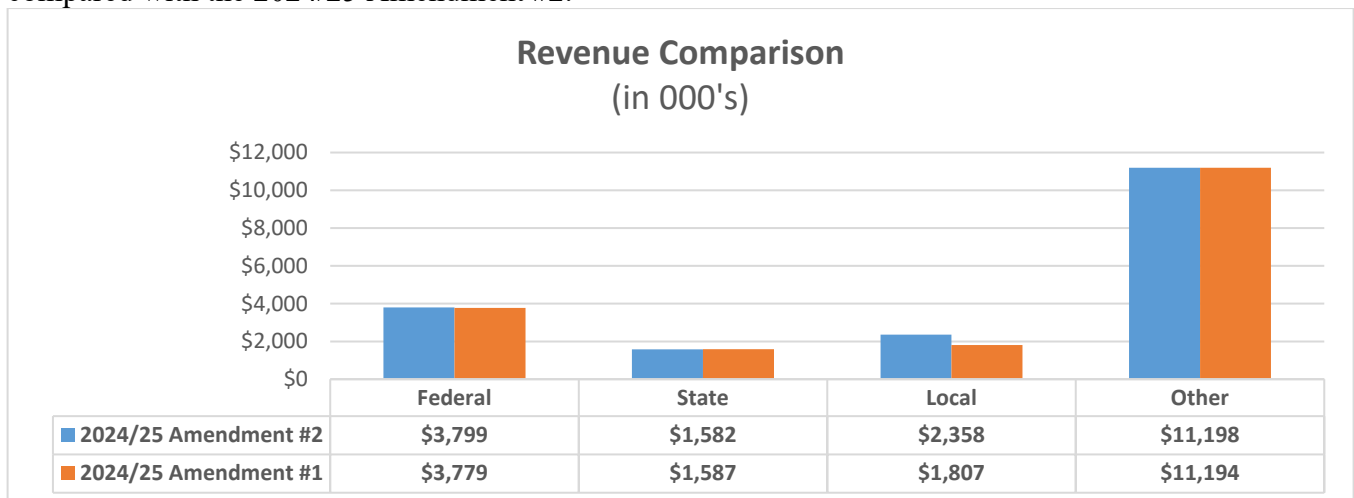
*Legal includes legal fees charged directly to a work element, it does not reflect legal fees included in indirect costs.

FY 2024/25 OWP/Budget Amendment #1 vs. Amendment #2 - Expenditures

Total expenditures are \$18.201M in Amendment #2, an increase of approximately \$2.7K compared to \$18.199M in Amendment #1. The change in expenditures reflect the following:

- *Staffing* levels remain the same as in FY 2024/25 Amendment #1 with 7.0 full time equivalent staff. Amendment #2 of the 2024/25 OWP and Budget includes a slight adjustment in staff costs to reflect most current information as well as a reallocation of staff time charged directly to work elements.

The chart below shows the revenue summary for the OWP Amendment #1 for the Fiscal Year 2024/25 compared with the 2024/25 Amendment #2.



FY 2024/25 OWP/Budget Amendment #1 vs. Amendment #2 - Revenue

The total revenue is \$18.9M, an increase of \$571K compared to Amendment #1 of \$18.4M. The increase is primarily due to the recognition of the carry-over Local Transportation Funds (LTF) that were not yet available for Amendment #1 as the 2023/24 financials were not yet closed. The other adjustments in revenue are reflective of the reprioritization of staff time among various work elements for billable hours.

Work Program – New Activities

The FY 2024/25 OWP/Budget Amendment 2 does not contain any new activities.

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

JL:MBC:rc:ss



RESOLUTION #25-11 OF THE BOARD OF DIRECTORS

**IN THE MATTER OF: APPROVING THE FISCAL YEAR 2024/25 AMENDMENT
#2 OVERALL WORK PROGRAM AND BUDGET**

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held March 26, 2025 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT: []

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

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

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

WHEREAS, the Fiscal Year (FY) 2024/25 Overall Work Program and Budget (OWP) is the primary management tool for PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

WHEREAS, the Final FY 2024/25 OWP was approved on May 22, 2024, submitted to Caltrans for comment and Caltrans' comments were incorporated into the final document, and

WHEREAS, Amendment #2 of the FY 2024/25 OWP adjusts staff time, professional services, and funding between work elements based on projections for FY 2024/25

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves Amendment #2 of the Final FY 2024/25 OWP.

Signed and approved by me after its passage:

Bruce Houdesheldt, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board



**Placer County
Transportation
Planning Agency**

FY 2024/25 Overall Work Plan and Budget

Amendment #2

March 26, 2025



WORK ELEMENT	TITLE	PAGE NO.
05	Agency Administration: Indirect Labor	1
10	Agency Administration: Overall Work Program	3
11	Transportation Development Act Admin	4
12	Intergovernmental Coordination	6
13	Intergovernmental Advocacy	8
14	Communications and Outreach	10
20	SACOG/MPO Planning Integration & RTP	13
23	Consolidated Transportation Services Agency (CTSA) Administration	19
24	Transit Planning	21
27	Airport Land Use Commission	23
33	Emission Reduction Program	25
34	Placer County Evacuation & Transportation Resiliency Plan	28
35	Rail Program	32
40	Placer Parkway	34
41	I-80/SR 65 Interchange Improvements	35
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OVERALL WORK PROGRAM FOR 2024/25

OVERVIEW

The FY 2024/25 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

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

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

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

The 2024/25 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

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

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

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

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

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

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

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

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

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

Federal Transportation Planning and Programming: PCTPA has executed memoranda of understanding (MOUs) with Caltrans and the Sacramento Council of Governments (SACOG) on April 11, 2001, with updates in 2005, 2016, and 2024, to govern federal transportation planning and programming in Placer County. This agreement integrates the PCTPA Regional Transportation Plan (RTP) and RTIP within the SACOG process.

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

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

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

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

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

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

Placer County, Auburn, and Lincoln each collect a fee on development projects that require a mandatory review by the ALUC. This fee is distributed to PCTPA to help defray the cost of project review.

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

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

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

PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2024/25 OWP. The organization of PCTPA is summarized in Figure 1.

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

GEOGRAPHIC LOCATION

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

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, ~~2022~~2024, populations: Auburn (~~13,365~~13,218), Colfax (~~2,016~~1,988), Lincoln (~~52,313~~53,231), Loomis (~~6,607~~6,601), Rocklin (~~71,179~~71,609) and Roseville (~~152,928~~154,329). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of ~~401,952~~101,964. These population estimates are based upon information provided by the California Department of Finance (DOF) in their ~~2023~~2024 DOF E-1 Report as updated in May ~~2023~~2024.

AGENCY COORDINATION

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

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

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

- In person meeting and email correspondence, including PCTPA, Caltrans, and UAIC, occurred for cultural coordination as part of the State Route 49 Sidewalk Gap Closure Project in Auburn
- In person meeting to develop partnership between PCTPA and UAIC for the regional transportation funding strategy

COMMUNITY PARTICIPATION

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

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

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

Figure 1

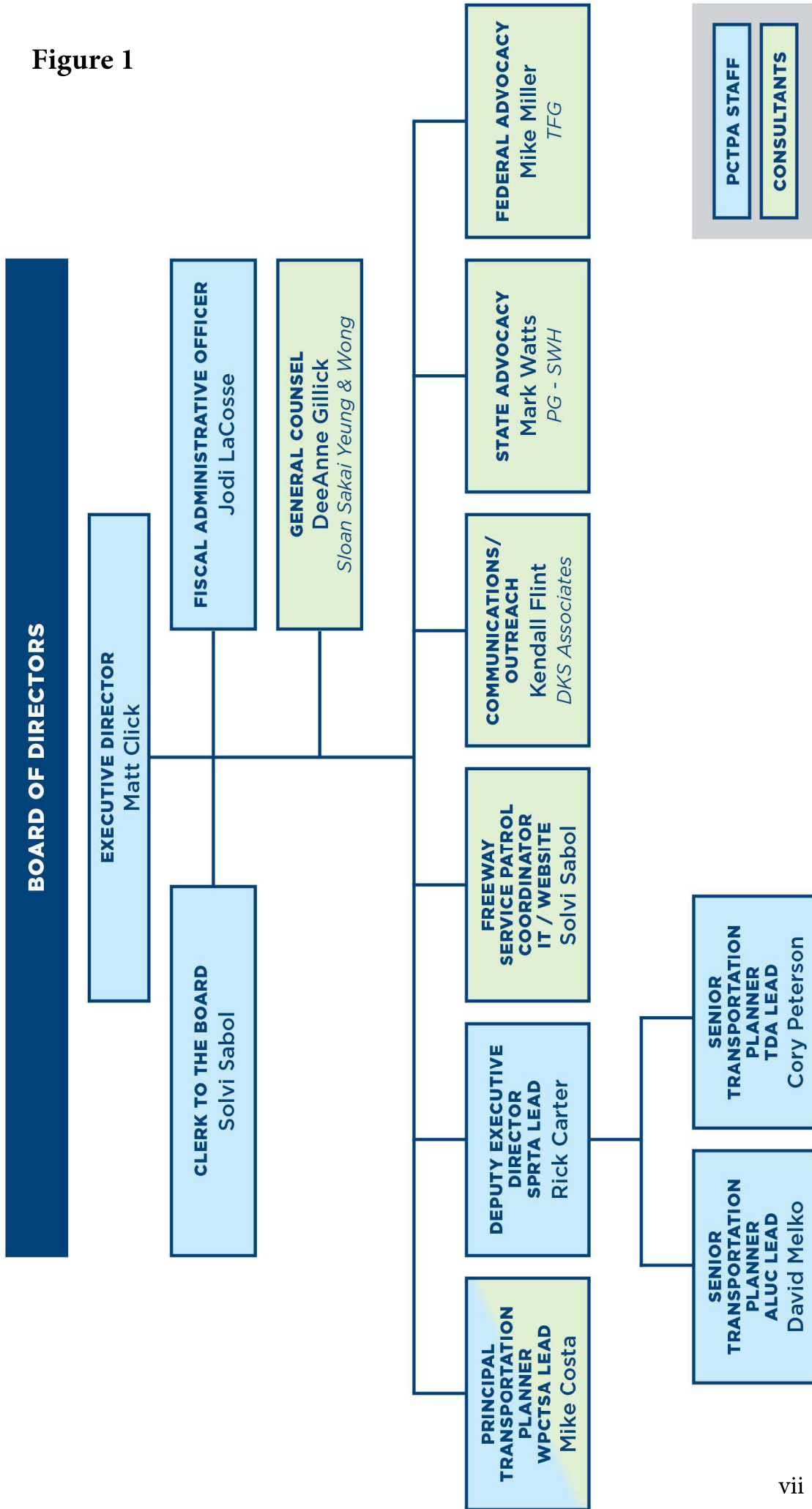
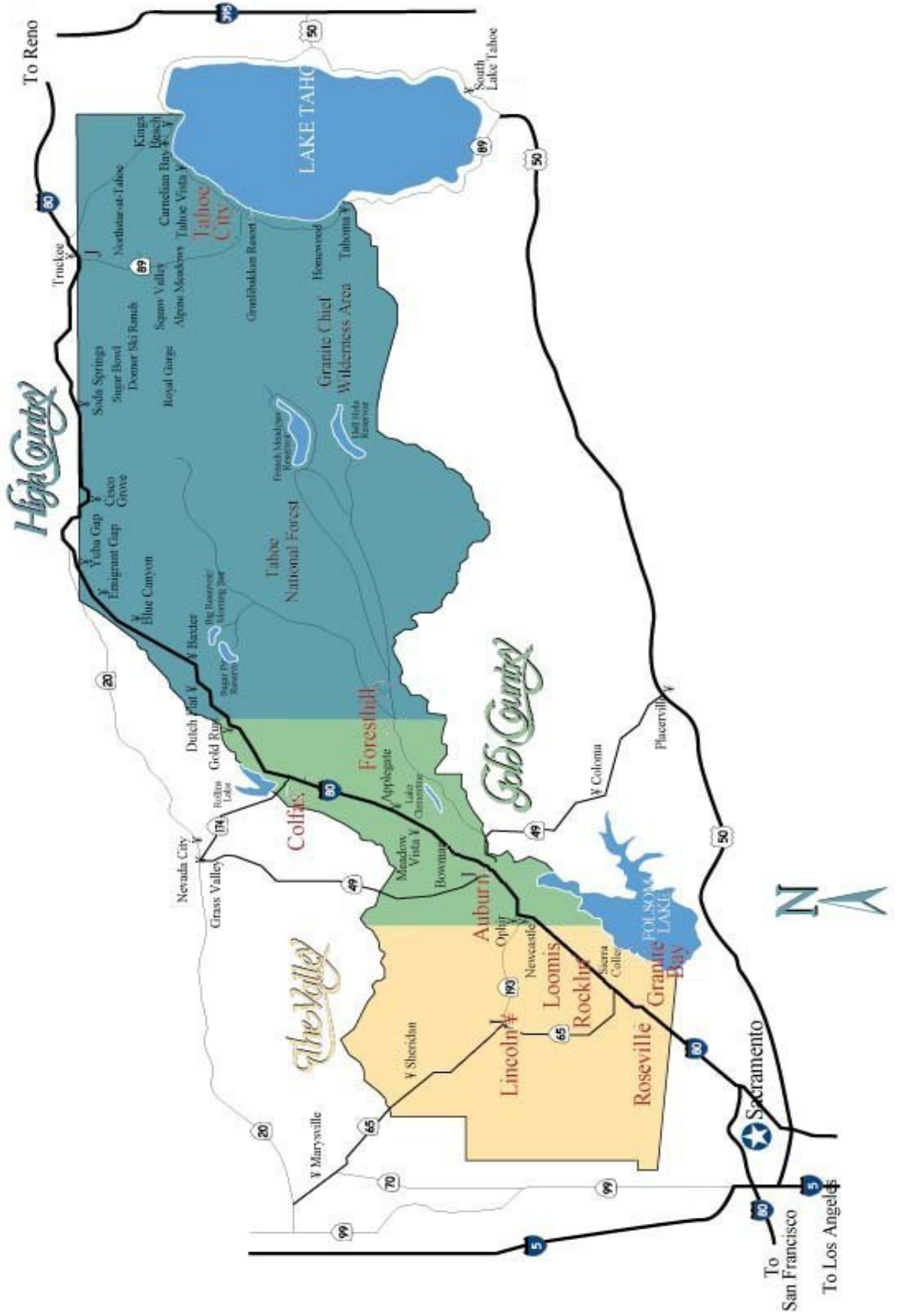


Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

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

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

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission (WE 27)
- Emission Reduction Program (WE 33)
- Placer County Evacuation & Transportation Resiliency Plan (WE34)
- Capitol Corridor Rail Program (WE 35)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission (WE 27)
- Emission Reduction Program (WE 33)
- Placer County Evacuation & Transportation Resiliency Plan (WE34)
- SR 49 Sidewalks Gap Closure (WE 44)

- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

Increase the accessibility and mobility of people and for freight

- TDA Implementation (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Emission Reduction Program (WE 33)
- Placer County Evacuation & Transportation Resiliency Plan (WE34)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Emission Reduction Program (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Placer Countywide Active Transportation Plan (WE48)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Airport Land Use Commission (WE 27)
- Emission Reduction Program (WE 33)
- Capitol Corridor Rail Program (WE 35)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)

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

Promote efficient system management and operation

- TDA Implementation (WE 11)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Project Programming and Reporting (WE 50)
- Freeway Service Patrol (WE 80)

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

Emphasize the preservation of the existing transportation system

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

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

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

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer County Evacuation & Transportation Resiliency Plan (WE34)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Placer Countywide Active Transportation Plan (WE48)
- Freeway Service Patrol (WE 80)

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

Enhance travel and tourism

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Emission Reduction Program (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Freeway Service Patrol (WE 80)

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

CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

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

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

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

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

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

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

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

WORK PROGRAM:

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2025/26 operating budget **Ongoing**
- Provide general front desk support, including greeting visitors, answering phones, opening, and directing mail, and responding to inquiries **Ongoing**
- Participate in staff meetings to coordinate administrative and technical activities **Monthly**
- Prepare quarterly financial reports for auditors and PCTPA Board **Quarterly**
- Prepare timesheets to allocate staff time to appropriate work elements **Ongoing**
- Perform personnel duties, including employee performance reviews, recognitions, and/or disciplinary actions **Annually/as needed**
- Recruit and hire new employees **As needed**
- Administer PCTPA benefit programs **Ongoing**
- Update Administrative Operating Procedures and Personnel Policies to reflect changes in State and Federal law **As Needed**
- Prepare payroll and other agency checks **Bi-weekly**
- Prepare quarterly and annual tax reports **Quarterly**
- Maintain transportation planning files, correspondence, and data **Ongoing**
- Maintain ongoing bookkeeping and accounting **Ongoing**

WORK ELEMENT 05 (continued)
AGENCY ADMINISTRATION: INDIRECT LABOR

- Maintain and update computer systems and equipment, including all information technology (IT) related tasks **Ongoing**
- Update PCTPA Bylaws to reflect changes in State and Federal law **As Needed**
- Attend governmental and professional conferences and training sessions, such as those offered by the American Planning Association (APA), Women’s Transportation Seminar (WTS), American Leadership Forum (ALF), and Institute of Transportation Engineers (ITE) **As justified**

PRODUCTS:

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

REVENUES		EXPENDITURES	
Various – proportionately spread across all other work elements/fund types		PCTPA	
	\$482,517		\$482,517
	\$492,560		\$492,560

WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM

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

PREVIOUS WORK:

- FY 2022/23 closeout with Caltrans staff **August 2023**
- FY 2023/24 Overall Work Program and Budget amendments **October 2023 and March 2024**
- Preliminary Draft FY 2024/25 Overall Work Program and Budget **March 2024**
- Final FY 2024/25 Overall Work Program and Budget **May 2024**

WORK PROGRAM:

- Prepare FY 2024/25 Overall Work Program and Budget close out documents for fiscal year 2023/24 **July 2024 – August 2024**
- Prepare amendments to FY 2024/25 Overall Work Program (OWP) and Budget **August 2024 - October 2024, January - April 2025 or as needed**
- Prepare FY 2025/26 Overall Work Program and Budget **January 2025 – May 2025**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, which may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

- Conduct FY 2023/24 closeout with Caltrans staff **August 2024**
- Quarterly progress reports on FY 2024/25 Overall Work Program **Quarterly**
- FY 2025/26 Overall Work Program and Budget amendments **October 2025, April 2026, or as needed**
- Preliminary Draft FY 2025/26 Overall Work Program and Budget **February 2025**
- Final FY 2025/26 Overall Work Program and Budget **May 2025**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$49,775 \$50,498	PCTPA	\$84,775 \$85,498
Rural Planning Assistance Funds	\$35,000		
TOTAL	\$84,775 \$85,498		\$84,775 \$85,498
Percent of Budget	.47%		

WORK ELEMENT 11

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

BACKGROUND: As the Regional Transportation Planning Agency, the most basic responsibility of PCTPA is to administer TDA funds and related programs. Currently, PCTPA administers TDA funds of approximately \$20 - 30 million annually. These funds operate public transit, maintain, and construct local roads, and construct bicycle and pedestrian paths. Under the TDA, PCTPA is also responsible for conducting the annual unmet transit needs process, fiscal audits, performance audits, transit planning, and transit coordination.

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2024 – October 2024**
- Review and summarize all comments received regarding unmet transit needs **November 2024 - December 2024**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2024 – January 2025**
- Prepare a report recommending a finding on unmet transit needs **January 2025 - February 2025**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2023/24 **September 2024**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2024/25 **February 2025**
- Assist claimants with the preparation of project lists, annual claims, and local program administration **Ongoing**
- Provide for the review, approval, and processing of all LTF and other TDA claims and financial transactions **Ongoing**
- Update policies governing review, approval, and processing of all LTF and other TDA claims to ensure timely compliance with TDA law **As needed**
- Maintain a financial status report of TDA and STA claims **Ongoing**
- Provide for an annual financial and compliance audit of PCTPA and each claimant by an independent auditing firm **September 2024 – March 2025**
- Secure a consultant and conduct a TDA triennial performance audit for the region's three transit providers (i.e., Auburn Transit, Placer County Transit, and Roseville Transit) and the WPCTSA **July 2024 – June 2025**
- Update and administer five-year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act and assist with any efforts to revise TDA regulations that would benefit the Placer region **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Annually**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**
- Coordinate with Sierra College on implementing college fare free student transit pass and transportation network company (TNC) ride subsidy pilot program **Ongoing**

PRODUCTS:

- Final Findings of Apportionment for FY 2024/25 **October 2024**
- Preliminary Annual Findings of Apportionment for FY2025/26 **February 2025**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2025**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2025**
- TDA triennial performance audit reports **June 2025**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- TOWG meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$237,044	PCTPA	\$134,544
	\$234,389		\$131,889
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	\$51,000
		TDA Performance Audit Consultant	\$50,000
TOTAL	\$237,044		\$237,044
	\$234,389		\$234,389
Percent of budget:	1.30		
	1.29%		

WORK ELEMENT 12

INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

PCTPA works very closely and continuously with numerous outside agencies as a way of coordinating our planning efforts. In particular, we work with the Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for our area, to implement Federal and State transportation programs. While many of our interactions are specified under our Memorandum of Understanding, regional interests and overlapping jurisdictions provide an additional need for close coordination. On a larger regional basis, PCTPA works closely with Caltrans District 3, the Tahoe Regional Planning Agency (TRPA) and Nevada County Transportation Commission (NCTC) on connections both to and within the Truckee/North Tahoe area. On February 15th of 2024, the Capital Area Regional Tolling Authority (CARTA) was officially formed as a three party JPA to coordinate managed lane projects in the region. PCTPA sits on the Board of CARTA as a non-voting member and will participate in CARTA discussions going forward. PCTPA will need to participate in and coordinate with this new JPA. On a statewide basis, we work closely to coordinate and share information with the California Transportation Commission (CTC) and Caltrans, as well as other regional agencies through groups such as the Regional Transportation Planning Agency (RTPA) Group, Rural Counties Task Force (RCTF), and California Association of Councils of Government (CALCOG). In addition, PCTPA works in close coordination with the Placer County Air Pollution Control District (APCD) on transportation/air quality issues.

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

PCTPA recently joined the newly formed Capitol Area Regional Tolling Authority (CARTA) JPA which is staffed by SACOG. CARTA is responsible for overseeing the development and implementation of tolled express lanes in the region that may eventually come to Placer County. Placer County may want to develop tolled express lanes at some point in its future which would be the responsibility of PCTPA as the County's RTPA. Executive Director Click serves as a voting member on the Technical Advisory Committee of CARTA and is also an Ex-Officio Member of the Board of Directors. This work ensures PCTPA is engaged with CARTA from its very beginning and gives PCTPA future mobility options to consider.

WORK PROGRAM:

Participate in ad hoc and standing Caltrans policy and technical advisory committees, such as the Regional-Caltrans Coordinating Group **Bi-monthly/as scheduled**

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

- Participate in ad hoc and standing SACOG policy, financial and technical advisory committees, such as Regional Planning Partnership and Transportation Committee **Monthly/as scheduled**
- Participate at California Transportation Commission meetings and workshops **Monthly/as scheduled**
- Participate in Statewide Regional Transportation Planning Agency Group meetings and subcommittees **Monthly/as scheduled**
- Participate in Statewide Rural Counties Task Force Meetings **Bi-monthly/as scheduled**
- Participate in information sharing activities at California Council of Governments (CALCOG) meetings and conferences **Bi-monthly/as scheduled**
- Participate in Tahoe-focused planning efforts **As scheduled**
- Coordinate with the Placer County Air Pollution Control District, Sacramento Metropolitan Air Quality Management District, SACOG, and the California Air Resources Board to develop strategies to reduce air pollution **Ongoing**
- Attend technical and management meetings for interregional planning efforts and projects lead by other agencies **As needed**
- Attend city council and Board of Supervisors meetings **As needed**
- Coordinate and consult with the United Auburn Indian Community of the Auburn Rancheria, including attending tribal meetings **As needed**
- Coordinate with and inform jurisdictions on potential changes in State or Federal planning policies **As needed**
- Hold technical workshops for Placer County jurisdictions **As needed**
- Participate in CARTA Technical Advisory Committee meetings **As needed**
- **Participate in CARTA Board of Directors meetings as an Ex-Officio Member of the Board of Directors As scheduled**

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$192,268</u> <u>\$194,603</u>	PCTPA	<u>\$184,887</u> <u>\$189,603</u>
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	20,000	Meetings, Travel, and Notifications	\$25,000
TOTAL	<u>\$212,268</u> <u>\$214,603</u>		<u>\$212,268</u> <u>\$214,603</u>
Percent of budget:	1.17 <u>1.18</u> %		

WORK ELEMENT 13

INTERGOVERNMENTAL ADVOCACY

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

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

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual virtual Cap-to-Cap and State legislative advocacy effort **Spring of 2025**
- Participate in the Placer Business Alliance Washington DC trip – **Fall 2024**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Develop annual Federal legislative and advocacy platform **January 2025**
- Develop annual State legislative and advocacy platform **January 2025**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **Ongoing/as needed**
- Membership in local chambers of commerce including Auburn, Lincoln, Loomis, Rocklin, Roseville, and Sacramento **Ongoing**

PRODUCTS:

- Attend Self-Help Counties Focus on the Future Conference **November 2024**
- Attend PBA trip to DC – **Fall 2024**
- Attend Cap to Cap trip to DC - **Spring of 2025**
- 2024 Federal Legislative Platform **January March 2025**
- 2024 State Legislative Platform **January March 2025**
- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2025**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$ <u>229,737</u> \$ <u>231,664</u>	PCTPA	\$ <u>145,138</u> \$ <u>147,065</u>
Interest	\$10,000	Travel and Conference Expenses	\$10,000
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	3,399
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	\$45,000
TOTAL			
	\$ <u>239,737</u> \$ <u>241,664</u>		\$ <u>239,737</u> \$ <u>241,664</u>
Percent of budget:	1.32% 1.33%		

WORK ELEMENT 14

COMMUNICATIONS AND OUTREACH

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

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

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

This work element covers the more public outreach and input that is both important and required by federal and/or state regulations for administering transportation planning and project/program/service delivery activities. Outreach for specific efforts, including transit and rail, I-80/SR 65 Interchange, SR 65 Widening, I-80 Auxiliary Lanes, and the SR 49 Sidewalks Gap Closure are covered under those work elements. Advocacy and lobbying, including policy advocacy outreach or requests for project funding, are covered under Work Element 13: Intergovernmental Advocacy.

WORK PROGRAM:

- Develop and distribute informational pieces to the public, such as brochures, about Agency activities and responsibilities **Ongoing**
- Provide outreach and presentations to interested groups, such as Municipal Advisory Committees, Chambers of Commerce, neighborhood associations, and business groups, on Agency activities and responsibilities **Ongoing/as requested**
- Provide information about transportation options for the public, including distribution of schedules and informational pieces about transit trip planning, at the Agency offices **Ongoing**
- Administer and update the Agency's Title VI and Disadvantaged Business Enterprise (DBE) programs as required by the federal and/or state regulations pertaining to the funding that the Agency receives for delivering its transportation projects, programs, and services. **Ongoing/as needed**
- Solicit and facilitate input of public on transportation issues by specifically including Agency website address, e-mail address, phone number, and physical address in all outreach materials. **Ongoing**
- Seek opportunities for partnerships with jurisdictions, tribal governments, community groups, and others to provide greater breadth of outreach **Ongoing**

WORK ELEMENT 14 (*continued*) COMMUNICATIONS AND OUTREACH

- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Board members, jurisdictions, the public, and other appropriate parties **Ongoing**
- Provide prompt responses to public inquiries and concerns, including raising them to Advisory Committee or Board attention as appropriate **Ongoing**
- Update agency website as needed - www.pctpa.net **Ongoing**
- ~~Post Board agenda, minutes, and meeting recordings on agency web site~~ **Monthly**
- Post legal notices in newspaper of record and applicable newspapers **As required**
- Provide outreach and respond to inquiries by the media to provide information and analysis of transportation issues that face Placer County and highlight agency activities and input opportunities, including television, radio, newspapers, and other media **Ongoing**
- Develop and implement social media program to highlight transportation programs, projects, issues, and other information pertinent to the traveling public **Ongoing**
- ~~Develop and distribute "e-newsletter" with updates on transportation projects and programs, spotlighting current and upcoming transportation issues~~ **Bi-annually**
- Maintain PCTPA's social media channels, including Facebook, X (Twitter), and Linked In **Ongoing**
- Hold meetings, workshops, and/or events to capture public attention, disseminate information, and/or solicit input about transportation issues **Ongoing**
- Bring attention to milestones on transportation projects and programs through signage, events, social media, websites, and other appropriate methods **Ongoing/As needed**
- Develop marketing and outreach materials for programs that provide transportation options in Placer County **Ongoing**
- Create, maintain, and update agency websites that provide education and information regarding transportation options in Placer County **Ongoing**
- Actively participate as a member of the TNT/TMA and support public education and outreach activities applicable to the Truckee-North Tahoe area **Ongoing**

PRODUCTS:

- Information pieces, such as PowerPoint presentations and brochures, about Agency activities and responsibilities **Ongoing**
- ~~PCTPA "e-newsletter"~~ **Bi-annually**
- Social media postings **Ongoing**
- Posting of video recordings of Board meetings **Monthly**
- ~~Major Update and regular~~ Agency website updates ~~June-December 2023~~ **going**
- ~~Board agenda postings on website~~ **Monthly**
- Legal notices **As needed**
- Project and event signage **As needed**
- Title VI and/or DBE Program updates **As needed**
- Meeting notifications and advertising **As needed**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

- Project and event website construction and maintenance **As needed**
- Fact sheets, program and project summaries, and other printed materials **As needed**
- TNT/TMA progress reports and invoices **Quarterly**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$240,522</u> <u>\$242,418</u>	PCTPA	<u>\$147,058</u> <u>\$148,955</u>
CMAQ	\$55,756	Communications Consultant (Item partially funded by CMAQ)	\$107,500
		Graphics Consultant	\$25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,720
TOTAL	<u>\$296,278</u> <u>\$298,175</u>		<u>\$296,278</u> <u>\$298,175</u>
Percent of budget: <u>1.63%</u> <u>1.64%</u>			

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

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

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

PCTPA actively participated with SACOG and our other regional partners in the interim update of the six-county Metropolitan Transportation Plan (MTP), which was adopted in 2023. The comprehensive update of the SACOG MTP is anticipated for adoption in late 2025.

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

Staff kicked off the development of the 2050 RTP in FY 2021/22 with a presentation to the PCTPA Board in February 2022. The 2050 RTP is being developed in coordination with and on a delayed schedule for the SACOG MTP/SCS, being referred to as the 2025 Blueprint, which is not anticipated to be adopted until late 2025. PCTPA's 2050 RTP must be developed concurrent with SACOG's 2025 Blueprint due to the complexity and dynamic transportation planning environment in the Sacramento region as well as the ~~interdependeney~~[interdependence](#) between the ~~two~~[two](#) long-range planning documents for achieving federal and state regulatory goals and objectives.

In addition to developing the 2050 RTP alongside the 2025 Blueprint, PCTPA has conducted an equity study and prepared an Equity Policy Plan. PCTPA's Equity Policy Plan is meant to complement SACOG's Race, Equity, and Inclusion planning efforts in the six-county region. PCTPA will use its Equity Policy Plan to help guide the 2050 RTP's development and future transportation planning efforts within the Placer region. The Equity Policy Plan was adopted at the January 2024 Board of Directors meeting.

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

The following summarizes PCTPA's on-going coordination activities with SACOG.

- Model Development and Support – PCTPA (SACOG Project #SAC108)
 - This project includes SACOG staff time for Placer County-related travel demand and transportation modeling, data assembly, analysis, and monitoring work.
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)

SACOG/MPO PLANNING INTEGRATION & RTP

As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive, and complete datasets quantifying and describing land use, transportation, and demographic characteristics for Placer County, including compliance with air quality modeling and greenhouse gas emissions reduction requirements.

- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - SACOG is required to update the long-range, six county Metropolitan Transportation Plan/Sustainable Communities Strategy at least every four years. The next update of the plan is scheduled to be completed in late 2025. During FY 2024/25 SACOG in partnership with federal, state, and local partners, will be finalizing a preferred transportation investment/project list, which will be integrated with a final land use scenario for their 2025 Blueprint. The Placer County portion of the final preferred project list will also serve as the project list for PCTPA's 2050 RTP.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - As required under the FAST Act, and/or any other subsequent regulations implemented under the new Infrastructure Investment and Jobs Act (IIJA), SACOG is required to update and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure ~~condition~~conditions, freight movement, congestion, and reliability. Activities will include inclusion of Placer County data into the metrics and updates to the Project Performance Assessment tool created by SACOG.
 - Equity Planning Efforts – PCTPA will continue to implement its Equity Policy Plan for the Placer region's transportation planning activities, and coordinate, as appropriate and applicable, with SACOG on the implementation of its Race, Equity, and Inclusion efforts.
- Air Quality Conformity and Interagency Consultation – PCTPA
 - As the six-county region's MPO, SACOG is the lead administering agency for the regional air quality conformity compliance, modeling, and interagency consultation process. PCTPA relies upon SACOG's administration and modeling process for its RTP and coordinates with SACOG on interagency consultation efforts led by SACOG for regional transportation planning.

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

PREVIOUS WORK:

PCTPA

- Coordinated with SACOG on Blueprint MTP/SCS scenario planning – **July 2023 – October 2023**
- Conducted second round of public engagement/outreach for PCTPA’s RTP **September 2023 – November 2023**
- Developed an equity policy plan specific to PCTPA’s planning efforts and 2050 Regional Transportation Plan’s development, which is meant to complement SACOG’s Race, Equity, and Inclusion planning efforts **August 2023 – January 2024**
- In coordination with SACOG, prepared an interim RTP update (with updated financial assumptions, project programming, etc.), which allowed for PCTPA to continue working with SACOG on development of the 2050 RTP and 2025 Blueprint (anticipated to be adopted in late 2025). **August 2023 – June 2024**
- Coordinated with SACOG on development of forecasted transportation funding through 2050 for RTP and MTP/SCS planning efforts – **October 2023 – June 2024**

SACOG

- Model development and Support for PCTPA
 - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2023 – June 2024**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Develop and finalize financial forecasts for the six-county, financially-constrained MTP/SCS **October 2023 – June 2024**
 - Developed six-county, preferred land-use scenario assumptions for the 2025 Blueprint to be paired with transportation investments in a preferred project list development process **July 2023 – June 2024**

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Continue development of 2050 RTP elements/chapters **July 2024 – June 2025**
- Develop a final preferred transportation project list with SACOG for the PCTPA 2050 RTP and SACOG 2025 Blueprint (must be the same) **April 2024 – ~~October 2024~~ January 2025**
- Coordinate with SACOG on regional air quality conformity and interagency consultation for the 2025 Blueprint and 2050 RTP **September 2024 – November 2024**
- Secure a consultant and begin preparation of a programmatic environmental impact report (EIR) associated with evaluating PCTPA’s RTP’s preferred project list (\$60,000 estimated for consultant EIR preparation) **August 2024 – ~~April~~ June 2025**

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

- Coordinate with SACOG to develop materials for hosting an elected officials' workshops required of the Blueprint MTP/SCS **July/August 2024**

SACOG

- Model development and Support – PCTPA
 - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. **July 2024 – June 2025**
- Data Development, Monitoring, and Support – PCTPA
 - Provide data analysis and mapping assistance to Placer County's various plan updates, including demographics, environmental layers, and transportation data for all jurisdictions and special districts. **July 2024 – June 2025**
- Regional Air Quality Conformity Compliance – PCTPA
 - Administer and lead the six-county regional air quality conformity compliance and interagency consultation process, which PCTPA relies upon for its RTP and transportation planning efforts. **July 2024 – June 2025**
- MTP/SCS Update – PCTPA

SACOG/MPO PLANNING INTEGRATION & RTP

- Engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. **Monthly**
- Prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. **July 2024 – June 2025**
- Prepare and adopt a preferred transportation investment/project list for the Blueprint MTP/SCS and PCTPA 2050 RTP. **April 2024 – ~~October 2024~~ January 2025**
- Coordinate with SACOG on interagency consultation for regional air quality conformity compliance and transportation planning related to the SACOG MTP and PCTPA's RTP, which SACOG leads as the MPO for the six-county region. **Ongoing**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Monitor safety performance data and set targets for PM1. **Ongoing**
 - Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. **Ongoing**
 - Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. **Ongoing**
 - Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. **Ongoing**

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

- Update project performance assessment (PPA) tool and interactive spatial performance metric display. **Ongoing**
- Continually maintain and implement CMAQ Performance Plan. **As Needed**

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **As needed**
- Coordination with SACOG on air quality conformity compliance and interagency consultation **As needed**
- Develop draft PCTPA 2050 RTP **July 2024** – ~~March 2024~~ **June 2025**
- PCTPA RTP EIR development with consulting assistance (\$60,000) **August 2024** – ~~April~~ **June 2025**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- Draft RTP transportation project list in coordination with SACOG's MTP/SCS preferred land use and transportation project scenario development **April 2024** – ~~October 2024~~ **January 2025**

SACOG

- Model development and Support – PCTPA

SACOG/MPO PLANNING INTEGRATION & RTP

- Support provided and outcomes memo **As needed**
- Data Development, Monitoring, and Support – PCTPA **Ongoing**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Elected Official Information Sessions. **Summer 2024**
 - Preferred Pathway Framework. - **Complete**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
- Assist with development of and support Regional or Statewide PM1 Safety Targets for 2024/2025 - SACOG Board Action. **Ongoing**

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$243,748 \$215,974	SACOG (\$330,000 from RPA)	\$330,000
Rural Planning Assistance	387,000	PCTPA (\$57,000 from RPA)	\$237,748 \$209,974
Planning, Programming, and Monitoring (PPM)	60,000	Consultant Support for RTP document development (\$40,000) and EIR development (\$60,000) (paid with LTF)	100,000
		Community Engagement for draft RTP and EIR	20,000
		Legal (on-call support for reviewing RTP related documents and other joint PCTPA/SACOG planning efforts established under the MOU)	1,000
		Meetings, Travel, and Notifications (supporting budget for reimbursement of direct travel and/or purchases made to support the RTP public outreach activities and/or SACOG planning/public engagement efforts)	2,000
TOTAL	\$690,748 \$662,974		\$690,748 \$662,974
Percent of budget:	3.80% 3.64%		

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

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

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

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

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the CTSA JPA **Ongoing**
- Oversee the implementation of CTSA as delineated in the Joint Powers Agreement, including Placer Rides, Transit Ambassador, and the South Placer Transportation Call Center, Bus Pass Subsidy, and Mobility Management programs per Memoranda of Understanding **Ongoing**
- Continue implementation of the marketing plan, approved by the PCTPA Board in January 2023, in coordination with the region's three public transit operators, Seniors First, and other social service transportation agencies and public stakeholders. The marketing plan's intent is to bring awareness to promote and increase demand for the WPCTSA Mobility Training/Transit Ambassador, South Placer Transit Information Center, and Placer Rides programs as well as public transit services and transportation programs currently available in Placer County. **Ongoing**
- Continue to maintain the one-stop-shop (OSS) website that launched in January 2024, www.southplacertransitinfo.com, to provide a centralized online location for all information regarding Placer's public transit services, including an interactive transit system route and demand response service map **Ongoing**
- Continue to produce and release marketing materials/collateral for the WPCTSA's Mobility Training/Transit Ambassador and Placer Rides Programs in collaboration with the City of Roseville, Seniors First, and other stakeholders from the Transit Operators Working Group (TOWG) and public **Ongoing**
- Develop and print coordinated transit schedules **Ongoing**
- Implement WPCTSA SRTP recommendations as needed **Ongoing**
- Develop agenda items for CTSA Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

- Provide information and reports to interested groups, and citizens **Ongoing**
- Coordinate with SACOG on Federal and/or State funding opportunities available for the region’s social service transportation providers as well as implementing and/or updating the SACOG Human Services Coordination Plan. **Ongoing**
- Coordinate with Caltrans on their District 3 Transit Plan. **July 2024 – June 2025 / As needed**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2024/25 Budget updates **As needed**
- CTSA FY 2025/26 Budget **June 2025**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Reports, audits, and other documentation required of CTSA’s **July 2024 – June 2025 / as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	\$194,507	PCTPA	\$194,507
	\$195,376		\$195,376
TOTAL	\$194,507		\$194,507
	\$195,376		\$195,376
Percent of budget:	1.07%		

WORK ELEMENT 24 TRANSIT PLANNING

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

BACKGROUND:

PCTPA actively collaborates with its member agencies and transit operators to improve the public transit system in Placer County. With an increased focus on alternatives to driving alone at the state and federal level, PCTPA's work to expand travel options in Placer County has become a larger part of the agency's work. The COVID-19 epidemic only exacerbated the need for Placer County to rethink how it provides transit services.

This Work Element includes general transit planning and coordination, as well as the implementation of key regional transit services, such as the South Placer Transit Project (known as the Rapid Link), the Placer County-Roseville-Auburn microtransit pilot program (known as Go South Placer On-Demand). Rapid Link will connect South Placer County to the high-frequency Sacramento Light Rail transit system and provide Lincoln ~~residents~~residents with an efficient alternative to driving and increased congestion and the continued need for enhanced transit services in the Highway 65 Corridor. The new route would begin and end with a stop in the City of Lincoln, continue along the Highway 65 corridor with stops at Sutter Roseville Medical Center, Kaiser Permanente Roseville, and the Roseville Galleria shopping center, and terminate at the Watt/I-80 light rail station in Sacramento County. Sacramento Regional Transit's light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards, and other key destinations within Sacramento County. Go South Placer On-Demand is a mobile app-based platform that utilizes software technology to support new, on-demand transit service in areas of Placer County, Roseville, and Auburn that may currently be underserved and/or underutilized with existing public transit options.

Starting in Spring 2023, PCTPA began a collaborative planning effort with the region's public transit service operators, social service transportation agencies, and other public stakeholders to develop a comprehensive operational analysis (COA) and short-range transit plan (SRTP) for the Placer region. The COA and SRTP intend to develop a new transit system network that addresses post COVID-19 pandemic transit service demand and improves coordinated intra- and intercity public transit services provided by all three transit operators and service connections to other regional transportation networks. PCTPA, through the WPCTSA, will continue to coordinate these collective planning efforts that are anticipated to be completed during FY 2024/25.

WORK PROGRAM:

- Work with Roseville Transit, Placer County Transit, Auburn Transit and the WPCTSA program partners and other social service agency and public stakeholder to collectively develop a joint COA/SRTP for the Placer region's transit system **Ongoing**
- Collaborate closely with consultant team, City of Roseville, Placer County, and other pertinent parties to implement the Rapid Link service project **Ongoing**
- Work closely with the City of Roseville, Placer County, City of Auburn, and other stakeholders to implement the app-based Go South Placer On-Demand microtransit pilot program **Ongoing**

WORK ELEMENT 24 (continued)
TRANSIT PLANNING

- Provide support for federal and state grant applications for transit capital and operating funding **Ongoing**
- Work with SACOG, Caltrans, the City of Roseville, and Placer County to ensure inclusion of Placer’s Rapid Link service in their planning and funding efforts **Ongoing**
- Work with region’s transit operators (Auburn Transit, Placer County Transit, and Roseville Transit) and local jurisdictions to conduct a bus stop inventory that catalogs pedestrian access, safety, signage, and other infrastructure improvements that are needed to help support and generate increased ridership demand for the region’s transit services **January 2025 – June 2025**
- Facilitate and monitor activities of the Transit Operators Working Group (TOWG) **Monthly**
- Coordinate with Caltrans on their District 3 Transit Plan. **July 2024 – June 2025 / as needed**

PRODUCTS:

- Rapid Link service implementation **Ongoing**
- GO South Placer platform and microtransit service implementation **Ongoing**
- Bus stop inventory for south Placer region’s transit operators **June 2025**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Western Placer CTSA	\$158,387 \$175,344	PCTPA	\$157,887 \$174,844
		Meetings, Travel, and Notifications	500
TOTAL	\$158,387 \$175,344		\$158,387 \$175,344
Percent of budget:	-.87%		.96%

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION

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

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

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

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

WORK PROGRAM:

- Participate in interagency aviation meetings **As needed**
- Review development projects for consistency with ALUCP **As needed**
- Provide staff support for ALUC **As needed**
- Participate in Auburn Municipal Airport Master Plan update. **Through Spring 2025.**
- Determine consistency of the Auburn Municipal Airport Master Plan update with ALUCP. **By June 2025**
- Update ALUCP, as needed, to reflect Auburn Municipal Airport Master Plan changes. **By June 2025**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **As needed**
- Annually adjust the ALUC fee structure based on CPI, as needed. **By June -2025 for FY 2025/26**

PRODUCTS:

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Determination of Auburn Municipal Airport Master Plan update consistency with ALUCP, including public hearings **By June 2025**

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

- Update ALUCP, as needed, to reflect Auburn Municipal Airport Master Plan changes and arrange City of Auburn funding contribution. By June 2025
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC approval of annual adjustment of ALUC fee structure based on CPI - **By June 2025 for FY 2025/26**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$111,307 <u>\$111,696</u>	PCTPA	\$60,807 <u>\$61,196</u>
ALUC Fees	\$1,000	Legal	1,000
City of Auburn ALUCP Update Funding Contribution	\$10,000	ALUCP Conformity Consultant	\$10,000
		Meetings, Travel, and Notifications	\$500
		ALUCP Update (Consultant Cost)	\$50,000
TOTAL	\$122,307 <u>\$122,696</u>		\$122,307 <u>\$122,696</u>
Percent of budget: - .67%			

WORK ELEMENT 33

EMISSION REDUCTION PROGRAM

PURPOSE: To provide ongoing planning, education and coordination services, and support construction of infrastructure to reduce transportation related emissions.

BACKGROUND:

This element encompasses planning, analysis, and implementation of strategies to reduce transportation generated pollutants and greenhouse gas (GHG) emissions. The work will focus on the encouragement and support of strategies other than single-occupancy internal combustion engine vehicles. This includes walking, biking, low- and zero-emission vehicles (electric, hybrid, and hydrogen fueled automobiles and trucks), and travel demand strategies/work-based incentive programs.

Staff will support active transportation efforts through countywide planning efforts, coordination with local and state partners, and support for grant opportunities. As needed, staff also serve as a coordinating role for multijurisdictional planning efforts and projects. PCTPA initiated a Countywide Active Transportation Plan Update (see Work Element 48) in FY 2023/24 that will continue throughout the entirety of FY 2024/25. Five of the six cities/town and Placer County are participating to craft a new vision for active transportation in Placer County. PCTPA will also continue to update, print, and distribute the Countywide Bikeway Map.

Staff will support the transition to low- and zero-emission vehicles by supporting countywide planning and infrastructure for electric charging and hydrogen fueling, including: demand analysis; site planning; grid capacity analysis; public fleet transitions, identifying options to serve traditionally hard to reach sectors; assisting in developing permitting tools, planning standards, and design standards; and identifying applicable funding and incentive opportunities. In FY 2023/24 PCTPA submitted a grant application to SACOG for a Placer Countywide Zero Emission Vehicle Infrastructure Plan encompassing the items noted above. PCTPA was awarded a Carbon Reduction Program grant in July 2024 and has initiated work on the plan, with completion scheduled for fall 2026.

Travel demand management (TDM) is about providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability. PCTA will support planning and education efforts by communicating with the public and employers about travel choices. Examples of TDM strategies include: commute trip reduction; coordination for carpools/vanpools; use of high occupancy lanes; providing transit passes to students or workers; providing showers and bicycle repair and storage at work sites; promotions like May is Bike Month; outreach to employers to increase the use of telework, compressed work weeks, transit incentives, and carpool/vanpool support.

WORK ELEMENT 33 (continued)
EMISSION REDUCTION PROGRAM

WORK PROGRAM:

- Coordinate with local jurisdictions on pedestrian and bicycle funding opportunities and grant programs and enhance coordination efforts with Caltrans to identify and program complete streets enhancements to the state highway system in Placer County. **Ongoing**
- Provide technical assistance on grant applications that support the reduction of vehicle travel **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2025 – May 2025**
- Update the Placer County Bikeway ~~Map in~~ [Map in](#) coordination with the Countywide Active Transportation Plan (see WE 48) **June 2025.**
- Print and distribute updated countywide bicycle maps **As needed**
- Coordinate efforts with Caltrans District 3 on the implementation of their district 3 Active Transportation Plan **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**
- Service on technical advisory and consultant selection committees to identify and plan policies, strategies, programs, and actions that maximize and implement the regional transportation infrastructure. **As needed**
- Coordinate with local jurisdictions on alternatively fueled vehicles funding opportunities and grant programs **Ongoing**
- Provide support to regional partners for alternatively fueled vehicles, including EV charging station **Ongoing**
- Participate in regional efforts on the transition to alternatively fueled vehicles **Ongoing**
- Assisting in developing permitting tools, planning standards, and design standards **Ongoing**
- Analyze and plan for alternatively fueled vehicle infrastructure **Ongoing**
- Lead efforts to coordinate and implement regional TDM programs to promote, encourage and incentivize car trip reduction **July 2024-June 2025**
- Promote and encourage employer-based trip reduction programs. **Ongoing**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan perform grant administrative and invoicing functions **Ongoing, per grant schedule**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan Request for Authorization/E-76, RFP, Consultant Master Agreement, Letter of Task Agreement and Notice to Proceed **By January 2025**
Develop the Countywide Zero Emission Vehicle Infrastructure Plan and technical reports **Per grant schedule**

PRODUCTS:

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **June 2025**
- Alternatively fueled vehicles funding applications **As needed**

WORK ELEMENT 33 (continued)
EMISSION REDUCTION PROGRAM

- Updated permitting tools, planning standards, and design standards for Alternatively fueled vehicles **As needed**
- Updated web page, fact sheets, and handouts on TDM strategies for employers **June 2025**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan grant administration and invoicing **As Needed**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan RFP, Consultant Master Agreement, Letter of Task Agreement and Notice to Proceed **By January 2025**
- Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan draft documents **Per grant schedule**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$84,093	PCTPA	\$136,593
	\$110,460		\$162,960
		Placer County Bikeway Map Printing	\$4,500
Carbon Reduction Program Grant	\$337,000	ZEV Plan Consultant	\$280,000
CMAQ	\$2,000	Meetings, Travel, and Notifications	\$2,000
TOTAL			\$423,093
	\$423,093		\$449,460
Percent of budget:	2.32%		
	2.47%		

WORK ELEMENT 34

PLACER COUNTY EVACUATION & TRANSPORTATION RESILIENCY PLAN (Multi-year project)

PURPOSE: To address system vulnerabilities and community safety by creating a countywide plan for Evacuation and Transportation Resiliency (ETRP) that will outline planning, operational, and infrastructure resiliency strategies. The work will evaluate a number of challenges related to climate change and climate adaptation within the transportation network of Placer County, including how the transition toward zero-emissions vehicles will impact roadways affected by disasters such as fire and flood and to analyze the feasibility of population evacuation during disasters.

BACKGROUND: Placer County's transportation network is affected by climate-driven events ~~include~~including wildfires, heavy precipitation and snowfall, flooding, health advisories due to heat, smoke, toxic substances, and high winds resulting in public safety power shutoffs. These events can cause considerable damage to transportation infrastructure and create dangerous conditions for evacuating residents and first responders. Currently, Placer County does not have a formally identified evacuation plan. Recommendations outlined in the ETRP may be incorporated into transportation plans, improvement programs, and emergency response plans to improve the county's resilience in the face of extreme events; the plan may also build on existing coordination and emergency evacuation planning efforts of Placer County's Office of Emergency Services and local jurisdictions. Furthermore, planning efforts will engage stakeholder groups and Placer County communities, including diverse and underserved populations. The ETRP will support the implementation of Safety Element of General Plans, Placer County's Sustainability Plan, and Local Hazard Mitigation Plans and assist in fulfilling the requirements of AB 747 and AB 1409 by identifying evacuation routes and potential locations for Resilience Hubs.

WORK PROGRAM:

- Task 01: Perform project administration activities. **November 2024 – June 2027**
- Task 02: Conduct consultant procurement. **November 2024 – ~~March~~ April 2025**
- Task 1: Prepare Existing Conditions Report. **April 2025 – June 2025**
- Task 2: Conduct community engagement. **June 2025 – September 2026**
- Task 3: Convene and work with Project Development Team (PDT). **April 2025 – May 2026**
- Task 4: Conduct stakeholder and committee outreach. **May 2025 – September 2026**
- Task 5: Complete project data analysis and modeling. **June 2025 – December 2025**
- Task 6: Identify and prioritize recommended transportation improvements. **June 2025 – December 2025**
- Task 7: Prepare draft and final Placer County Evacuation and Transportation Resiliency Plan. **January 2026 – October 2026**

WORK ELEMENT 34 *(continued)*

PLACER COUNTY EVACUATION & TRANSPORTATION RESILIENCY PLAN *(Multi-year project)*

PRODUCTS:

- Task 01: Project administration. **November 2024 – June 2027**
 1. Kick Off Meeting Agenda and Notes
 2. Quarterly Invoices and Progress Reports
 3. DBE Reporting (if applicable)
- Task 02: Consultant procurement. **November 2024 – ~~March~~ April 2025**
 1. Request for Proposal
 2. Contract between PCTPA and selected consultant
 3. PCTPA procurement procedures
 4. Agenda and notes from kick-off meeting
- Task 1: Existing Conditions Report. **April 2025 – June 2025**
 1. Existing Conditions Report
 2. ETRP Goals and Objectives
- Task 2: Community Engagement. **June 2025 – September 2026**
 1. Community Engagement Plan and outreach materials
 2. Online surveys
 3. At least eight pop-up events, with pictures, flyers, poster boards/maps, and meeting summaries
 4. Three in-person community workshops with agendas, pictures, flyers, poster boards/maps, and meeting summaries
 5. Three online workshops with a meeting summary for each
 6. Focused interviews and focus groups with CBOs and Tribes, with meeting summaries for each
- Task 3: Project Development Team (PDT) **April 2025 – May 2026**
 1. PDT and Focus Groups Meeting Materials, including agendas, minutes, photographs, etc.
- Task 4: Stakeholder and Committee outreach. **May 2025 – September 2026**
 1. Governing Board/Council meeting agendas, minutes
- Task 5: Project Data Analysis and Modeling. **June 2025 – December 2025**
 1. Results of Data Analysis with maps and charts showing vulnerable areas of transportation network
 2. Evacuation Route Capacity, Safety, and Viability Study and associated analytical tools
- Task 6: Recommended Transportation Improvements. **June 2025 – December 2025**
 1. Recommended Transportation Improvements with planning level cost estimates, maps, and implementation timeframes
 2. Results and their interpretations that 1) identify evacuation vulnerabilities, 2) recommend physical and operational evacuation improvements (i.e., traffic flow improvements, traffic control points, infrastructure improvements, use of emergency signage, single egress communities, and the use of Resilience Hubs/safety zones)
 3. Recommended pilot locations (2-3) for Resilience Hubs and list of recommended critical resources and infrastructure needed to assist during emergency evacuation (i.e., microgrid

and electric vehicle charging capabilities during PSPS events, clean water bottle distribution, cooling stations during high heat event)

- 4. Implementation Plan
 - Task 7: Draft and Final Placer County Evacuation and Transportation Resiliency Plan **January 2026 – October 2026**
 - 1. Administrative Draft ETRP
 - 2. Draft ETRP
 - 3. Final ETRP
 - 4. Meeting Agendas and Minutes from Draft and Final ETRP Presentations

CURRENT FISCAL YEAR: FY 2024/25

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Placer County (13.7%)	\$41,180	PCTPA	\$83,447
	\$40,434		\$77,969
Sustainable Communities Grant (86.3% max)	\$259,437	Placer County Staff	\$15,170
	\$254,705	Consultant	\$200,000
		Meetings, Travel, Printing, and Notifications	\$2,000
TOTAL	\$300,617		\$300,617
	\$295,139		\$295,139
Percent of budget: 1.65%			
<u>1.62%</u>			

FUTURE FISCAL YEARS: FY 2025/26

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Placer County (13.7%)	\$58,185,	PCTPA	\$100,000
	\$58,942		\$105,489
Sustainable Communities Grant (86.3% max)	\$366,565,	Placer County Staff	\$22,750
	\$371,297	Consultant	\$300,000
		Meetings, Travel, Printing, and Notifications	\$2,000
TOTAL	\$424,750		\$424,750
	\$430,239		\$430,239

WORK ELEMENT 34 (continued)
PLACER COUNTY EVACUATION & TRANSPORTATION RESILIENCY
PLAN (Multi-year project)

FUTURE FISCAL YEARS: FY 2026/27

REVENUES		EXPENDITURES	
Placer County		PCTPA	
	\$635		\$50,000
	\$624		
Sustainable Communities Grant (86.3% max)	\$3,998	Placer County Staff	\$7,580
LTF	\$147,804	Consultant	\$100,000
	\$154,958	Meetings, Travel, Printing, and Notifications	\$2,000
TOTAL	\$159,580		\$159,580

TOTAL

REVENUES		EXPENDITURES	
Placer County		PCTPA	
	\$100,000		\$233,447
			\$233,458
Sustainable Communities Grant	\$630,000	Placer County Staff	\$45,500
LTF	\$147,804	Consultant	\$600,000
	\$154,958	Meetings, Travel, Printing, and Notifications	\$6,000
TOTAL	\$884,947		\$884,947
	\$884,958		\$884,958

WORK ELEMENT 35

RAIL PROGRAM

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

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

The long-standing focus of Placer’s rail program is to enhance rail service to Placer County. One manifestation of that priority has been work to extend passenger service to Reno. A Reno Rail Conceptual Plan was completed in FY 2004/05, and efforts had been on hold. However, in 2021, the Tahoe Mobility Forum raised the possibility of looking at this issue again. Caltrans Division of Rail and Mass Transit (DRMT) completed the Sacramento to Reno Service Planning Study. PCTPA working closely with Caltrans DRMT completed a first/last mile analysis and a survey of potential user interest in the potential passenger rail service to Tahoe and Reno. Ongoing coordination with partner agencies in the Reno/Tahoe area regarding extending passenger rail service to Reno will continue to occur through the newly formed Trans-Sierra Transportation Coalition. Caltrans and CCJPA were recently awarded Corridor ID funds from the Federal Railroad Administration which will include some funding for additional planning on the Roseville to Reno corridor.

The rail passenger capacity improvement discussion has focused on improvements to the UP rail “bottleneck” between Sacramento and Roseville. In November 2015, the CCJPA adopted the environmental document for the Third Track capacity improvements, with the focus of providing the Capitol Corridor 10 round trips daily to Roseville. The next steps in this effort include completion of final design and NEPA reviews, obtaining [an](#) FRA Record of Decision, and begin right-of-way acquisition, utility relocations, and construction of the Third Track facilities. The Third Track will continue to require extensive coordination with key parties, including PCTPA, UP, local utilities, and the City of Roseville.

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

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

WORK PROGRAM 35 (continued)
RAIL PROGRAM

- Participate in CCJPA and other interagency rail committees and meetings ~~Bimonthly~~ **Monthly**
- Coordinate with state and federal agencies and legislators to ensure and enhance the long-term viability of rail service in Placer County **Ongoing**
- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**
- Monitor and expedite improvements to rail facilities and services in Placer County, including Third Track project **Ongoing**
- Participate in CCJPA Staff Coordinating Group (SCG), CCJPA/BART LINK21, and Sacramento Regional Rail Working Group meeting. **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service, including changes to Amtrak bus services **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Roseville, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High-Speed Rail feeder route planning **Ongoing**
- Collaborate with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Work with CCJPA and Caltrans to advance rail planning in the Roseville to Reno corridor from the FRA Corridor ID program funding **Ongoing**
- Organize and lead Trans-Sierra Transportation Coalition quarterly meetings in coordination with CCJPA **Quarterly**

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$35,134	PCTPA	\$41,634
	\$22,656		\$29,156
CMAQ	7,500	Legal	500
		Meetings, Travel, and Notifications	500
TOTAL	\$42,634		\$42,634
	\$30,156		\$30,156
Percent of budget:	.23%		
	<u>.17%</u>		

WORK ELEMENT 40
PLACER PARKWAY (*Multi-year project*)

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

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

The Tier 1 environmental document, which identified a 500’ to 1000’ wide corridor for acquisition, was adopted by the South Placer Regional Transportation Authority (SPRTA) in December 2009. Subsequent Tier 2 environmental documents are needed for each section being constructed. Placer County is currently designing the first construction phase (Phase 1), from State Route 65 to Foothills Blvd.

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

WORK PROGRAM:

- Assist Placer County and other partners in developing and obtaining ~~a construction~~ construction level environmental clearance. **Ongoing**
- Participate with Placer County on Project Development Team (PDT) for Placer Parkway Phase 1 **Per County schedule**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Placer Parkway in their planning efforts **Ongoing**

PRODUCTS:

- Tier 1 environmental document revision (addendum, subsequent or supplemental) **as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	\$10,931 \$10,979	PCTPA	\$8,431 \$8,479
		Legal	2,000
		Meetings, Travel, and Notifications	500
TOTAL	\$10,931 \$10,979		\$10,931 \$10,979
Percent of budget: .06%			

WORK ELEMENT 41

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

PURPOSE: To develop a shelf-ready phased improvement program for the I-80/SR 65 Interchange, including environmental clearances, design, and right-of-way. Caltrans pays for and provides staff support through Expenditure Authorization 03-0H26U.

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

A project initiation document (PID) for the I-80/SR 65 Interchange Improvements was completed in 2009 by Caltrans District 3. This document provided planning level alignment alternatives, as well as scope, schedule, and cost estimates. The interchange improvements received both federal and state environmental clearance in September 2016.

Phase 1 of the I-80/SR 65 interchange completed construction in September 2019, including a third lane on northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard. Caltrans has been monitoring the condition of landscaping for five years, as required for environmental mitigation, so the project has not been closed out.

The work for this year is expected to 1) focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, as well as 2) complete a Feasibility Study for medium and heavy duty truck alternative fueling at the interchange, and 3) complete a Construction Phasing analysis to investigate cost saving opportunities for the construction project.

WORK PROGRAM:

- Coordinate with Caltrans to complete environmental monitoring of the Phase 1 project. – **June 2025**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **as needed**
- Maintain and update the project information on the PCTPA website **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure ~~inclusion~~the inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**
- Pursue grant funding opportunities for construction of Phase 2. **As needed**
- Perform a Construction Phasing analysis of the interchange project. **July 2024**

PRODUCTS:

- Coordination with Caltrans and regulatory agencies to close out environmental monitoring for Phase 1 construction **Ongoing**
- Construction Phasing analysis technical report. **July 2024**

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

REVENUES		EXPENDITURES	
SPRTA Mitigation Fees	\$162,634	PCTPA	\$60,134
	\$163,094		\$60,594
		Consulting	100,000
		Legal	2,000
		Meetings, Travel, and Notifications	500
TOTAL	\$162,634		\$162,634
	\$163,094		\$163,094
Percent of budget:	.89%		
	<u>.90%</u>		

WORK ELEMENT 42

HIGHWAY 65 WIDENING *(Multi-year project)*

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

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

A project initiation document (PID) for the Highway 65 Widening was completed by Caltrans District 3 in January 2013. This document provides planning level alternatives, as well as scope, schedule, and cost estimates. The PCTPA board approved funding to complete Project Approval and Environmental Document (PA&ED) phase, which was completed in FY 2017/18. The PA&ED included a commitment to analyze the feasibility of extending passenger rail service to Lincoln; this feasibility analysis was completed in 2023

The next phase of the project is the design of Phase 1 improvements from Blue Oaks Boulevard to Galleria Blvd/Stanford Ranch Rd, which is being led by PCTPA. The work in FY 2020/21 continued the Phase 1 work to 95 percent design in September 2021. However, with the transportation funding strategy being delayed to 2024, the design was placed on hold. The design work will be renewed to advertise the project for construction in 2025.

WORK PROGRAM:

- Provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- Pursue grant funding opportunities for construction of Phase 1 **As needed**
- Perform a Construction Phasing analysis of the corridor projects. **July 2024**
- Restart final design of the Phase 1 Improvements **January 2025 – June 2025**

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

PRODUCTS:

- Grant funding applications **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**
- Construction Phasing analysis technical report. **July 2024**

REVENUES		EXPENDITURES	
SPRTA	\$728,437	PCTPA	\$112,937
	\$724,838		\$109,338
		Consulting	600,000
		Permit Fees	15,000
		Meetings, Travel, and Notifications	500
TOTAL	\$728,437		\$728,437
	\$724,838		\$724,838
Percent of budget:	4.00%		3.98%

WORK ELEMENT 43

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

PURPOSE: Monitor construction of the I-80 Auxiliary Lanes project.

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

- I-80 Eastbound Auxiliary Lane between SR 65 and Rocklin Road
- I-80 Westbound 5th Lane between Douglas Blvd and Riverside Ave

Construction of the I-80 Auxiliary Lanes project will relieve existing traffic congestion and support future economic development in southern Placer County. The two locations have been combined as one project to be the most cost effective in completing the environmental documents and project designs.

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA completed the Project Approval and Environmental Documents (PA&ED) phase in May 2014, and both state and federal environmental approval for the project was obtained in October 2016. Final design and right of way acquisition phases were initiated in February 2018. Construction funding was awarded by the CTC in December 2020. Construction started in August 2023. Project completion is anticipated to occur by March 2025, with project closeout by December 2028.

The work for this fiscal year is expected to include continued construction support activities, implementation of mitigation and permit requirements, and permit renewals, and as-built preparation. Project construction is anticipated to be completed by June 2025, with project closeout by December 2028.

WORK PROGRAM:

- Work with SACOG, Caltrans, SPRTA, and areas to address any I-80 Auxiliary Lanes construction issues. **Ongoing**
- Collaborate closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to monitor project construction activities, and implementation of project mitigation and permit requirements. **Ongoing**
- Provide project construction engineering support **Ongoing**
- Participate in weekly Caltrans construction meetings **Ongoing**
- With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, area business groups, area homeowners, citizen groups, and other interested parties **As needed**

PRODUCTS:

- I-80 Auxiliary Lanes construction engineering support, including consultant response to Requests for Information (RFIs) and as-built preparation. **By June 2025**
- Consultant and Caltrans Construction Support and Capital invoice processing. **By June 2025.**
- Newsletters, press releases, and outreach materials **Ongoing**

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

REVENUES		EXPENDITURES	
SPRTA	\$9,643,566	PCTPA	\$77,248
	\$9,626,950		\$60,642
		Consultant Construction	
		Engineering Support	\$159,833
		Meetings, Travel, and	\$1,000
		Notifications	
		Permit Fee Renewals:	
		RWQCB	\$2,600
		Legal	\$5,000
		Construction Capital	\$8,818,427
		Construction Support	\$579,448
TOTAL	\$9,643,556		\$9,643,556
	\$9,626,950		\$9,626,950
Percent of budget:			
	52.99% 52.89%		

WORK ELEMENT 44

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

PURPOSE: To implement the Active Transportation Program Cycle 4 (2018) funded Highway 49 Sidewalk Gap Closure project. The project will construct 2.3 miles of sidewalks between the gap on State Route 49 (SR 49) from I-80 to Dry Creek Road, including environmental clearances, design, and right of way support. Caltrans pays for and provides staff support through Expenditure Authorization 03-3H830.

BACKGROUND: The PCTPA Board in March 2017 allocated federal Congestion Mitigation and Air Quality funding to work cooperatively with the City of Auburn, County of Placer, and Caltrans to develop a project to close gaps in the sidewalk network along SR 49 from I-80 to Dry Creek Road.

The Highway 49 Sidewalk Gap Closures project completed the necessary environmental clearance in December 2019. It was advertised for construction bids in November 2023, but there were no awardable bids, so the project was readvertised in July 2024. Construction is scheduled to start in ~~fall/winter 2024~~ April 2025 and is scheduled to be completed in -2026.

Work for FY24/25 includes readvertising the contract, monitoring construction and providing design support for construction as needed.

WORK PROGRAM:

- Readvertise the construction contract. **July 2024--September 2024**
- Monitor construction activities and review cost changes-**November 2024-June 2025**
- Provide design engineering support to Caltrans to support construction activities **As needed**
- With the consultant team, provide information and make presentations on the Highway 49 Sidewalk Gap Closures effort to elected officials, business groups, citizen groups, and other interested parties **As Needed**

PRODUCTS:

- Consultant engineer responses to Caltrans construction inquiries **As needed**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
		PCTPA	\$53,541
			\$73,357
LTF, Bike and Ped	\$145,806	Design & ROW consultant	\$275,000
CMAQ/HIP		ROW Capital:	\$2,787,437
	\$3,133,672	Easements and Utility Relocations	
	\$3,153,488	Permit Fees	\$5,000
		Meetings, Travel, and Notifications	\$1,000
		Caltrans – Advertise, Award, Administer Contract	\$150,000
		Legal	\$7,500
TOTAL			\$3,279,717
	\$3,279,478		\$3,299,294
	\$3,299,294		
Percent of budget:			
18.02%			18.13%

WORK ELEMENT 47

SOUTH PLACER-SOUTH SUTTER TRANSPORTATION FAIR SHARE ANALYSIS *(Multi-year project)*

PURPOSE: Facilitate a proactive multi-jurisdictional approach between the Participating Agencies and PCTPA to address cumulative transportation impacts from pending and approved land development within the South Placer and Sutter region.

BACKGROUND:

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

Beginning in January 2020, staff from the City of Roseville and Placer and Sutter counties and PCTPA formed a Project Development Team (PDT) to initiate a Project Study Report (PSR) to scope Riego Road/Baseline Road improvements from SR 99 to Foothills Boulevard. In conjunction with the PDT, a Strategy Team was formed, consisting of corridor development interests. The PSR, approved in October 2020, indicated that Riego Road/Baseline Road needs to be widened and improved to support future planned and approved development, and to provide for a reliable and safe east-west connection to meet anticipated traffic demands in the South Placer and South Sutter region.

At the conclusion of the PSR, the PDT recognized that it would be in their best interest to continue to work cooperatively to design, fund, finance, and determine the timing of construction of Riego Road/Baseline Road improvements located in their respective jurisdictions. The PDT also recognized that it would be in their best interest to work cooperatively to obtain State and federal transportation funding, and to develop a fair and equitable method to fund and finance costs of certain regional transportation improvements necessary to address cumulative traffic impacts within the South Placer and South Sutter region. ~~A result~~As a result, a Memorandum of Understanding (MOU) executed in October 2020 between the four agencies that directed PCTPA to facilitate a mutually agreed upon scope and structure for a regional transportation funding and financing plan. An RFP for consultant services to conduct the transportation fair share analysis was released in October 2022.~~The~~The PCTPA Board approved an amended MOU in January 2023, which authorized and directed PCTPA to award a consultant contract to prepare the transportation fair share analysis for South Placer-South Sutter region in 2023. The fair share analysis was completed in October 2024. The final report was accepted by the PCTPA Board of Directors and transmitted to the City of Roseville and Placer and Sutter counties for their implementation.

WORK PROGRAM:

- Execute project contingency funding to ~~initiate MOU Task 3 and~~ execute consultant optional task- upon approval of Project Development Team. **July 2024 – ~~November 2025~~ October 2024**
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties. **July 2024 – ~~November 2025~~ October 2024**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening and other South Placer-South Sutter regional projects in their planning efforts **Ongoing**

WORK ELEMENT 47 (continued)
SOUTH PLACER-SOUTH SUTTER TRANSPORTATION FAIR SHARE ANALYSIS
(Multi-year project)

- ~~Initiate MOU~~Initiate MOU Funding Agreement Amendment #2 between partner agencies and PCTPA for ~~Task 2~~Task 2 services. **July 2024 – ~~November 2025~~ October 2024**

PRODUCTS:

- Fair share fee program implementation options including Riego Road/Baseline Road Widening. Consultant work product. **In accordance with work program**
- Optional consultant services ~~As needed~~ July 2024 – October 2024
- Memorandum of Understanding Amendment between partner agencies and PCTPA ~~for~~ for optional consultant Task 3 services **July 2024 – ~~July 2025~~ October 2024**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Agency Contribution	\$69,740	PCTPA	\$29,885 <u>\$30,080</u>
LTF	\$145 <u>\$340</u>	Consultant On-Call Services	40,000
TOTAL	\$69,885 <u>\$70,080</u>		\$69,885 <u>\$70,080</u>
Percent of budget:	.38% <u>.39%</u>		

WORK ELEMENT 48

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (*Multi-year project*)

PURPOSE: Develop a countywide active transportation plan for bicycle and pedestrian projects in Auburn, Colfax, Lincoln, Loomis, Rocklin, and unincorporated Placer County. Project is funded primarily by a Caltrans Sustainable Communities grant.

BACKGROUND: In August 2023, PCTPA was awarded a Caltrans Sustainable Communities grant in the amount of \$424,293 to develop the Placer Countywide Active Transportation Plan (PATP). This plan will develop a vision for active transportation (bicycling and walking) in Placer County by working with five of the county's cities/town, as well as the County of Placer, to analyze demand for active transportation, engage with the community (with an emphasis on underserved communities), and develop projects. The Cities of Auburn, Colfax, Lincoln, and Rocklin; Town of Loomis; and the County of Placer will participate in this planning process. The City of Roseville is conducting their own Active Transportation Plan update ~~concurrent~~ concurrently ~~to~~ with this effort. PCTPA and Roseville staff will work closely together to ensure the visions of the two plans are aligned.

This work element will include all activities related to the development of the PATP, including (but not limited to): grant administration, consultant selection and award, community engagement, data analysis, jurisdictional and stakeholder coordination, and the development of projects. Activities anticipated to be worked on in FY 24/25 are listed below in the Work Program section.

WORK SUMMARY (FISCAL YEAR 2023/24)

- Conducted a competitive RFP process to select a consultant to prepare the Placer Countywide ATP **December 2023 – February 2024**
- Began work on Existing Conditions **April 2024 – June 2024**
- Began 1st round of community engagement **May 2024 – June 2024**
- Convened the first Stakeholder Advisory Group meeting **May 2024**
- Begin work on updating the Placer Countywide Bicycle Map **May 2024-July 2024**

WORK PROGRAM (CURRENT FISCAL YEAR 2024/25):

- Update the Placer Countywide Bicycle Map **May ~~2024~~ 2025 – July ~~2024~~ 2025** (Consultant & PCTPA)
- Convene a Plan Development Team of stakeholders, meeting as needed **July 2024 – June 2025** (PCTPA & Consultant)
- Complete a first-round community engagement campaign to solicit concerns about bicycling and walking in Placer County (starts in FY 23/24) and conduct a second round of community engagement to review plan recommendations. This will include online surveys, virtual workshops, governing board presentations, community-based organizations outreach, and pop-up events **July 2024 – ~~March~~ May 2025** (Consultant & PCTPA)
- Conduct demand analysis of bicycling and walking in Placer County **June 2024 – November 2024**
- Identify network of active transportation projects **September 2024 – ~~February~~ March 2025**
- Prioritize network of projects and develop implementation plan **~~January~~ April 2025 – ~~May~~ June 2025**
- ~~Develop draft of Placer Countywide Active Transportation Plan~~ **~~May 2025 – June 2025~~**

- Grant reporting and invoicing **Monthly and as needed** (PCTPA)

WORK ELEMENT ~~48~~ 48 (continued)

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (Multi-year project)

PRODUCTS FOR FY 2024/25:

- Request for Proposals procurement package and contract with selected consultant **November 2023 – January 2024**
- Technical memos and maps on existing active transportation conditions in Placer County **March 2024 – May 2024**
- Updated 2023 Placer County Bike Map **July ~~2024~~ 2025**
- Community Engagement Plan, Outreach Materials, and Outreach activities **July 2024 – ~~March~~ May 2025**
- Technical memos and maps on demand analysis of active transportation **November 2024**
- Draft active transportation project list **February ~~April~~ 2025**
- Prioritized list of projects and implementation plan **May ~~June~~ 2025**
- ~~Draft Placer Countywide Active Transportation Plan~~ **June ~~2025~~ 2025**
- Consultant contract amendments **As needed**
- Newsletters, press releases, social media posts, and outreach materials **Ongoing**

PAST FISCAL YEARS: FY 2023/24

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$84,893.06	PCTPA	\$28,971.64
LTF	\$10,998.81	Consultant Services	\$66,156.75
		Meetings, Travel, and Notifications	\$763.48
TOTAL	\$95,891.87		\$95,891.87

CURRENT FISCAL YEAR: FY 2024/25 – Grant Balance Forward \$339,399.94

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$243,015	PCTPA	\$61,849 <u>\$62,200</u>
LTF	\$31,184 <u>\$31,535</u>	Consultant Services	\$210,350
		Meetings, Travel, and Notifications	\$2,000
TOTAL	\$274,199 <u>\$274,550</u>		\$274,199 <u>\$274,550</u>
Percent of budget:			
1.51%			

WORK ELEMENT 48 (continued)

PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN (Multi-year project)

FUTURE FISCAL YEARS: FY 2025/26

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$96,384.94 \$97,081.94	PCTPA	\$18,333 \$14,043.36
LTF	\$12,789.19 \$11,741.19	Consultant Services	\$89,841.13 93,543.25
		Meetings, Travel, and Notifications	\$1,000 1,236.52
TOTAL	\$109,174.13 \$108,823.13		\$109,174.13 \$108,823.13

Total

REVENUES		EXPENDITURES	
Caltrans Sustainable Communities Grant	\$424,293	PCTPA	\$105,215
LTF	\$54,972	Consultant Services	\$370,050
		Meetings, Travel, and Notifications	\$4,000
TOTAL	\$479,265		\$479,265

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

Following the passage of SB 862 in 2014, PCTPA determines the allocation of Low Emission Transit Operations Program (LCTOP) funding to the region's LCTOP eligible transit and transportation projects. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP funding is continuously appropriated from the annual auction proceeds in the State's Greenhouse Gas Reduction Fund.

The passage of SB 1 in the Spring of 2017 brought significant new revenues into play, with critical administrative roles for Regional Transportation Planning Agencies (RTPAs). The package of ten different funding programs includes a few that are distributed by formula, with most distributed on a competitive basis. PCTPA collaborates with member jurisdictions and other regional agencies to ensure timely use of formula SB1 funds, and to identify projects and develop applications for competitive SB1 funds. These programs include regular reporting to Caltrans and the California Transportation Commission (CTC) that PCTPA and its member jurisdictions must comply with.

Another major transportation funding program that PCTPA programs, under the requirements of our designation as Placer's Regional Transportation Planning Agency (RTPA), is the Regional Transportation Improvement Program (RTIP). PCTPA determines how to program the RTIP funds allocated to the county. PCTPA also advocates for the allocation of Caltrans' ITIP funds for shared priorities on state highways, including SR 65, SR 49, and I-80. While in recent years, with the advance of Placer's share of RTIP funds for the SR 65 Lincoln Bypass, as well as the fluctuations that result in a diminishing effectiveness of the gas tax revenues that fund the STIP, this is becoming a much smaller portion of PCTPA's funding efforts. However, with the passage of SB 1, it appears the RTIP debt may be paid off sooner, likely bringing this funding source back into play in the 2026 STIP Cycle.

Federal funding is equally volatile. Over the past decade, the shrinking cost effectiveness of the Federal gas tax has required more state and local funding to make ends meet. A positive boost to Federal funding levels occurred in November 2021, with the passage of the Infrastructure Investment and Jobs Act (IIJA). IIJA effectively replaces the FAST Act and provides a new, five-year authorization of surface transportation funding for highways, transit, and rail programs with an approximately 56% increase in this funding source alone compared to the previous FAST Act legislation. Overall, IIJA introduces \$550 billion of new funding

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

opportunities above the current baseline Federal funding programs, with significant funding increases targeted to new competitive grant programs. Staff will continue to monitor changes to existing, and the introduction of new, funding programs in the IJA, and will be coordinating with PCTPA's member jurisdictions to continue to obtain and maintain the maximum amount of transportation funding for our local and regional transportation priorities, including transit improvements, Highway 65 widening, the I-80/SR 65 Interchange, Placer Parkway, rail capacity improvements, and various I-80 improvements. Not only do these projects enhance mobility for residents, but they also enhance and expand efficient local, regional, and – in the case of I-80 and rail, national goods movement.

SB 125 establishes the Zero-Emission Transit Capital Program (ZETCP) program and provides formula allocation to PCTPA of both ZETCP and Transit and Intercity Rail Capital Program (TIRCP) formula funds. The ZETCP funds are available for fiscal years 2023/24 through 2026/27. TIRCP formula funds are available for fiscal years 2023/24 through 2024/25. PCTPA is responsible for various programming, accountability and transit performance reporting responsibilities related to these funds. PCTPA will work with local agencies to allocate and administer these funds according to available funding program guidance.

PCTPA also works with SACOG and local agencies to program projects for Federal programs such as the Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs, the Federal Transit Administration (FTA) Section 5311, as well as coordinating applications for State and regional programs like the Active Transportation Program (ATP) and FTA Section 5310 program administered by SACOG (urban) and the State (rural).

All regionally significant transportation projects, as well as any which receive federal funding, must be included in the Metropolitan Transportation Improvement Program (MTIP) to allow projects to move forward. PCTPA works closely with SACOG and our jurisdictions to ensure data included in the MTIP is current and accurate. In addition, SACOG provides air quality conformity determinations on the MTIP to comply with Federal clean air requirements.

Under AB 1012, agencies are also held responsible for ensuring State and Federal funding is spent promptly and projects delivered within specified time limits. This requirement is backed up by “use it or lose it” timely use of funds deadlines. Some of the major projects subject to these provisions are those receiving funding through the STBG and CMAQ programs.

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

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

WORK PROGRAM:

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare grant and funding applications, including State SCCP, TCEP, LPP, and ATP; and Federal ~~BUILDRAISE~~ grants **Per Federal/State schedules**
- Participate in SB 1 SSCP and TCEP Cycle 4 CTC guideline development. By **June 2025**
- Serve as information clearinghouse for various grant programs **Ongoing**
- Provide staff support and advice for local jurisdictions in developing grant applications **Ongoing**
- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- Coordinate with SACOG, Caltrans, and regional partners on the interagency consultation processes conducted for the regional MTIP and MTP, which SACOG administers as the six-county region's MPO, of which PCTPA relies on for air quality planning and conformity for its regional transportation planning process **Ongoing**
- Analyze STBG and CMAQ applications and assist with programming funding with SACOG per Memorandum of Understanding **As needed**
- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **Ongoing**
- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, STBG, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements, including participating in the SACOG Regional Funding Round Working Group **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three-Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Emission Transit Operations Program (LCTOP) funding applications and allocate LCTOP apportionments for the Placer region **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly / As needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC program funding schedules**
- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop [application applications](#) for SB 1 grant programs, including Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**
- Coordinate with Caltrans on the Highway 49 Safety Audit Review and Implementation with Caltrans **Ongoing per Caltrans schedule**
- Program and assist with the administration of LCTOP funding allocated for eligible transportation projects in Placer County **Ongoing**
- Work with eligible local agencies to allocate and program TIRCP and ZETCP funding. Submit transit operators' performance data, along with various accounting and reporting requirements established under the SB 125 program guidelines. **September 2023-June 2024**

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Annual programming, amendments, and applications to Low Emission Transit Operations Program **March 2025/As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- Coordinate with agencies on supporting FTA Section 5310 projects and funding applications **As needed, per Caltrans schedule**
- FTA Section 5311 Program of Projects and assistance with applications **April 2025**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2025**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three-Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Per Caltrans/CTC schedules**
- Funding Reimbursement Agreement with Rocklin for SCCP Cycle grant application **July 2024 –**
- Programming and monitoring delivery of CMAQ and STBG projects selected for funding **As needed / Ongoing**
- SB 1 program reports **Per Caltrans/CTC schedules**
- SB 125 TIRCP and ZETCP programming allocation requests, transit operator performance reports, and accompanying financial accounting and program reporting documents. **As required per CalSTA schedules.**
- Grant application for a countywide electric vehicle charging infrastructure planning grant **Per SACOG’s grant schedule**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
ZETCP	\$53,215	PCTPA	<u>\$219,954</u> <u>\$211,914</u>
City of Rocklin (via SCCP Cycle 4 Grant Participants)	\$32,000	PCTPA SCCP Cycle 4 Grant Administration	\$32,000
STIP Programming (PPM)	\$130,000		
LTF	<u>\$37,739</u> <u>\$29,699</u>	Meetings, Travel, and Notifications	1,000
TOTAL	<u>\$252,954</u> <u>\$244,914</u>		<u>\$252,954</u> <u>\$244,914</u>
Percent of budget:			
<u>1.39%</u> <u>1.35%</u>			

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

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

BACKGROUND: The Freeway Service Patrol is a partnership between PCTPA, the California Highway Patrol and the California Department of Transportation. The purpose of the program is to keep traffic moving by quickly removing traffic impediments, such as cars with mechanical problems or those that have been involved in accidents, as well as assisting the motoring public.

The service began in 2003 through Placer County Air Pollution Control District (APCD)'s AB 2766 funds to implement a Freeway Service Patrol in the congested areas of I-80 in the South Placer County area. In 2005 PCTPA became eligible to receive funding under the state's FSP program. Since then, the program has been expanded.

FSP service operates on Interstate 80 from the Sacramento County line at Riverside Avenue to State Route 49, and on State Route 65 from Interstate 80 to Twelve Bridges Drive. The service ~~provides~~ provides two tow trucks and one service truck patrolling these segments of freeway. The tow trucks operate from 6:30 – 10:00 AM and from 2:30 – 6:30 PM, Monday through Friday. The service truck provides additional back-up during the evening hours. Service is provided by private tow truck companies, selected through a competitive bid process. During the hours of operation, the vehicles and drivers are exclusively dedicated to patrolling their freeway beat.

Balancing this need is the availability of funding. FSP relies on annual state budget allocations, funding formulas, and grants, which can fluctuate each year. Staff ~~collaborates~~ collaborate closely with CHP and the contractor to monitor the program—adjusting service hours, days, and costs—to align with available resources.

WORK PROGRAM:

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

PRODUCTS:

- Progress reports **Quarterly**
- FSP brochures **Ongoing**
- FSP signage, driver badges, and material updates **As needed**
- FSP contract change orders **As Needed**

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

REVENUES		EXPENDITURES	
FSP State Allocation	\$513,599	PCTPA	\$73,171
	\$513,897		\$73,469
		FSP contractor	\$558,100
STBG	\$128,472	Sacramento Transportation Authority Support	5,800
		Legal	1,000
		FSP Brochures	2,000
		Meetings, travel, and notifications	2,000
TOTAL	\$642,071		\$642,071
	\$642,369		\$642,369
Percent of budget: 3.53%			

WORK ELEMENT 100

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)

ADMINISTRATION

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

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

Under the Joint Powers Agreement that formed SPRTA, PCTPA is designated as the entity to provide administrative, accounting, and staffing support for the Authority. PCTPA is to be reimbursed for those staffing costs.

PCTPA and SPRTA members developed a comprehensive travel demand forecasting model (TDF) and Tier I and II Regional Impact Fee update in FY2023/24. With this major milestone successfully completed, staff will enter a maintenance mode of assisting member agencies with the implementation of the TDF model and fee program. Staff have retained an on-call contract with a consultant to assist with technical questions.

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA's traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Collaborate with member jurisdictions and the State's SCIP and BOND programs to accept fee payments from those programs **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Collaborate with member jurisdictions to update the JPA agreement **As needed**
- Prepare annual inflation adjustment to the SPRTA fee schedules **Annually in April**
- Prepare Annual Reports and Five-Year Reports for the SPRTA fee, per AB1600 **Annually in December**

WORK ELEMENT 100 (continued)
SPRTA ADMINISTRATION

PRODUCTS:

- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA annual Budget **June 2023**
- SPRTA annual Budget updates **As needed**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**
- Annual inflation adjustment to the SPRTA fee schedules **Each April**
- SPRTA Annual Fee Program reports **Each December**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA		PCTPA	<u>\$118,535</u>
	\$131,810		<u>\$111,810</u>
	<u>138,535</u>	On-Call Model and Fee Assistance Consultant	\$20,000
TOTAL	\$131,810	TOTAL	<u>\$131,810</u>
	<u>\$138,535</u>		<u>\$138,535</u>
Percent of budget:	-72% <u>.76%</u>		

Table 1

**Budget Summary
FY 2024/25**

Expenditures	FY 2024/25 Amend # 2	FY 2024/25 Amend #1	Difference
Salary	\$1,089,734	\$1,093,557	(\$3,823)
Benefits	\$548,358	\$551,851	(\$3,493)
Direct (Table 2)	\$15,777,984	\$15,777,984	\$0
Indirect (Table 3)	\$785,000	\$774,957	\$10,043
Total	\$18,201,077	\$18,198,349	\$2,727
Revenues	FY 2024/25 Amend # 2	FY 2024/25 Amend #1	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,185,767	\$1,185,767	\$0
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUCP Contribution - City of Auburn	\$10,000	\$10,000	\$0
ALUC Fees	\$1,000	\$1,000	\$0
STIP Planning Funds	\$210,000	\$210,000	\$0
CMAQ Grant - CMP	\$65,256	\$65,256	\$0
Caltrans FSP Grants	\$513,897	\$513,599	\$298
STBG Funds - FSP	\$128,472	\$128,472	\$0
Interest	\$10,000	\$10,000	\$0
SPRTA Administration	\$138,535	\$131,810	\$6,725
SPRTA - I80/SR 65 IC	\$163,094	\$162,634	\$460
SPRTA - Placer Parkway	\$10,979	\$10,931	\$47
SPRTA - SR 65 Widening	\$724,838	\$728,437	(\$3,598)
SPRTA - I-80 Aux Lanes	\$9,626,950	\$9,643,556	(\$16,606)
CMAQ Grant - SR 49 Sidewalks	\$3,153,488	\$3,133,672	\$19,816
LTF Ped/Bike Discretionary - SR 49 Sidewalks	\$145,806	\$145,806	\$0
ATP State Funding - SR 49 Sidewalks	\$0	\$0	\$0
Caltrans SHA - Placer Countywide Active Transportation Pla	\$243,015	\$243,015	\$0
Caltrans SHA - Placer CountyEvacuation & Transp. Relienc	\$254,705	\$259,437	(\$4,732)
Western Placer CTSA JPA Administration	\$195,376	\$194,507	\$869
CTSA - Transit Planning	\$175,344	\$158,387	\$16,957
Baseline/Riego Road-Staff/Consultant Reimburse	\$69,740	\$69,740	\$0
ZETCP	\$53,215	\$53,215	\$0
City of Rocklin	\$32,000	\$32,000	\$0
Countywide Zero Emission Vehicle Infrastructure Plan	\$337,000	\$337,000	\$0
Placer County OES	\$40,434	\$41,180	(\$746)
LTF Carryover	\$551,528	\$0	\$551,528
	\$0	\$0	\$0
	\$0	\$0	\$0
Total	\$18,937,440	\$18,366,421	\$571,019
Contingency Fund Balance	FY 2024/25 Amend # 2	FY 2024/25 Amend #1	Difference
PCTPA	\$1,460,959	\$1,460,959	\$0
Total	\$1,460,959	\$1,460,959	\$0
Revenue to Expenditure Comparison	FY 2024/25 Amend # 2	FY 2024/25 Amend #1	Difference
Surplus/(Deficit)	\$736,364	\$168,072	\$568,293

Table 2

Direct Costs				
FY 2024/25				
	FY 2024/25	FY 2024/25		
	Amend # 2	Amend #1	Difference	Source
ED Recruiter/Applicant Travel Costs (WE10)	\$ -	\$ -	\$0	LTF
TDA Fiscal Audits (WE 11)	\$51,000	\$51,000	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$50,000	\$50,000	\$0	LTF
Federal Advocacy Services (WE 13)	\$45,000	\$45,000	\$0	LTF
State Advocacy Services (WE 13)	\$30,000	\$30,000	\$0	LTF
CalCOG Membership (WE 13)	\$3,399	\$3,399	\$0	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Legislative Tracking Services (WE 13)	\$0	\$0	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$0	\$0	\$0	CMAQ
TNT/TMA Membership (WE 14)	\$6,720	\$6,720	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$47,500	\$47,500	\$0	CMAQ
Communications Consultant (WE 14)	\$60,000	\$60,000	\$0	LTF
Graphics Consultant (WE14)	\$25,000	\$25,000	\$0	LTF
PCTPA SCCP Cycle 4 Grant Administration (WE50)	\$32,000	\$32,000	\$0	LTF
RTP Update consultant (WE 20)	\$100,000	\$100,000	\$0	LTF
Community Engagement Software (WE20)	\$20,000	\$20,000	\$0	LTF/STIP
SACOG Payment (WE 20)	\$330,000	\$330,000	\$0	LTF, RPA
ALUCP Update Consultant (WE 27)	\$50,000	\$50,000	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing, (WE 33)	\$4,500	\$4,500	\$0	LTF
ZEV Plan Consultant (WE33)	\$280,000	\$280,000	\$0	CRP Grant
				Caltrans Sustainable Communities Grant
ETRP Consultant (WE34)	\$200,000	\$200,000	\$0	Caltrans Sustainable Communities Grant
Placer County Staff (WE34)	\$15,170	\$15,170	\$0	Placer County
Placer Parkway Consultant (WE40)	\$0	\$0	\$0	Developer Reimb.
SR 65/I80 Interchange Reconfiguration Consultant (WE41)	\$100,000	\$100,000	\$0	SPRTA
SR 65 Widening Reconfiguration Consultant (WE42)	\$600,000	\$600,000	\$0	SPRTA
SR 65 Widening Permit Fees (WE 42)	\$15,000	\$15,000	\$0	SPRTA
I-80 Auxiliary Lanes Permit Fees (WE 43)	\$2,600	\$2,600	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - Construction Management (WE 43)	\$159,833	\$159,833	\$0	SPRTA
I-80 Auxiliary Lanes - Construction Capital & Support (Caltrans) (WE43)	\$9,397,875	\$9,397,875	\$0	SPRTA
SR 49 Sidewalk Permit Fees (WE 44)	\$0	\$0	\$0	CMAQ
SR 49 Sidewalk Consultant - Design (WE 44)	\$275,000	\$275,000	\$0	CMAQ/LTF
SR 49 Sidewalk Consultant - ROW (WE 44)	\$0	\$0	\$0	ATP
SR 49 Sidewalk - ROW Capital - Utility Relocation (WE 44)	\$2,787,437	\$2,787,437	\$0	ATP
SR 49 Sidewalk - Caltrans Advertise/Award (WE 44)	\$150,000	\$150,000	\$0	LTF
SR 49 Sidewalk - Env. Mitigation (WE 44)	\$5,000	\$5,000	\$0	CMAQ
Placer Countywide Active Transportation Plan Consultant (WE 48)	\$210,350	\$210,350	\$0	Caltrans Sustainable Communities Grant
South Placer South Sutter Consultant (WE 47)	\$40,000	\$40,000	\$0	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 34, 35, 40 through 48, 50,61 80)	\$42,000	\$42,000	\$0	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 80)	\$20,500	\$20,500	\$0	HPP, SPRTA
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$558,100	\$558,100	\$0	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee On-Call Consultant (WE 100)	\$20,000	\$20,000	\$0	SPRTA
TOTAL	\$ 15,777,984	\$ 15,777,984	\$ -	

LTF = Local Transportation Fund

CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds

STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

Table 3

Indirect Cost Budget FY 2024/25				
	FY 2024/25		FY 2024/25	
CALTRANS ICAP INDIRECT	Amend # 2	Amend #1	Variance	Variance %
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$15,000	\$15,000	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$10,000	\$10,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$14,120	\$14,120	\$0	0.00%
FURNITURE	\$5,000	\$5,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$10,000	\$10,000	\$0	0.00%
MEMBERSHIP/TRAINING	\$20,000	\$20,000	\$0	0.00%
OFFICE SUPPLIES	\$3,000	\$3,000	\$0	0.00%
POSTAGE & DELIVERY	\$2,500	\$2,500	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$7,000	\$7,000	\$0	0.00%
ACTUARIAL	\$8,910	\$8,910	\$0	0.00%
FISCAL AUDIT	\$18,400	\$18,400	\$0	0.00%
OFFICE SPACE	\$102,149	\$102,149	\$0	0.00%
INDIRECT LABOR - Note 1	\$492,560	\$482,517	\$10,043	2.08%
Subtotal	\$737,639	\$727,596	\$10,043	1.38%
INDIRECT COST ADJUSTMENT FROM FY 21/22	\$30,361	\$30,361	\$0	0.00%
ICAP ALLOWABLE TOTAL	\$768,000	\$757,957	\$10,043	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
SUBTOTAL	\$17,000	\$17,000	\$0	0.00%
INDIRECT COST BUDGET TOTAL	\$785,000	\$774,957	\$10,043	1.30%

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Table 4

Revenue - 2024/25 Amendment 2

Work Element	Current Year LTF	Rural Plan Assist	STIP	Caltrans Sustainable Communities Multi-Year Grant	Caltrans Sustainable Communities - PC Evacuation & Transportation Resilience Multi-Year Grant	SPRТА	CMAQ	FSP Grants	CTSA	Other	
5 Agency Admin - Indirect	\$0									\$ 492,560	(1)
10 Agency Admin - OWP	\$50,498	\$35,000									
11 TDA Implementation	\$234,389										
12 Intergovernmental Coordination	\$194,603		\$20,000								
13 Intergovernmental Advocacy	\$231,664									\$10,000	(2)
14 Communications/Outreach	\$242,418				\$55,756						
20 SACOG/MPO Planning Integration	\$215,974	\$387,000	\$60,000								
23 C TSA Administration	\$0							\$195,376			
24 Transit Planning	\$0							\$175,344			
27 Airport Land Use Commission	\$111,696								\$11,000	\$11,000	(4)/(7)
33 Emission Reduction Program	\$110,460						\$2,000		\$337,000	\$337,000	(10)
34 Evacuation Transportation Resilience	(\$0)			\$254,705					\$40,434	\$40,434	(11), (12)
35 Capitol Corridor/Rail	\$22,656						\$7,500		\$0	\$0	
40 Placer Parkway	\$0					\$10,979					
41 I-80/SR 65 Interchange	\$0					\$163,094					
42 SR 65 Widening	\$0					\$724,838					
43 I-80 Auxiliary Lanes	\$0					\$9,626,950				\$0	
44 SR 49 Sidewalks	(\$0)						\$3,153,488			\$145,806	(3)
47 South Placer South Sutter Fair Share	\$340								\$69,740	\$69,740	(5)
48 Placer Active Transportation Plan	\$31,535			\$243,015							(9)
50 Project Programming and Reporting	\$29,699		\$130,000							\$85,215	(6)/(7)
80 Freeway Service Patrol	(\$0)						\$0	\$513,897		\$128,472	(8)
100 SPRТА Administration	\$0					\$138,535					
Unallocated Revenue/Reserve	\$736,364										
Total	\$1,660,767	\$422,000	\$210,000	\$243,015	\$254,705	\$10,664,396	\$3,218,744	\$513,897	\$370,721	\$ 1,379,195	

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) LTF Ped/Bike; (4) ALUC fees; (5) Counties of Placer and Sutter, City of Roseville; (6) ZETCP; (7) Local Agency Funding; (8) STBG Funds; (9) Caltrans Sustainable Communities, total grant award \$424,293 (\$339,399.94 remaining); (10) Carbon Reduction Program Grant; (11) Caltrans Sustainable Communities, total grant award \$630,000, (12) Placer County

Table 5

Expenditures - 2024/25 OWP		Caltrans		Total Rate (see Table 3)		SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
		ICAP rate	Indirect	Indirect	Indirect							
Amendment #2	PY	Staff	Indirect	Indirect	Indirect							
5 Agency Admin - Indirect	1.69	\$492,560									\$492,560	see Table 3
10 Overall Work Program	0.18	\$57,799	\$26,710	\$989			\$				\$85,498	0.47%
11 TDA Implementation	0.32	\$89,161	\$41,202	\$1,525			\$101,000		\$500	\$1,000	\$234,389	1.29%
12 Intergovernmental Coordination	0.35	\$128,178	\$59,233	\$2,192						\$25,000	\$214,603	1.18%
13 Intergovernmental Advocacy	0.27	\$99,421	\$45,943	\$1,701			\$75,000			\$19,599	\$241,664	1.33%
14 Communications/Outreach	0.29	\$100,698	\$46,534	\$1,722			\$132,500			\$16,720	\$298,175	1.64%
20 SACOG/MPO Planning Integration	0.52	\$141,950	\$65,596	\$2,428		\$330,000	\$120,000		\$1,000	\$2,000	\$662,974	3.64%
23 CTS Administration	0.44	\$132,081	\$61,036	\$2,259							\$195,376	1.07%
24 Transit Planning	0.41	\$118,201	\$54,622	\$2,022			\$60,000		\$1,000	\$500	\$175,344	0.96%
27 ALLUC/Aviation Planning	0.14	\$41,370	\$19,118	\$708			\$280,000			\$500	\$122,696	0.67%
33 Emission Reduction Program	0.37	\$110,166	\$50,909	\$1,884			\$200,000			\$6,500	\$449,460	2.47%
34 Evacuation Transportation Resilience	0.18	\$52,710	\$24,358	\$902						\$17,170	\$295,139	1.62%
35 Capitol Corridor Rail	0.06	\$19,711	\$9,109	\$337					\$500	\$500	\$30,156	0.17%
40 Placer Parkway	0.02	\$5,732	\$2,649	\$98			\$0		\$2,000	\$500	\$10,979	0.06%
41 I-80/SR 65 Interchange	0.12	\$40,964	\$18,930	\$701			\$100,000		\$2,000	\$500	\$163,094	0.90%
42 SR 65 Widening	0.21	\$73,916	\$34,158	\$1,264			\$600,000		\$0	\$15,500	\$724,838	3.98%
43 I-80 Auxiliary Lanes	0.13	\$40,996	\$18,945	\$701			\$159,833		\$5,000	\$9,401,475	\$9,626,950	52.89%
44 SR 49 Sidewalks	0.16	\$49,592	\$22,917	\$848			\$3,212,437		\$7,500	\$6,000	\$3,299,294	18.13%
47 South Placer South Sutter Fair Shar	0.06	\$20,335	\$9,397	\$348			\$40,000				\$70,080	0.39%
48 Placer Active Transportation Plan	0.18	\$42,050	\$19,432	\$719			\$210,350			\$2,000	\$274,550	1.51%
50 Project Programming and Reporting	0.48	\$143,261	\$66,203	\$2,450			\$32,000			\$1,000	\$244,914	1.35%
80 Freeway Service Patrol	0.16	\$49,667	\$22,952	\$850			\$558,100		\$1,000	\$9,800	\$642,369	3.53%
100 SPRTA Administration	0.26	\$80,134	\$37,031	\$1,371			\$20,000				\$138,535	0.76%
Total	7.00	\$1,638,093	\$756,981	\$28,019	\$330,000	\$5,901,220.00	\$0	\$20,500	\$9,526,264	\$18,201,077	100.00%	

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

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,720 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses (4) FSP brochure; (5) Placer County Staff; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage; (10) CalCOG membership; (11) STA Payment; (12) PCN and CalACT memberships; (13) Bike Map printing; (14) Permit Fees (15) Caltrans Construction Capital & Support costs

Table 6**Summary of Staff Hours and Costs
FY 2024/25**

	Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
Agency Administration: Indirect	3510	24.11%	1.69		\$492,560	23.12%
Agency Admin - OWP	370	2.54%	0.18		\$57,799	2.71%
TDA Implementation	660	4.53%	0.32		\$89,161	4.18%
Intergovernmental Coordination	730	5.01%	0.35		\$128,178	6.02%
Intergovernmental Advocacy	558	3.83%	0.27		\$99,421	4.67%
Comm/Outreach	595	4.09%	0.29		\$100,698	4.73%
Building Administration	0	0.00%	0.00		\$0	0.00%
SACOG/MPO Plan Integration and Support	1088	7.47%	0.52		\$141,950	6.66%
CTSA Administration	920	6.32%	0.44		\$132,081	6.20%
South Placer Transit Project	845	5.80%	0.41		\$118,201	5.55%
ALUC/Aviation Planning	285	1.96%	0.14		\$41,370	1.94%
Emission Reduction Program	763	5.24%	0.37		\$110,166	5.17%
Placer County Evacuation & Transportation Resiliency Plan	371	2.55%	0.18		\$52,710	2.47%
Capitol Corridor Rail	135	0.93%	0.06		\$19,711	0.93%
Placer Parkway EIR	35	0.24%	0.02		\$5,732	0.27%
I-80/SR 65 Interchange	250	1.72%	0.12		\$40,964	1.92%
SR 65 Widening	434	2.98%	0.21		\$73,916	3.47%
I-80 Auxiliary Lanes	280	1.92%	0.13		\$40,996	1.92%
SR 49 Sidewalks	335	2.30%	0.16		\$49,592	2.33%
Placer Active Transportation Plan	384	2.64%	0.18		\$42,050	1.97%
South Placer South Sutter	132	0.91%	0.06		\$20,335	0.95%
Project Programming and Reporting	1000	6.87%	0.48		\$143,261	6.72%
Regional Funding Program	0	0.00%	0.00		\$0	0.00%
Freeway Service Patrol	340	2.34%	0.16		\$49,667	2.33%
SPRTA Administration	540	3.71%	0.26		\$80,134	3.76%
Total	14560	100.0%	7.00		\$2,130,653	100.0%

Table 7

Agency Salary and Pay Range FY 2024/25			
		FY 2024/25 Monthly Salary Range	
Position Title	Classification	Low	High
Executive Director	Executive Director	17323	29000
Deputy Executive Director	Deputy Director	13803	20947
Principal Planner/Director of Planning	Principal Planner	12298	16581
Senior Transportation Planner	Senior Planner	10282	13833
Associate Planner	Associate Planner	8106	12091
Assistant Planner	Assistant Planner	6213	8170
Senior Engineer	Senior Engineer	10784	14287
Associate Engineer	Associate Engineer	8987	12287
Fiscal/Administrative Officer	Fiscal/Administrative Officer	11825	16816
Accounting Specialist	Accounting Specialist	6049	8135
Planning Administrator/Board Secretary II	Executive Assistant II	10406	14217
Planning Administrator/Board Secretary I	Executive Assistant I	8041	10595
		FY 2024/25 Hourly Salary Range	
Position Title	Classification	Low	High
IT Administrator	Associate Planner	46.77	59.68
Planning Intern	Planning Intern	26.89	34.29

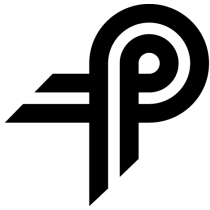
Includes 3% COLA - Board Approved 5/22/24

Additional Positions and Updated Salary Ranges Approved by Board 6/29/23



**Placer County
Transportation
Planning Agency**

2260 Douglas Boulevard, Suite 130
Roseville, CA 95661
(530) 823-4030



MEMORANDUM

TO: PCTPA Board of Directors

DATE: March 26, 2025

FROM: Matt Click, Executive Director

SUBJECT: STATE LEGISLATIVE PROGRAM FOR 2025

ACTION REQUESTED

Adopt the State Legislative Program for 2025 as shown in this report and direct staff and State Advocate to represent these positions with electeds and agencies in Sacramento.

BACKGROUND

The Legislature convened the new 2025-2026 Legislative session on December 2, 2024, then recessed until reconvening on January 6, 2025. Staff will follow all relevant bill introductions and over the coming months and will bring recommended bill positions for the Board to consider adopting based on the approved 2025 State and Federal Legislative Platform.

As was referenced in last year's Legislative Platform, the Administration's Climate Action Plan for Transportation Infrastructure (CAPTI) and related state level planning efforts continue to drive state decision-making for system mobility investments. Additionally, the legislature is expected to push a strict alignment of project selections with these policies, meaning that projects selected will be those that best meet climate impact goals and objectives. The reality for PCTPA is this policy environment will necessitate identifying opportunities in our approach to highway and roadway expansion projects that incorporate State regulatory mandates.

For the coming 2025-2026 proposed state budget the governor does not propose any changes to the multiyear transportation funding package approved in 2024-25. This planned multiyear augmentation totaled \$11.5 billion for transportation programs funded primarily by the General Fund including \$2 billion in the budget year for various programs. This year, January 19 was the final date to submit bill requests to the Office of Legislative Counsel while February 21, 2025, was the final date for bills to be introduced.

The tailwind of the COVID-19 pandemic continues to impact the state and regional transit agency operations. Solutions to address this deficiency have been the focus of the legislative committee formed under SB 125, namely the Transformative Transit Task Force (TTTF).

This legislative session has seen a growing emphasis on making program and policy decisions within a lens of affordability. To this end, Speaker Rivas urged new bills and programs to be viewed through a lens of "affordability." He also reformatted the Jobs Committee to add "affordability" to its jurisdiction and charged the committee to conduct listening sessions across the state. Additionally, both legislative leaders encouraged bill authors to take affordability actions into consideration as they have their bills developed. On another front, the Administration and the Legislature will need to consider extending the cap-and-trade program beyond 2030 to achieve carbon neutrality and meet a wide range of state program goals. Although the program does not expire until 2030, extending it sooner would provide greater certainty and stability and allow for multi-year programming capacity

for programs such as the Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP). Staff will monitor this potential activity for its impact on major transportation programs that receive funding from this source such as Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP).

DISCUSSION

The State Legislative Program for 2025 continues many of the longstanding directives of the Board. Staff recommends the Board continue its longstanding support for expanded use of locally controlled funding approaches for both roadway programs and transit funding such as the Transportation Development Act (TDA), maximizing discretionary funding opportunities, and streamlining project delivery, while opposing proposals that would inequitably increase burdens on local and regional agencies as outlined in the State Legislative Program for 2025.

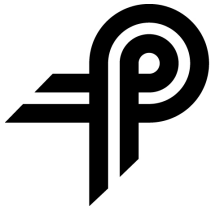
PCTPA staff continues working closely with the SACOG representatives for all Placer jurisdictions to urge Placer's state delegation to advance PCTPA and its member agencies transportation priorities including support for SACOG and Northern California Megaregion initiatives.

Finally, staff is collaborating with Caltrans District 3 and the state's consultant team in the ongoing development of the state's managed lane master plan for the region.

PCTPA STATE LEGISLATIVE PRIORITIES FOR 2025

- Support proposals to further improve Caltrans efficiencies and streamlining project delivery, including:
 - California Environmental Quality Act (CEQA) exemptions for work in existing right of way and retain the re-enactment of CEQA relief for transit projects.
 - Permanent acceptance of Federal delegations of environmental review authority
 - Early identification of project environmental mitigations
 - Expansion of innovative procurement methods, such as combining design and construction management in a single contract.
- Continue to support implementation of SB 1 to fund critical transportation infrastructure and the principles it contains, including:
 - Continue to implement the Placer-Sacramento Gateway Action Plan to enable PCTPA and its partners to continue to apply for the SB 1 Solution for Congested Corridors Program
 - Monitor potential modification of the Alternative Transportation Program and other SB1 programs to give Placer the best potential source of funding for its projects.
 - Focus on maintaining and rehabilitating the current system. Including looking for opportunities to raise the funding floor for small municipalities.
 - Dedicated funding for high-priority goods movement projects
 - Equal split between state and local projects
 - Leverage for local transportation sales tax programs, including incentives for passage of new measures
 - Strong accountability requirements to protect taxpayer investment; and
 - Reliable annual funding levels.

- Participate in coordinated efforts and working groups related to funding solutions to the ever-present need for transit operational funding.
- Support SACOG's Green Means Go program for funding VMT reducing infrastructure in the region.
- Oppose restricting the use of LTF funding to funding only public transit.
- Support modification of farebox return ratio that provides greater flexibility for Placer transit systems.
- Oppose other legislation that reduces or eliminates transportation revenues for transportation purposes.
- Support expanded use of creative funding mechanisms to expedite projects and minimize public costs.
- Promote the use of Cap and Trade funding for transportation projects. Monitor and advocate for efforts to extend the program to benefit major transportation programs.
- Support incentives and matching funds for counties to pass new transportation funding programs, such as local option transportation sales taxes.
- Support the establishment of a 55% majority threshold for the passage of a local option transportation sales tax.
- Support efforts to increase amount, flexibility, and local control for use of transportation funds while reducing the redundancies, conflicting directives, and expansion of environmental reviews by regulatory agencies.
- Seek planning and infrastructure funding for the Northern California Mega Region and its local jurisdictions to fund the 3rd Track Project and the long-term goal of increased rail service between Sacramento and Reno/Lake Tahoe.
- Continue our relationship with Washoe County and Northern Nevada to advance projects of mutual interest.
- Support the use of any State Budget surplus for transportation projects that benefit Placer County.
- Work closely with Yuba County to position the Highway 65 corridor for maximum funding potential.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: March 26, 2025

FROM: Matt Click, Executive Director

SUBJECT: FEDERAL LEGISLATIVE PROGRAM FOR 2024

ACTION REQUESTED

Adopt the Federal Legislative Program for calendar year 2025 as shown in this report and direct staff and federal advocates to represent these positions.

BACKGROUND

The Administration is responsible for administering programs and projects for which Congress has provided both authorization and appropriations. Ongoing communications with key Members of Congress and the Administration – including US Department of Transportation (DOT) officials and staff – is a critical component of a successful federal funding and regulatory strategy.

On November 15, 2021, former President Biden signed into law (P.L. 117-58) the “Infrastructure Investment and Jobs Act” (IIJA), aka “The Bipartisan Infrastructure Law (BIL),” which will fund through Federal Fiscal Year 2026 a number of transportation programs here in California and in Placer County, including Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Block Grant Program (RSTBGP), and various safety programs. While some funding is automatically appropriated for programs under the BIL (“advance appropriations”), Congress must appropriate funding on an annual basis for many of the BIL programs as well as programs predating BIL. In addition to program appropriations, Congress provides line-item funding in annual appropriations legislation – known as Community Project Funding (CPF) in the House and Congressionally Directed Spending (CDS) in the Senate – for specific projects in their districts and states, respectively. Regional government entities such as PCTPA are eligible to submit and/or support requests to congressional offices requesting CPF/CDS funding.

President Donald Trump has indicated his administration’s intent to eliminate fraud, waste, and abuse throughout the federal government. In addition to reducing the federal workforce, President Trump’s administration has undertaken efforts to pause and/or eliminate programs and projects – including some administered by DOT. Legal challenges have limited the President’s efforts to some degree, and some courts and Members of Congress have asserted the President does not have the authority to change funding authorized and appropriated under the BIL. In particular, it appears those programs that received “advance appropriations” must be carried out through the end of the BIL authorization period (FY 2026) unless Congress changes the law. In short, a significant amount of funding currently authorized under BIL for DOT administration is likely to continue flowing.

The 119th Congress (2025-2026) has already started work associated with new legislation authorizing DOT programs and projects.¹ House and Senate Committees have held several hearings on authorizing legislation, and PCTPA has already provided input regarding broad priorities for the

¹ This legislation is sometimes referred to as “transportation reauthorization,” although this expression could be somewhat misleading as Congress is not bound in any way to merely *reauthorize* existing programs and projects.

authorizing legislation. PCTPA's congressional delegation in the House and Senate serve on committees of jurisdiction for transportation authorization, putting PCTPA in an excellent position to participate in shaping authorization legislation and federal transportation priorities for the next authorized period (FY2026-2031).

DISCUSSION

The five-year BIL provided funding for a large and long-term investment in our infrastructure and competitiveness. The transportation authorization process currently starting up will ultimately determine whether and how BIL priorities will be carried forward into the next authorization period, and will also provide direction and funding for priorities moving forward. It is crucially important to identify and target current BIL funding and regulatory opportunities while also actively participating in the FY2026-31 authorization process.

Congressionally Directed Funding

Congressionally directed funding or earmarks were in earlier House versions of the IJA but ultimately the Congress could not agree on implementation, and they were not included in the final enacted reauthorization bill, largely because the unprecedented BIL authorized many types of infrastructure outside of transportation and there was no appetite to earmark many or all aspects of the legislation. There are indications this round of transportation authorization will, once again, provide an opportunity for our congressional delegation to earmark funding in the bill for specific projects.

In addition to authorization legislation, Congress has included earmarks² in each of the annual appropriations bills since FY22. While the current budget impasse threatens to end in a year-long FY25 Continuing Resolution (CR) which is highly unlikely to include earmarks, there are strong indications Congress intends to continue earmarking in the FY26 appropriations process; in fact, many Members are already accepting earmark requests from local, regional, and state government agencies.

Funding Policies

Funding policies that maximize funding available to states for highway programs that include local selection of project priorities, as exemplified by the CMAQ and RSTBGP programs, would provide another critical opportunity for leveraging funds. Overall, staff recommends the following policy framework:

- Support efforts to ensure the continued solvency and integrity of the Highway Trust Fund
- Support federal funding opportunities, including, but not limited to, opportunities under BIL, appropriations legislation, and transportation authorization, for critical infrastructure projects and programs to improve safety, provide congestion relief, enhance freight movement, and promote economic opportunity and quality of life
- Seek relief from federal regulations on projects to improve the highway system that do not have federal funding support

² Earmarks are known in the House of Representatives as Community Project Funding (CPF) and in the Senate as Congressionally Directed Spending (CDS).

- Balance road maintenance and accessibility needs by supporting greater flexibility in the definition of structural and non-structural improvements in triggering American with Disabilities (ADA) improvements
- Support efforts to increase formula-based funding over discretionary, grant based funding

Priority Projects

The program continues the Board’s longstanding focus on the highest priority projects for transportation, including:

Regional Roadway Projects

- I-80/SR 65 Interchange
- Highway 65 Widening
- Placer Parkway Phases 2-4 (Foothills Blvd to Highway 99/70)
- Baseline/Riego Road from Foothills Blvd to Highway 99/70

Regional Rail/Transit/Other Projects

- Roseville – Sacramento Third Track Project
- Explore Federal grant opportunities for transit and alternative transportation.

Federal Discretionary Program

In the past, PCTPA has aggressively pursued discretionary funding from programs authorized under prior transportation authorization legislation, including the current BIL statute. In addition to previously targeting funding under discretionary grant programs such as the Infrastructure for Rebuilding America (INFRA) program, PCTPA has an application under consideration with DOT under the newly-named Better Utilizing Investments to Leverage Development (BUILD, formerly RAISE³) to provide funding for the an initial phase of the SR 65 Widening Project. These and other programs provide opportunities to secure funding for PCTPA and member agency projects. In summary the following formula programs and funding amounts, per the Federal Highway Administration, are what California is to receive from IIJA over five years:

Formula Programs

- \$28.2B for highways and bridges
- \$179M for highway safety traffic programs
- \$555M to reduce transportation-related emissions
- \$631M to increase the resilience of its transportation system
- \$10.3B to improve public transportation
- \$384M for EV charging stations
- \$152.2M for commercial motor vehicle safety programs
- \$1.5B for airport developments

³ Rebuilding American Infrastructure with Sustainability and Equity

The following competitive grant programs have also offered funding opportunities. Some programs are likely to be reauthorized or enhanced by way of transportation authorization, while some may be reduced or eliminated by the current Congress and/or the Trump Administration:

Competitive Programs

- Better Utilizing Investments to Leverage Development (BUILD, formerly RAISE) for transportation projects of local and/or regional significance
- Infrastructure for Rebuilding America – INFRA -for freight projects of regional or national significance
- MEGA projects
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program - PROTECT - a new program to increase the resilience of the transportation system
- Nationally significant bridges
- Rural transportation grants
- FTA All Station Accessibility Program - a new program to upgrade rail stations to meet disability standards
- Low and no emission bus programs
- Buses and bus facilities
- Mass transit capital grants
- Strengthening Mobility and Revolutionizing Transportation - SMART - a new program for projects that improve transportation safety and efficiency
- Rail improvement and safety grants
- Rail grade crossing safety improvements and crossing elimination
- EV charging station⁴
- Safe Streets for All
- Airport terminal development and other landside projects

Demand will continue to be great for competitive federal programs. In the past, only about 1-3% of the applications nationally are funded. Previous competitive federal applications submitted by Placer County for Placer Parkway and by the City of Roseville for Washington/Andorra were unsuccessful. However, staff recommends that we continue to monitor opportunities for funding in discretionary programs for priority projects and submit applications as appropriate, and also recommends ongoing engagement in Congress and the Administration to build awareness and identify opportunities for successful engagement. Caltrans is also attempting to coordinate with local agencies applying for federal competitive funding using the CAPTI program as a requirement to get state blessing on any competitive funding applications.

Local Projects

Member jurisdictions often have more localized transportation priorities that would benefit from PCTPA's assistance in federal advocacy, such as obtaining federal approvals or supporting funding requests. Staff recommends the Board support transportation projects from member jurisdictions.

⁴ EV funding is under significant scrutiny by the Administration.

Advocacy

Staff recommends these positions be forwarded to Mike Miller of The Ferguson Group (TFG) to represent the Agency's interests in Washington DC. Mike meets with PCTPA staff on a monthly basis to provide updates and coordinate advocacy and grants assistance. In addition to monthly updates, Mike and his staff are in regular communication with PCTPA staff to identify and evaluate opportunities, challenges, and to help outline and carry forward federal advocacy on behalf of PCTPA consistent with PCTPA's Federal Legislative Platform.

PCTPA FEDERAL LEGISLATIVE PROGRAM FOR 2025

Policy

- Advocate for the appropriation of funding for intercity passenger rail
- Seek relief from federal regulations on projects to improve the highway system that do not have federal funding support
- Balance road maintenance and accessibility needs by supporting greater flexibility in the definition of structural and non-structural improvements in triggering Americans with Disabilities Act (ADA) improvements
- Track and engage with the Administration and Congress on federal transportation priorities, especially focusing on Trump Administration priorities and transportation authorization legislation in the US House of Representatives and the US Senate.

Projects / Appropriations

- Actively and strategically pursue federal funding opportunities provided by the BIL, authorization legislation, and the Administration, including formula funds that the State will receive over the next five years for the following priority projects:
 - I-80/SR 65 Interchange Improvements
 - Highway 65 Widening
 - Placer Parkway
 - Roseville – Sacramento Third Track Rail Project
 - Baseline/Riego Road Widening
- Advocate for funding over and above the BIL levels in the annual appropriation process as has been the case the past two years
- Work with Congressional delegation to influence transportation reauthorization
- Defend against efforts to repeal policy that PCTPA supports

- Advocate for continuation of congressional directed spending (earmarks)
- Continue to assess the potential use of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to jump-start construction of priority projects, including the Placer Parkway and Baseline/Riego Road
- Explore opportunities for federal grants to fund various transportation priorities, including transit and bikeways
- Support member jurisdiction efforts to obtain federal funding and/or approvals for local transportation priorities
- Continue the strategic relationship with Washoe County and Northern Nevada for projects along Interstate 80, Highway 65, Tahoe Area Roads and rail service.
- Support Northern California Megaregional efforts and partnerships through SACOG and CCJPA
- Work closely with Placer SACOG Representatives and the Placer Federal Delegation to initiate field visits by US Department of Transportation representatives to Placer County
- The Chair and the Executive Director will attend Cap-to-Cap and the Placer Business Alliance Annual Trips to Washington, DC. Additional travel to maximize federal funding or to address a regulatory issue may be warranted. Travel for both regular and unplanned trips shall be included in the OWP.

MBC:mm:ss



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

Technical Advisory Committee Meeting Summary

March 11, 2025 – Noon

ATTENDANCE

Technical Advisory Committee (TAC)

Jonathan Wright, City of Auburn
Vin Cay, City of Lincoln
Amber Conboy, Placer County
Katie Jackson, Placer County
Rich Moorehead, Placer County
Jaime Wright, Placer County
Megan Bressemer, City of Rocklin
Lainie Anderson, City of Roseville
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville

Staff

Matt Click
Jodi LaCosse
David Melko
Cory Peterson
Solvi Sabol
Rick Carter

FY 2024/25 Overall Work Program and Budget – Amendment #2

Jodi presented Amendment #2 of the Overall Work Program and Budget, noting it will go to the Board this month for approval. Changes in staffing and benefits total less than \$3,000, with a \$551,000 LTF carryover from the prior year. Compared to Amendment #1, there are minimal changes. She noted there is a \$736K surplus adding that the budget balances. The TAC supported moving it forward for Board approval.

Federal and State Priorities

Matt explained that PCTPA's State and Federal priorities will be presented to the Board this month. While this typically occurs in January or February, the evolving situation in Washington, D.C., led to a delay until March. He noted that in previous years, during the Cap-to-Cap trip, the Board received a presentation from federal lobbyist Mike Miller of The Ferguson Group (TFG). Given that not all Board members will attend Cap-to-Cap, this March presentation will provide an opportunity for TFG to brief the full Board.

State Priorities: Matt emphasized a continued focus on efficiency, as there is widespread understanding that agencies must do more with fewer resources. He highlighted the importance of aligning with CAPTI for state grant applications, as CalSTA and Caltrans will not

support non-compliant proposals. Additionally, the state remains opposed to capacity-increasing projects and continues to prioritize VMT mitigation.

Matt also mentioned that a bill to raise the minimum HUTA funding for smaller jurisdictions from \$50,000 to between \$150,000 and \$200,000 won't be introduced until the 2026 legislative session. This change would specifically benefit the City of Colfax and the Town of Loomis, and discussions with leadership are already underway.

Federal Priorities: Matt noted the significant uncertainty within the federal workforce. While the agency may ultimately be in a better position under Transportation Secretary Duffy, the full impact remains to be seen. He highlighted that we submitted the BUILD grant for SR 65 southbound from Blue Oaks to Galleria, with Congressman Kiley's full support. This request seeks \$22 million ask out of a total of \$150 million available, though it is unclear if the administration will continue future grants cycles. Additionally, PCTPA is actively collaborating with Congressman Kiley on federal transportation reauthorization legislation. Matt noted that any earmark requests need to be submitted to Kiley's office by March 21st via the form on his website.

I-80 Auxiliary Lanes: Dokken LOTA #24-01 Amendment #2 Budget Reallocation for Stormwater Detention Basin Infiltration Testing - \$19,950

David explained that we will request Board approval to reallocate \$19,950 from the Dokken budget to GeoCon to address stormwater issues at three detention sites along the north and south sides of Douglas Blvd ramps for westbound I-80. The basins have failed to infiltrate rainwater as expected. GeoCon will conduct new testing to identify the cause. Drainage into the City of Roseville's stormwater system will be necessary, and Caltrans will coordinate with the City on this. The TAC supported this reallocation.

Other Info / Upcoming Deadlines

- a. Project Status Updates – 2025 MTIP:** Rick informed the TAC that Mike Costa emailed a list of 2025 MTIP projects requesting jurisdictions to make necessary edits in SACTrak. He reminded the TAC that these updates are due by the end of day today and will be used for the Board update in March.
- b. ZEV Infrastructure Plan PDT Participation:** David said that ICF is forming a PDT as part of the countywide ZEV Infrastructure Plan and encouraged agencies to designate a staff representative to participate. He also noted that an invitation will be sent to utilities as well.
- c. TAC Members Update:** Solvi asked the TAC to review and update as necessary the list of TAC members.
- d. PCTPA Board Meeting:** March 26, 2025
- e. Next PCTPA TAC Meeting:** April 9, 2025

The TAC meeting concluded at approximately 3:18 PM.

ss:rc:mbc

TO: PCTPA Board of Directors

DATE: March 26, 2025

**FROM: Solvi Sabol, Planning Administrator
Mike Costa, Principal Transportation Planner**

SUBJECT: STATUS REPORT

Freeway Service Patrol (FSP)

The FY 2024/25 2nd quarter statistical summary for Placer FSP is shown below. For the 2nd quarter there were 648 total assists. This compares to 580 assists in the same quarter last year. Five survey comments were submitted with all motorists rating the service as “excellent.”

PCTPA FSP FY 2024/25 2nd Quarter, (Oct - Dec 2024) Statistical Summary								
Total Assists: 642 Total Responses: 5								
Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	52.02%	334	Found by You	58.57%	376	Yes, very	100.0%	5
Sport Utility Vehicle/Crossover	24.92%	160	Dispatched by CHP	28.66%	184			
Pickup Truck	17.13%	110	Partner Assist	10.75%	69	How did FSP know you needed help?	Percent	Count
Blank	0.00%	0	Revisit	0.16%	1	Driver saw me	40.00%	2
Other	1.71%	11	Directed by CHP Officer	1.87%	12	Others	60.00%	3
Motorcycle	1.09%	7		100.0%	642			
Truck - Over 1 Ton	0.78%	5	FSP Action			How would you rate this service?	Percent	Count
Big Rig	1.71%	11	Quick Fix / Repair	19.30%	124	Excellent	100.0%	5
RV/Motorhome	0.16%	1	Towed to Drop Zone	17.68%	113			
Truck - Under 1 Ton	0.47%	3	Towed Off Freeway	9.03%	58	How did you hear about FSP?	Percent	Count
	100.0%	642	Traffic Control	19.30%	124	Hadn't heard until today	60.00%	3
Vehicle Problem	Percent	Count	Partner Assist	7.63%	49	Was helped previously	0.00%	0
Accident	31.62%	203	Tagged Vehicle	4.98%	32	Have seen trucks driving around	0.00%	0
Mechanical	19.63%	126	None - Not Needed	6.07%	39	Brochure	0.0%	0
Flat Tire	18.69%	120	Called for Private Assistance	4.21%	27	Other	40.00%	2
Out of Gas	8.72%	56	Other	2.34%	15			
Abandoned	4.98%	32	Debris Removal	1.40%	9	How long did you wait before FSP	Percent	Count
Partner Assist	4.98%	32	None - Motorist Refused	1.25%	8	Less than 5	40.00%	2
Driver Related	4.36%	28	Escort Off Freeway	6.23%	40	5 - 10 minutes	20.00%	1
Other	0.00%	0	Provided Transportation	0.62%	4	10 - 15 minutes	20.00%	1
Overheated	3.12%	20		100.0%	642	15 - 20 minutes	20.00%	1
None - Not Needed	0.47%	3	Vehicle Location	Percent	Count	20 - 30 minutes	0.00%	0
Electrical	1.71%	11	Right Shoulder	68.38%	439	30 - 45 minutes	0.00%	0
Unsecured Load	0.31%	2	Left Shoulder	10.28%	66	Over One Hour	0.00%	0
Debris	1.25%	8	In Freeway Lane(s)	7.63%	49			
Car Fire	0.16%	1	Blank	0.00%	0	Other Metrics		
Locked Out	0.00%	0	Ramp/Connector	9.50%	61	Average Duration (Minutes)		12.9
	100.0%	642	Unable to Locate	0.16%	1	Overtime Assists		14
			Gore Point	4.05%	26	Overtime Blocks		19
				100.0%	642	Multi-Vehicle Assist		119

Source: <http://www.sacfsp.com/admin>

MTIP Programming Status Report on Regionally Significant Transportation Projects

The attached 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 SACOG 2025 Metropolitan Transportation Improvement Program (MTIP), which have been reviewed and updated by respective PCTPA member agency staff through March 2025. 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 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.

SS::rc:mbc:ss

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

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 8	Column 9		
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, and upgrade guardrail, signs, 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 R26.5/29.3); also near Magra from PM 39.5 to 41.4; also near Emigrant Gap from PM 53.0 to R55.1: 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)	Local, SHOPP - Roadside Preservation (SHOPP AC), SHOPP Roadway Pres AC	\$118,972,000	2028	2021	2022	2029	
Caltrans D3	CAL21394	Drum Forebay Drainage Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OO) to west of Yuba Gap OC (PM 49.3R/R58.7R); 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	\$18,009,000	2027	2023	2024	2025	
Caltrans D3	CAL21429	Emigrant Gap Vista Point Upgrade	On Route 80, in Placer County, near Blue Canyon at the Emigrant Gap Vista Point (PM 55.32/55.32): Upgrade vista point.	CT Minor SHOPP AC	\$532,000	2025	2025		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	\$20,092,989	2024	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	\$40,776,035	2025	2014	2020	2022	

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

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
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
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	\$44,000,000	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 Lorenson Road; also from 0.3 mile north of Lone Star Road to Nevada County line (PM R10.6/11.3/73): 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	CAL21470	Placer 49 Sidewalk	In Placer County, on Route 49 postmiles 4.67/4.88. Construct sidewalk.	CT Minor SHOPP AC	\$1,620,000	2025	2025	2025	2025
Caltrans D3	CAL21453	Russell Rd Placer Co 80	On I-80 in and near Auburn, from 0.1 mile west of Nevada Street Overcrossing to 0.3 mile east of Crother Road Overcrossing (PM 17.2/R26.5): Rehabilitate roadway and drainage systems, and upgrade signs, lighting, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	SHOPP Roadway Pres AC	\$108,890,000	2029	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	\$9,694,000	2025	2018	2019	2020
Caltrans D3	CAL21227	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts. This project will reduce the number and severity of collisions.	SHOPP Collision AC	\$35,870,000	2026	2020	2021	2022
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	2025	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	2025			2025

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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
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	\$5,205,228	2025			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	\$8,100,000	2027	2024		2026
City of Lincoln	PLA25868	Industrial Avenue Rehabilitation Project	In Lincoln, CA on Industrial Avenue between Highway 65 and the southern City limit; rehabilitate roadway. This project would consist of removing and repaving 4-inches of asphalt across the entire width of the roadway for the limits described above. The improvements will provide a safe and serviceable roadway a full rehabilitation of the current roadway is necessary. Toll Credits for CON	CMAQ, Local, RSTP/STBG	\$1,420,948	2027	2026		2026
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		2028
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2030	2028		2029

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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	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/I-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	2028	2025		2026
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate 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 for ROW	HBP, Local	\$12,313,800	2028	2013	2026	2026
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) (PE only, Total Cost = \$10,000,000). Toll Credits for ENG	Local, RSTP/STBG	\$1,410,000	2029	2023		
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. (Formerly PLA25345 with different scope).. Toll Credits for CON	CMAQ, Local	\$43,503,000	2027	2024	2025	2027

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

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
City of Rocklin	PLA25678	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road; Rehabilitate roads. (NEPA covered by PLA25551, STPL-5095-025). Toll Credits for ENG. CON	RSTP/STBG	\$1,900,463	2025	2021		2023
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymnt Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2030	2026	2027	2028
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymnt Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	Local	\$12,852,055	2025	2020	2021	2022
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	\$24,950,000	2030	2025	2025	2027
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	2025	2021	2021	2022
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

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

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	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-infrastructure 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	2027	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	\$12,914,298	2029	2025	2025	2027
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 Fiddymt Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	CMAQ, Local	\$9,409,000	2031	2025	2025	2027
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	2028	2025		2025
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$7,000,000	2025	2021	2022	2023
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$1,947,189	2025	2014		2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2025	2020	2021	2023

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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	\$11,200,000	2029	2021	2022	2025
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
City of Roseville	PLA25886	Roseville Transit FY 2023 and 2024 Section 5307 Grant Operating Assistance	Roseville Transit operating assistance utilizing a combination of FFY 2023 and 2024 Section 5307 funds and the required local match. Total project cost is \$2,382,308. FFY 2023 Section 5307 Sacramento (UZA 060390); \$983,499; FFY 2024 Section 5307 Sacramento (UZA 060390): \$1,001,758	FTA 5307 - E.S., Local	\$2,977,886	2026			2023
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., Local	\$13,598,496	2027			2024
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	2026	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	2026	2026	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	2025	2025		2025
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymrd Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$6,500,000	2032	2025	2026	2027
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 Sawriell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2032	2028	2028	2030

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
FHWA	VAR56279	Mountain Quarry Bridge Improvements	In the Auburn State Recreation Area, on the Mountain Quarry bridge (FTBR): Remove the existing railing system and install a new system that meets current code and design practice for pedestrian and equestrian use; regrade gravel bridge deck & install new drainage system.	Federal Lands Highway Program	\$906,371	2023			2021
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
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	2029
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	2029	2025		2029
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	2026			2023

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PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2027	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,516,000	2027			2019
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From 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	\$33,485,000	2027	2013	2025	2029
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	2026	2012	2025	2025
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
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	2028	2019	2022	2025
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	\$4,130,250	2027	2024		2029
Placer County	PLA25697	Dalby Rd Over Yankess 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 for ENG, ROW, CON	HBP	\$2,245,000	2027	2023	2026	2026

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Placer County	PLA25848	Dowd Rd Bridge Replacement at Markham Ravine Mitigation	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: mitigation for the project to replace existing 2 lane structurally deficient bridge with a new 2 lane bridge (PLA25474).. Toll Credits for CON	HBP	\$50,000	2024			2021
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	\$1,849,000	2028	2024	2029	2029
Placer County	PLA25876	Edgeline Installation	Various Locations in Lincoln, Foresthill and Auburn: Install edgelines along both sides of Nelson Lane (Moore Road to SR65), along the south side of a portion of Baxter Grade Road, along a portion of Wise Road (Garden Bar Road to the bridge over Doty Creek), Mount Vernon Road (Pleasant Hill Road to Cold Stream Road), Todd Valley Road, Happy Pines Drive (Foresthill Road to Glen Drive) and Wise Road (Doty Ravine to Wally Allen Drive). (H11-03-014)	HSP, Local	\$244,900	2025			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	PLA25853	Fiddlyment Road Widening (Phase 1)	Fiddlyment Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	Local	\$2,960,000	2025	2024		2025
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	\$2,600,000	2026	2022		2024
Placer County	PLA25877	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road. (H11-03-015)	HSP, Local	\$276,900	2025			2024
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	\$6,200,000	2030	2011	2019	2029
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	2026	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	2027	2026	2024	2027
Placer County	PLA18390	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	Local	\$1,400,000	2025	2023		2025

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Placer County	PLA25299	Placer Parkway (Phase 1)	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard. 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	2027	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	2027	2023		2026
Placer County	PLA15390	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	Local	\$2,280,000	2025	2022	2024	2025
Placer County	PLA25170	Sunset Boulevard Extension (Phase 1)	Sunset Blvd, from Foothills Boulevard to Fiddymont Rd: Construct a 4-lane road	Local	\$12,238,000	2025	2022	2023	2023
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	\$51,250,000	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 2023: \$602,012 / FY 2024: \$614,052.	FTA 5311, Local	\$7,122,115	2025			2023
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$67,795,258	2029	2013	2022	2027
Placer County	PLA20700	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	Local	\$2,600,000	2027	2022	2023	2025
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP	\$44,651,000	2028	2011	2026	2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

Lead Agency Column 1	MTIP ID Column 2	Project Title Column 3	Project Description Column 4	Fund Source Column 5	Total Project Cost Column 6	Year Complete Column 7	1st Yr PA&ED Column 8	1st Yr ROW Column 9	1st Yr CON Column 10
Town of Loomis	PLA25883	I-80 Horseshoe Bar Road Interchange Modification	In Loomis: at the I-80 and Horseshoe Bar Road interchange; improve the ramps and ramp intersections, including potential roundabouts.	Local	\$10,000,000	2029	2026	2028	2029
Town of Loomis	PLA25840	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	CMAQ, Local, RSTP/STBG	\$938,120	2027	2026	2026	2027
Town of Loomis	PLA25864	STBG Paving Project	In the Town of Loomis: Roadway spot reconstruction and overlay on Brace Road between Sierra College Boulevard and Stone Road.	Local, RSTP/STBG	\$400,000	2026	2024		2025
Town of Loomis	PLA25881	Sierra College Blvd At-Grade Railroad Crossing Improvements	In Loomis, at the intersection of Sierra College Boulevard and the Union Pacific Railroad tracks north of Taylor Road, construct at-grade railroad crossing improvements, including pre-signal, advance preemption, upgraded crossing guards, and other safety improvements.	Local	\$3,000,000	2027	2025		2027
Town of Loomis	PLA25882	Sierra College Blvd Widening - Taylor to Bankhead	In Loomis: Between Taylor Road and Bankhead Road; Widen Sierra College Boulevard to 4 lanes, construct new turn lanes, and signalize the Bankhead Road intersection.	Local	\$3,000,000	2027	2026		2027
USFS Tahoe National Forest	PLA25862	Robinson Flat to China Wall Connector Trail Project	In the Tahoe National Forest, as part of 24 miles of multi-use single-track motorized trail, east of Foresthill, California, in Placer County: Construct two 65' trail bridges along the China Wall to Robinson Flat, 24-mile trail connector and blasting projects in the Bearcroft, 23 Corners, Rock Lobster and multiple unidentified/subsurface areas along the China Wall to Robinson Flat route.	Local, RTP	\$921,153	2025			2022

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

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	CAL21450	ED 49 CAPM	On SR 49 in and near Auburn, from 0.1 mile south of Rattlesnake Bar Road to Placer County line; also in Placer County, from El Dorado County line to Elm Avenue (PM 0.0/2.525). Rehabilitate pavement and drainage systems, construct maintenance vehicle pullouts, and upgrade signs, guardrail, and facilities to Americans with Disabilities Act (ADA) standards.	SHOPP Roadway Pres AC	\$22,015,000	2028	2025	2026	2027
Caltrans D3	CAL21457	Roseville 80 CAPM	On I-80, in and near Roseville, from Sacramento County line to 0.3 mile west of Sierra College Boulevard; also in Sacramento County from 0.7 mile east of Antelope Road to Placer County line (PM 17.4/18.0): Rehabilitate pavement and drainage systems, and upgrade signs, guardrail, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards. (Additional contribution of \$628,000 for Construction Capital from town of Loomis.)	Local, SHOPP Roadway Pres AC	\$79,648,000	2029	2025	2026	2028
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds) for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2028			2025
Caltrans D3	CAL21402	SR 89 CAPM	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5): Rehabilitate pavement, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$13,940,000	2026	2023	2025	2025
Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County border to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	Coronavirus Response and Relief Supplemental Appropriations Act, IIP - Public Transportation Account, Prop 1B PTMISEA, RSTP/STBG, SB 1 Road Repair and Accountability Act of 2017, STIP-IIP AC, State Cash, State Other - SB 125 Transit Program	\$171,430,000	2027	2011	2021	2023

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
SACOG	VAR56208	Connect Card Implementation	Implementation and operational activities associated with Connect Card. Connect Card is an electronic transit fare collection system for the transit agencies in the Sacramento Region. (See VAR56207). Toll Credits for CON	2016 FARREPU	\$198,089	2025			2020
SACOG	VAR56288	Engage, Empower, Implement	In the 6-county region: funding program that will establish and fund community-based outreach and engagement projects. Community-based organizations (CBOs) and SACOG member jurisdictions will partner to plan and implement these projects in their local communities with assistance from the EEI process; technical resources, and tools. EEI will incorporate community-led planning and design principles to identify community priorities and develop projects that meet their needs. Through this collaborative planning process with member jurisdictions and CBOs, the region will be able to identify and create community-driven and equitable projects ready for federal, state, and local funding opportunities.. Toll Credits for CON	2022EAR, Local, RSTP/STBG	\$3,808,345	2030			2025
SACOG	VAR56286	Mobility Zones	The project, which was awarded Federal RAISE grant: funds, will fund an equity-centered regional planning project that will engage residents across and disadvantaged communities in designating "Mobility Zones" that address barriers to equitable mobility in the 6-county region. This work will include the co-creation of clean, shared, and active transportation infrastructure projects that address barriers to equitable mobility and reduce carbon emissions in the locally designated "Mobility Zones". SACOG will work with a planning team and community members to develop and prioritize early action projects across clean, shared, and active mobility layers. Local jurisdictions and a technical advisory task force teams will advance priority projects with design, engineering, and pre-construction activities.	Local, RAISE/BUILD/TIGER Grant	\$6,300,000	2026	2023		
SACOG	VAR56290	PPM - Carbon Reduction Program	In the SACOG region: Planning work in support of the regional carbon reduction strategy including the implementation of the adopted six-county competitive CRP funding program, Regional Trails Plan, and implementation of forthcoming projects identified within the six-county Mobility Zones project funded by the recently awarded federal RAISE grant.	Carbon Reduction Program, Local	\$112,957	2028			2024

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

Lead Agency Column 1	MTIP ID Column 2	Project Title Column 3	Project Description Column 4	Fund Source Column 5	Total Project Cost Column 6	Year Complete Column 7	1st Yr PA&ED Column 8	1st Yr ROW Column 9	1st Yr CON Column 10
SACOG	VAR56302	Regional Trails Network	In the SACOG region: SACOG adopted a Regional Trails Network Action Plan in 2022. This Plan identified high to low priority trails projects that would enhance connectivity throughout the region. Phase two of this Plan is an Implementation Strategy that will help local agencies take the next steps in implementation as well as identifying potential funding strategies, developing cost estimates, and providing technical assistance to agencies. This funding will cover staff time for project management, legal time for the development of a governance strategy, and consultant time to develop the Implementation Strategy and provide technical assistance.	Carbon Reduction Program, Local	\$491,890	2026			2024
SACOG	VAR56277	Remix software and transit technical assistance	Remix Software, Inc. is the sole manufacturer and service provider of the only cloud-based software service that offers an integrated package of data tools to analyze a broad range of transit route planning considerations. SACOG staff will provide transit planning and other technical assistance using Remix. Toll/Transportation Development Credits will be used for match.. Toll Credits for CON	FTA 5307 - Discr.	\$671,440	2028			2020
SACOG	CA121374	SAC-PLA I-80 Managed Lanes: Project Study Report	On Interstate 80 from El Camino Boulevard in Sacramento County to Rocklin Road in Placer County: Project Study Report- Project Development Support (PSR-PDS) to study the potential conversion of the existing High Occupancy Vehicle (HOV) lane to a different facility, including an evaluation of pricing and/or tolling.. Toll Credits for CON	RSTP/STBG	\$250,000	2025			2022

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, March 2025

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
SACOG	VAR56304	SACOG Green Means Go: Green Zone Access and Equity Regional Planning Project	The Green Zone Access and Equity Regional Planning Project, will advance planning, engineering, design, and project development activities to address nine barrier transportation facilities in federally designated disadvantaged communities that are (1) locally prioritized for infill development and (2) share the challenge of high volume, autocentric facilities that bisect existing neighborhoods to limit both economic and transportation mobility. SACOG will establish a Community-Based Organization Working Group to provide technical assistance to support equity-centered planning processes that engage traditionally marginalized groups. SACOG will also partner with Valley Vision – the region’s workforce intermediary – to establish career pathways for vulnerable community members into jobs that will be created during the implementation of the projects planned with DOT NAE grant funds. SACOG will provide grant technical assistance to disadvantaged Green Zone communities to help prepare for the implementation phase. The grant program does not require non-federal match.	Federal Disc. - Reconnecting Communities & Neighborhoods	\$22,500,000	2030			2025
SACOG	VAR56303	SACOG Transit Asset and Grant Management Software	Support regional transit operators in complying with FTA transit asset management (TAM) requirement including capital asset inventories, condition assessments, and useful life/asset replacement tracking. The asset inventory and condition data must also be reported to the NTD. Provide grants management support as well as planning and programming activities necessary to submit transit grant applications to the FTA. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5307 federal funds will fund 100% of this project. This project will use FFY 2020 FTA 5307 funds.. Toll Credits for CON	FTA 5307 - Discr.	\$266,110	2026			2025
SACOG	VAR56283	Transportation Demand Management (TDM) Phase 4	In the SACOG region SACOG’s TDM program promotes alternative mode use (such as rideshare, carpooling, vanpooling, public transit, bicycling, walking, telecommuting, and bikeshare) through outreach, incentives, programs, grants, and pilot projects. TDM activities are recognized as Transportation Control Measures by EPA. (Emission Benefits: ROG 0.54 and NOx 0.5 kg/day) (This is a continuation of Phase 3, VAR56184.). Toll Credits for CON	RSTP/STBG	\$6,000,000	2026			2024

DKS WORK SUMMARY

DATE: March 3, 2025

TO: Matt Click, Executive Director | PCTPA
Solvi Sabol, Administrative Manager | PCTPA

FROM: Kendall Flint, Project Manager | DKS
Melissa Abadie, Deputy Project Manager | DKS

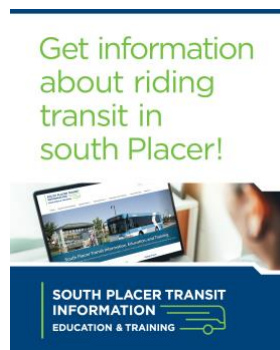
SUBJECT: February 2025 Work Summary for Task Order 3

P#23049-003

DKS WORK COMPLETED IN FEBRUARY 2025

TASK ORDER 3: CTSA SUPPORT

- Attended project coordination meetings with staff and other consultants for the Stories Video Campaign and the South Placer Information, Education, and Training (SPTI) Marketing Toolkit.
- Provided video elements and support in the StoryPrompt app for the Stories Video Campaign.
- Revised the website carousel image for the Stories Video Campaign.
- Developed the following materials for the SPTI Marketing Toolkit:
 - Newsletter Header Images – General, Information, Education, and Training
 - Social Media Post Images – General, Information, Education, and Training
 - Photos for Use in Promotional Materials – General, Information, Education, and Training





Placer County Transportation Planning Agency

2024/2025 Federal Agenda Work Plan

Prepared in coordination with TFG, LLC.



For questions, please contact Mike Miller at
mmiller@tfgnet.com or 202-454-3948

Overview

This Work Plan outlines action items and timelines associated with carrying forward the Federal Agenda. Federal opportunities and Agency needs are dynamic, and this Work Plan provides flexibility to address emergent issues and opportunities.

Work Plan

- **Conduct Strategic Assessment of Opportunities (September – December 2024).** TFG met with PCTPA to discuss priorities and to define the Agency’s desired federal goals and objectives.
- **Develop Federal Agenda and Strategy (December – March 2025).** TFG update PCTPA’s Federal Agenda. TFG will work with PCTPA to prioritize projects, issues, and advocacy efforts upon adoption of the Federal Agenda.
- **Project Descriptions and Exhibits Preparation (March 2025 – Ongoing).** TFG will work with PCTPA to prepare materials needed to advance your Federal Agenda priorities. TFG’s team will work with PCTPA to prepare meeting materials, provide recommended talking points, provide briefings, discuss strategies, and answer your questions to help you optimize your effectiveness during advocacy meetings.
- **Legislative Advocacy (Ongoing).** TFG will continue to guide PCTPA’s legislative priorities – including Congressionally Directed Spending / Community Project Funding (i.e., CDS/CPF or “earmarks”)¹ – and will advocate for projects and policy sponsored or supported by PCTPA through the legislative process. We will track and advise on legislation, appropriations requests, committee hearings, markups, and votes.
- **Regulatory Advocacy (Ongoing).** TFG will work with relevant federal agencies to secure favorable outcomes related to your Federal Agenda.
- **Enhance Relationships (Ongoing).** Our team will leverage both the Agency and our existing working relationships with PCTPA’s congressional delegation, other relevant congressional office, and the Administration to secure favorable outcomes.
- **Washington, D.C. & In-District Meetings (Ongoing).** TFG will work with PCTPA to identify appropriate dates for advocacy trips to Washinton and meetings in California. TFG will coordinate meetings with Members of PCTPA’s congressional delegation, other targeted Members, congressional and committee leadership, and key federal agencies where it is important to raise the Agency’s profile and to advocate effectively for the goals and objectives in the Federal Agenda. TFG will also coordinate in-district meetings with the congressional delegation and Administration officials.
- **Client Communications (Ongoing).** TFG’s communications include regular communications with Agency staff (emails, telephone calls and virtual meetings, regularly scheduled update meetings), client newsletters, special reports.

¹ CDS/CPF may be included in annual appropriations bills but Congress may choose to forgo earmarking

- **Grants Services (Ongoing).** TFG’s Grants Division recently completed and submitted a BUILD grant application for 80/65. We will continue supporting the agency related to grants to ensure relevant competitive grant opportunities are identified. While federal grants activities are currently under review by the new Administration, we will continue to track and provide regular updates on opportunities. TFG’s team provides the following key competitive grant services:
 - **Research.** Once priority projects are identified, TFG will conduct robust grant funding research to identify grant opportunities.
 - **Project Development and Readiness.** TFG will continue working with the Agency to strategically develop project proposals to ensure that they meet grant eligibility criteria and are positioned to be highly competitive.
 - **Grants Advocacy.** TFG will work to secure your congressional delegation’s support for grant applications submitted to federal agencies. We will also communicate with key administration officials and staff, and we will arrange pre- and post-application briefings with agencies.
 - **Grant Consulting & Grant Writing Services.** Grant *consulting* services, including grant research, identification, political support, and strategic preparation, are included in our professional services contracts. Grant *writing* services are available through a separate fee arrangement/task order at a discounted rate for PCTPA as a retainer client. For all grant applications, TFG will work collaboratively with the Agency to review and strengthen grant narratives, ensure that all required information and documents are included in application submittals, and make certain that budget narratives and related documents properly support the application. TFG also provides post-award grant administration services, helping to ensure our clients make the best and proper use of grant funds; this service is not included in our lobbying contracts and may be provided through a separate fee arrangement/task order at a discounted rate for PCTPA as a retainer client.

CAPITOL CORRIDOR

Monthly Performance Report



SERVICE PERFORMANCE OVERVIEW

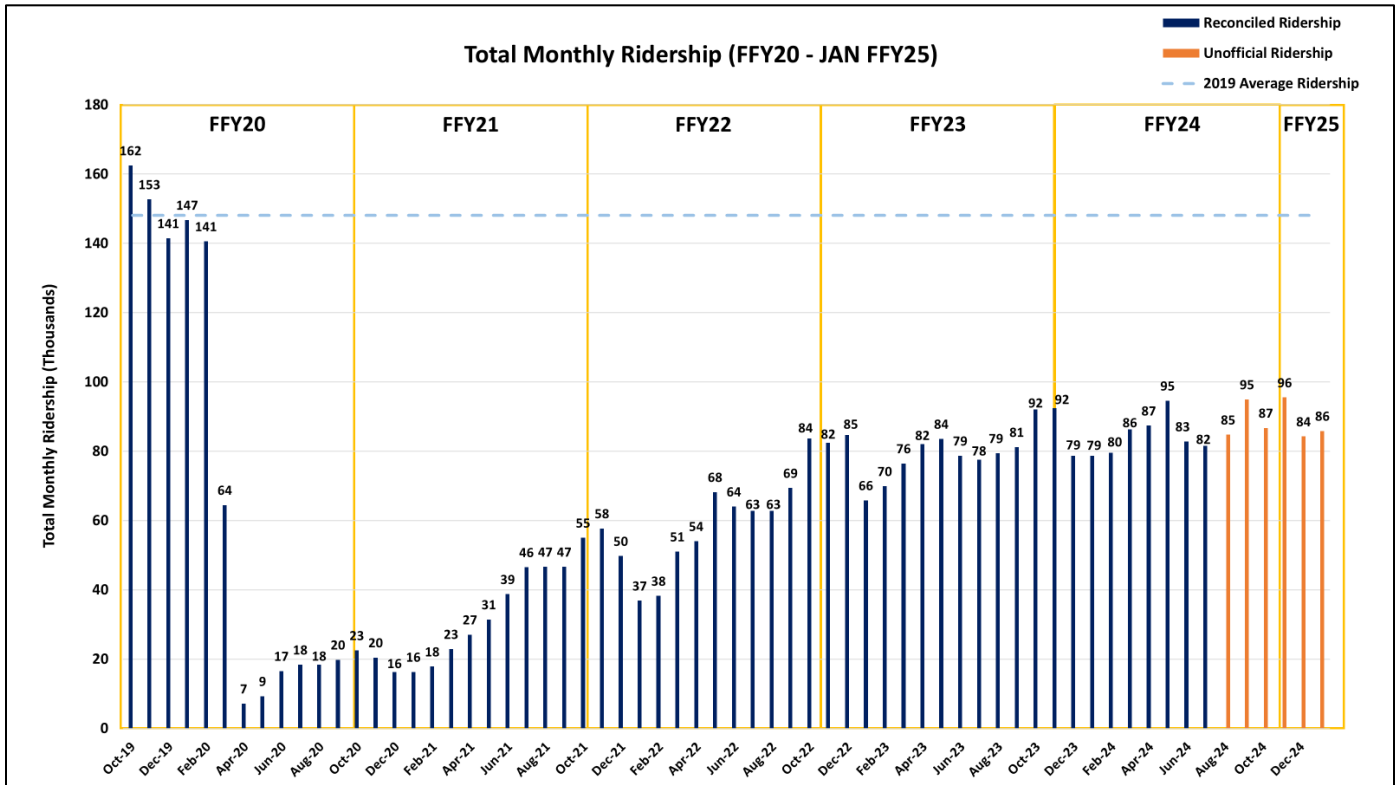
January 2025 Service Performance for the Capitol Corridor

In January 2025, Capitol Corridor achieved an 8% increase in ridership and an 8% growth in revenue compared to the same month in the previous year. End-point on-time performance (OTP) for the month stood at 89%, while Passenger on-time-performance (OTP) stood at 91%, marking the strongest on-time performance in recent months. This was due to significant reductions in third-party safety incidents. Addressing third-party safety incidents, such as vehicle and trespasser-related issues, remains a key focus for CCJPA staff.

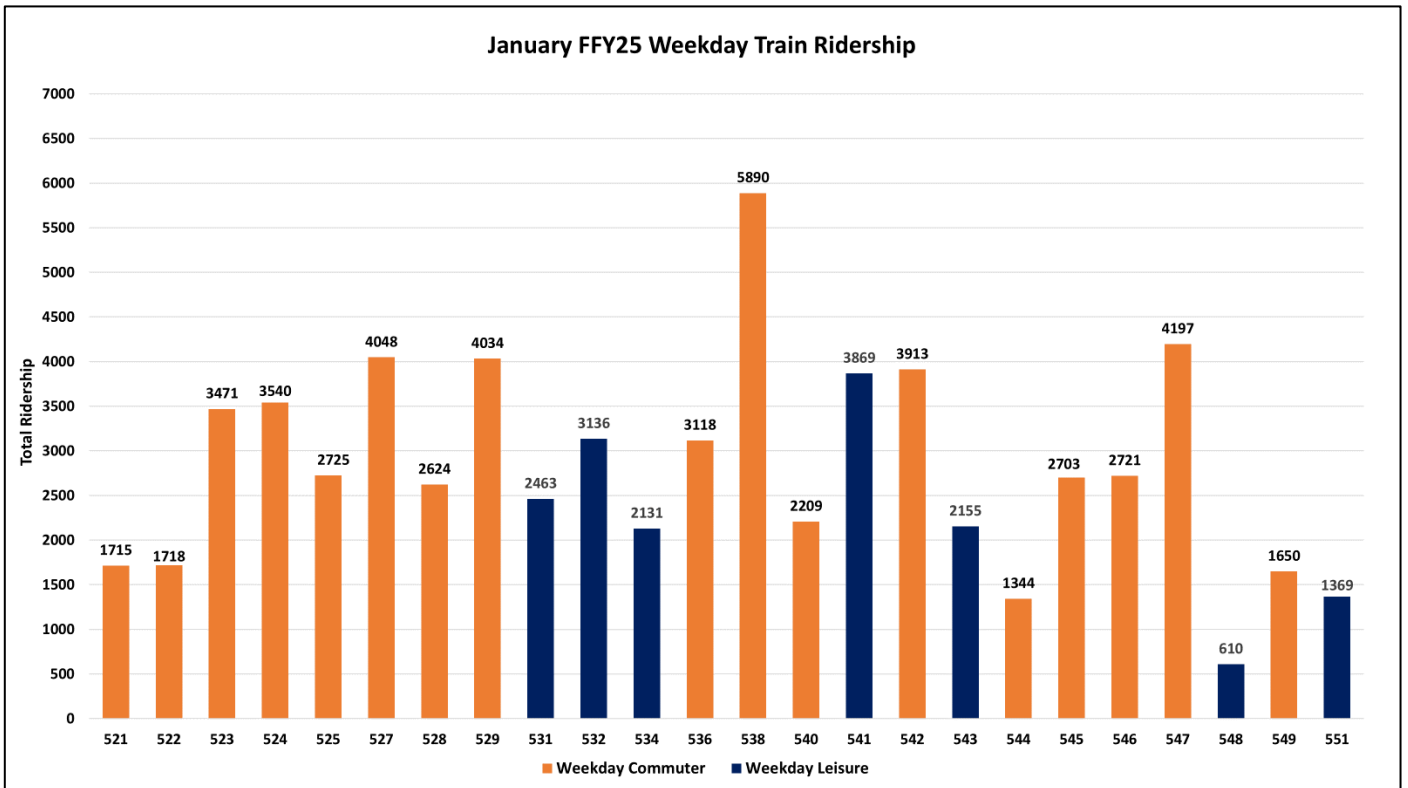
Performance Metric	January FY 2025	vs. FY 2024	vs. FY 2019	FY 2025 YTD	vs. FY 2024 YTD	vs. FY 2019 YTD
Ridership	84,859	8%	-40%	359,426	5%	-38%
Revenue	\$2,257,744	8%	-22%	\$9,778,046	6%	-23%
End-Point OTP	89%	2%	1%	85%	1%	-2%
Passenger OTP	91%	2%	4%	87%	1%	1%

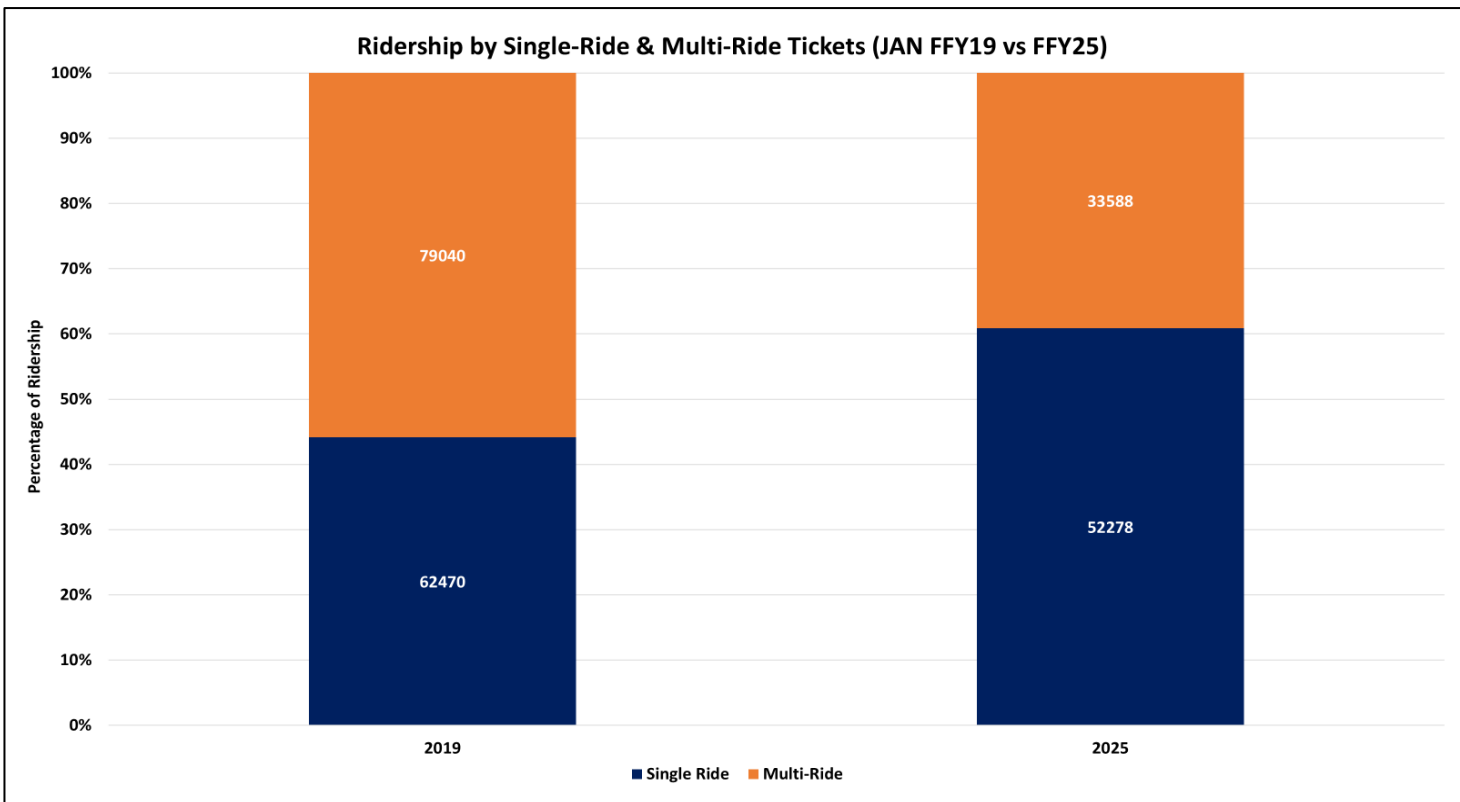
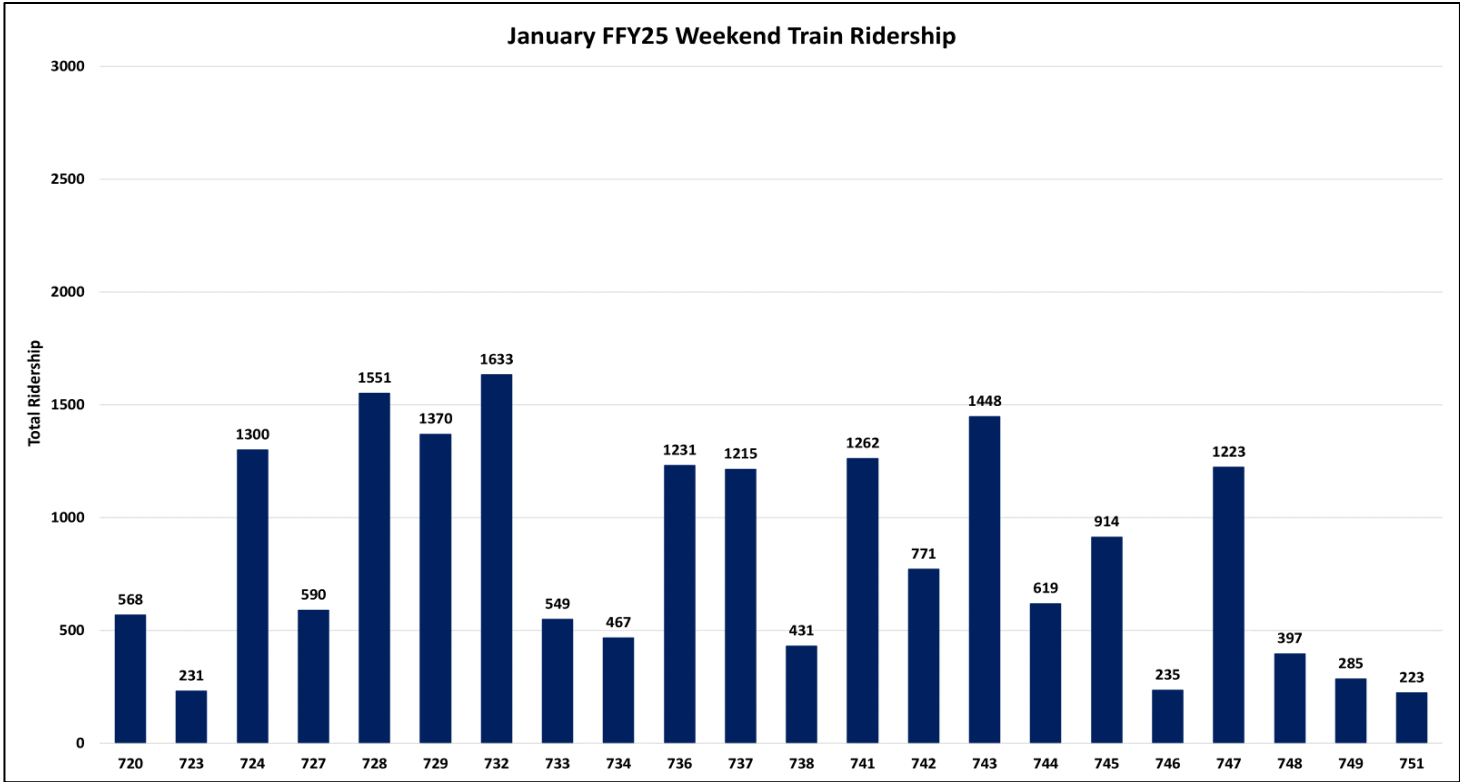
**Please note that numbers above include preliminary data received as of the date of the mailing of the Monthly Performance Report.*

Total Monthly Ridership (November 2019 to January 2025)



January Ridership Data Analysis





LEGISLATION AND FUNDING

State Legislation and Funding

Governor Newsom Announces Proposed FY 2025-26 Budget

On January 10, Governor Newsom released his proposed [Fiscal Year \(FY\) 2025-26 budget](#), projecting a balanced \$322.3 billion budget. The proposed FY 2025-26 budget maintains the \$5.1 billion investment in flexible capital and operations funding (commonly referred to as "SB 125 program" funding), appropriating the remaining public transit funding to the formula-based Transit Intercity Rail and Capital Program (TIRCP), and approving \$690 in appropriations to the Zero-Emission Transit Capital Program (ZETCP) in FY 2026-27 and FY 2027-28. If approved, the proposed FY 2025-26 budget would advance the \$1 billion in TIRCP funding identified for this year, bringing the total level of funding appropriated toward the transit funding agreement to \$4.41 billion (out of the total \$5.1 billion).

Source: Executive Director's Report for January 10, 2025, California Transit Association

2024 California State Rail Plan

The California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) have released the [2024 California State Rail Plan](#), a long-range vision of statewide investments to create a zero-emission, fully interconnected rail and transit network as part of California's ambitious climate change goals.

The plan calls for creating a statewide rail network that connects seamlessly with other transportation modes, including intercity, regional, and local transit systems, to make traveling by train a more attractive option compared to car or air travel. The plan envisions a direct capital investment of \$307 billion, with an estimated economic return of over \$537 billion by 2050. This investment is also expected to create 900,000 full-time jobs for the construction, maintenance, and operation industries. For more on the plan visit the [California State Rail Plan website](#).

Source: Executive Director's Report for January 10, 2025, California Transit Association

CalSTA Releases Annual Accomplishments Report

California State Transportation Agency Secretary Toks Omishakin announced the release of the Agency's [2024 CalSTA Accomplishments Report](#). The report features the results of work by the Agency's eight departments, boards and commissions in 2024 and includes funding provided by the state to rail and transit operators statewide by grants under the Agency's authority.

Source: Executive Director's Report for January 10, 2025, California Transit Association

Transit and Intercity Rail Capital Program 2024 Awards (Cycle 7) Announcement, Including \$14M to Capitol Corridor

The California State Transportation Agency (CalSTA) has announced its award list for the 2024 Cycle 7 Transit and Intercity Rail Capital Program (TIRCP). Capitol Corridor has been awarded TIRCP funding in the amount of \$14 million to invest in the reliability and accessibility of our system. The award includes support for three distinct projects, an interlocking in Santa Clara (\$5M), the Agnew Siding project in Santa Clara (\$5 million), an interlocking in Santa Clara (\$5 million), and improved pedestrian access to the Sacramento Valley Station (\$4 million). The improvements in Santa Clara are located along an extended section of single-tracking and will provide essential new passing options. The benefits will include improved reliability of service, particularly in the south of Oakland, and the ability to stage special services to support events at Levi's Stadium.

The award shows the continued support from CalSTA and the State of California for our service. [A complete list of awards is available here.](#)

Federal Legislation and Funding

Federal Railroad Administration Announcement

On December 21, 2024, the then President-elect Donald Trump nominated David Fink to become the next Administrator of the Federal Railroad Administration (FRA). Notably, Mr. Fink is the former CEO of Pan Am Railways, a short-line railway recently acquired by CSX that hosted passenger rail service between Boston and Portland, Maine.

FFY 2024-25 Federal Budget Continuing Resolution (CR)

On December 21, [President Joe Biden signed into law](#) the [American Relief Act, 2025 \(HR 10545\)](#), a second 83-day Continuing Resolution (CR) that will continue to fund the operations of the federal government into FY 2025 at current levels through March 14, 2025.

Source: Monthly Report for January 2025 for States for Passenger Rail Coalition, by Tai Ginsberg & Associates

President's FFY 2025-26 Federal Budget

The statutory deadline for the release of President Trump's budget (FY 2026) is February 3, (first Monday in February per the 1974 Budget Act); although, due to the transition between the Biden/Trump Administrations the budget will likely be delayed.

Source: Monthly Report for January 2025 for States for Passenger Rail Coalition, by Tai Ginsberg & Associates

U.S. Department of Transportation Accomplishments Overview – January 2021-January 2025

On January 16, 2025, the US DOT [announced](#) an overview/summary of US DOT’s accomplishments during the period of January 2021 through January 2025. The summary page notes that “the Biden-Harris Administration announced \$591 billion for more than 72,000 projects funded by the Bipartisan Infrastructure Law across the country.” The announcement also notes that, “To date, more than 22,000 projects that received USDOT funding are already completed or well on their way, and more than \$247 billion in Bipartisan Infrastructure Law funding has been obligated, accounting for more than 70 percent of all USDOT Bipartisan Infrastructure Law funding awarded through the end of Fiscal Year 2024.” [View the announcement here.](#)

Source: Monthly Report for January 2025 for States for Passenger Rail Coalition, by Tai Ginsberg & Associates

PROGRAM UPDATES



FY 2025-26 – FY 2026-27 Annual Business Plan Public Workshops

During the week of February 10 – 14, 2025, the CCJPA hosted four (4) onboard public workshops and two (2) virtually via Zoom, where it presented its [Draft FY 2025-26 & FY 2026-27 Annual Business Plan](#). The Annual Business Plan provided an overview of the CCJPA’s strategic plan and funding request for the next two fiscal years. This provided an excellent opportunity for current riders, or

anyone interested in the Capitol Corridor service to learn more about our plans and offer input. We were thrilled to engage with our riders!

Oakland Coliseum Cleanup

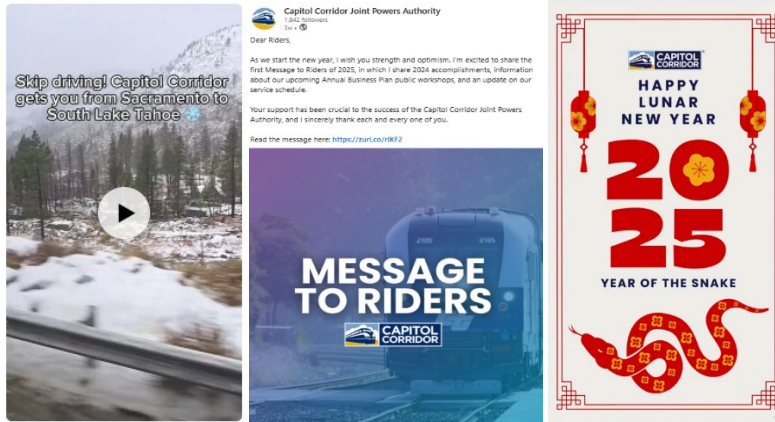
Capitol Corridor extends our gratitude to the City of Oakland and all stakeholders who played a vital role in executing a comprehensive cleanup effort in preparation for NBA All-Star Week. This initiative was especially meaningful for our riders at Oakland Coliseum. We look forward to continuing our partnership to maintain a safe and welcoming station for all who travel through Oakland Coliseum.



Social Media Report

In January, our best performing post was “[Getting to South Lake Tahoe on Capitol Corridor](#)” on Instagram, featuring a guide to taking the train and connecting bus to South Lake Tahoe for winter getaways and highlights our partnerships with El Dorado Transit, and other local partners.

Other well-performing posts included “[Message to Riders](#)” from our Managing Director and post on LinkedIn and the “[Happy Lunch New Year](#)” post across all platforms.



OUTLOOK - CLOSING

January was a great start to the year, but get ready for many more positive changes in the near future. We expect to launch a new fare strategy in April and bring back two more weekday roundtrips in May, including a full restoration of service between Oakland and San Jose. Keep an eye out for details on these upcoming initiatives. We appreciate your continued support for our service!