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, December 9, 2026
9:00 AM

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

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

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

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

Webinar access: https://placer-ca-gov.zoom.us/j/98533230854
You can also dial in using your phone: +1 877 853 5247 US Toll Free or 888 788 0099 US Toll Free
Webinar ID: 985 3323 0854

A. Flag Salute

B. Roll Call

C. Meeting Procedures
Solvi Sabol, Clerk to the Board

D. Agenda Review
Matt Click, Executive Director

E. Approval of Minutes: October 28, 2026 — **Action** — Pg. 1

F. Public Comment
Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.

G. Consent Calendar: Placer County Transportation Planning Agency — **Action** — Pg. 5
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 the 2027 PCTPA, PCALUC, WPCTSA, and PCLTA Board Meeting Schedule — Pg. 7
2. Adopt the Amended PCTPA Bylaws – 2026 Update — Pg. 8
3. Appointment of Social Services Transportation Advisory Council (SSTAC) Membership — Pg. 24
4. Approve the Revised FY 2026/27 Final Local Transportation Fund (LTF) Apportionment — Pg. 25

H. PUBLIC HEARING – Airport Land Use Commission — **Action**
City of Lincoln: Consistency Determinations with the Placer County Airport Land Use Compatibility Plan (Lincoln Regional Airport)

- Consider the consistency of the following City of Lincoln proposals with the Placer County ALUCP, pursuant to ALUCP Policy 2.4(a)(3) and Public Utilities Code §21676: (1) Title 18 Zoning Code Amendment – Home Occupations and (2) General Plan Amendment – Residential Density Increase and Floor Area Ratio (FAR) Standard Changes; **Action:** Determine whether each proposal is consistent, consistent with conditions, or inconsistent with the ALUCP. **Staff report to be distributed under separate cover.**

I. FY 2026/27 Overall Work Program (OWP) and Budget – Amendment #1 — **Action**

- Adopt Resolution 26-40 approving Amendment #1 of the FY 2026/27 Overall Work Program (OWP) and Budget and authorize the Executive Director to submit to Caltrans. — Pg. 26

J. SR 65 Phase 1 Project Jacobs Construction Support Services — **Action**

- Authorize the Executive Director to execute the Jacobs Construction Support Services Master Agreement and Letter of Task Agreement No. 27-01 for a not-to-exceed amount of $400,000 and update the Board on the project's readiness. — Pg. 32

K. Selection of Chair and Vice Chair for 2027 — **Action**

- Appoint the Board Member representing the City of Auburn to serve as Chair and the Board Member representing the City of Colfax to serve as Vice Chair for the 2027 calendar year. — Pg. 63

L. Executive Director's Report — **Info**

M. Board Reports / Board Direction to Staff

N. Informational Items — **Info**

1. Technical Advisory Committee (TAC) Minutes – November 17, 2026 — Pg. 64
2. Status Reports
   a. The Ferguson Group, November 2026 — Pg. 67
   b. The Ferguson Group – 2026 Election Results — Pg. 68
   c. Dodd and Chaaban Strategies, November 2026
   d. PCTPA Receipts and Expenditures, October 2026
   e. PCTPA Quarterly Report, September 2026 — Separate cover
   f. WPCTSA Statement of Net Position, September 2026

O. Adjourn to Closed Session — **Action**

1. Closed session pursuant to Government Code 54957: Public Employee Performance Evaluation – Executive Director — Pg. 87
2. Closed session pursuant to Government Code 54957.6: Conference with Labor Negotiator
   a. Agency Designated Representative: Board Chair
      Unrepresented Employee: Executive Director

P. Open Session — **Action**

1. Report of any action taken in closed session (Gov. Code §54957.1)
2. Executive Director Employment Agreement Amendment
   a. Potential action to approve an amendment to the Executive Director's compensation and benefits.
   b. Potential action to approve Amendment No.4. to the Executive Director's Employment Agreement, authorize the Chair to execute it, and approve the corresponding update to the Agency's publicly available salary schedule.

Next Board Meeting – January 27, 2027

Board of Directors Meetings – 2027	
Wednesday, January 27	Wednesday, July 28
Wednesday February 24	Wednesday, August 25
Wednesday, March 24	Wednesday, September 22
Wednesday, April 28	Wednesday, October 27
Wednesday, May 26	Wednesday, December 8
Wednesday, June 23	

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)

October 28, 2026 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California 95603

ROLL CALL | Present: Holly Andreatta, Ken Broadway, Amanda Cortez, Anthony DeMattei, Alice Dowdin Calvillo, Bruce Houdesheldt, Suzanne Jones (Chair), Dan Wilkins **Absent:** Trinity Burruss

Agenda Review
Executive Director, Matt Click, noted that Item G.1 on the Consent Calendar was inadvertently carried over from the September agenda. Item G.1 was removed from consideration, and the Board would act only on Items G.2 – G.5 of the Consent Calendar.

Approval of Action Minutes – September 23, 2026
A motion to approve the September 23, 2026 Action Minutes was made by Wilkins and seconded Cortez. The motion passed unanimously (Directors Burruss and Houdesheldt absent).

Public Comment
There was no public comment.

CONSENT CALENDAR: Placer County Transportation Planning Agency (PCTPA)
A motion to approve the PCTPA Consent Calendar Items G.2 – G.5, as shown below was made by Cortez and seconded by Dowdin Calvillo. The motion passed unanimously (Directors Burruss and Houdesheldt absent).

G.2. Approve Health Contribution Resolution
G.3. Approve Amendment to PCTPA Administrative Operating Procedures — Section II. B.2, Preparation of RFP
G.4. Approve FY 2025/26 Cycle B Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: $398,846
G.5. Approve the Corrected 2026 Conflict of Interest Code Amendment

Director Houdesheldt arrived at 9:06 AM.

CONSENT CALENDAR: Western Placer Consolidated Transportation Services Agency (WPCTSA)
A motion to approve the WPCTSA Consent Calendar Items as shown below was made by Dowdin Calvillo and seconded by Cortez. The motion passed unanimously.

H.1. Approve WPCTSA FY 2026/27 Budget Amendment #1
H.2. Authorize filing FY 2026/27 WPCTSA Claim for Local Transportation Funds (LTF) - $1,604,510
H.3. Authorize filing FY 2026/27 WPCTSA Claim for State Transit Assistance (STA) - $183,225
H.4. Execute WPCTSA Memorandum of Understanding with the City of Roseville Regarding

Funding to Support the Promotion and Implementation of the Rapid Link Service - $350,000

PUBLIC HEARING: 2026 Unmet Transit Needs Assessment and Public Engagement Efforts
Presenter: Mike Costa, Principal Transportation Planner
Staff reported that PCTPA, as the RTPA for Placer County (excluding the Tahoe Basin), conducts an annual Unmet Transit Needs Assessment as required by the Transportation Development Act. Public comments are being collected through an online survey (available in English, Spanish, and Tagalog), by phone, by email, and at this hearing, with the comment period closing October 31, 2026. Staff will evaluate comments with the Transit Operators Working Group and the Social Services Transportation Advisory Council, and a findings report will be presented to the Board for adoption in February 2027.

Chair Jones opened the public hearing. No public testimony was received. Chair Jones closed the public hearing.

Service Policy Revisions for the Placer Rides Program
Presenter: Mike Costa, Principal Transportation Planner
Staff reported that following MOVE Stanislaus Transportation's assumption of Placer Rides Program administration on July 1, 2026, staff reviewed the program's service policies and past mileage reimbursement practices. The review found that some participants had been reimbursed for non-essential trips, such as church and senior center visits, that participants considered important to their well-being. The proposed revisions base eligibility on a participant's transportation need rather than age, disability, or income; expand the definition of essential trips; add a new Quality of Life trip category allowing up to five such trips per month; and allow reimbursement for medical trips outside Placer County. The 200-mile monthly reimbursement cap remains in place. The TOWG and TAC concurred with the revisions, which would take effect immediately upon approval.

The Board expressed strong support for the revisions. Director Broadway asked about funding, program monitoring, and public outreach. Mike confirmed sufficient funding is available, with all participants remaining subject to the 200-mile monthly cap, and stated that staff would report back to the Board on the expanded program's impact within the next year.

A motion to approve the revisions to the Placer Rides Program service policies as provided was made by Dowdin Calvillo and seconded by DeMattei. The motion passed unanimously.

SR 65 Phase 1 Project Construction Funding and Agreement Approvals
Presenter: David Melko, Principal Transportation Planner
Staff reported that Phase 1 adds southbound capacity between Blue Oaks Boulevard and Galleria Boulevard and is funded primarily by a $22.48 million federal BUILD grant, with SPRTA funds covering the local match, items not eligible for federal funds, and habitat mitigation. Approvals are needed for Caltrans to advertise in December 2026 and avoid costly redesign under new 2027 safety standards.

A motion was made by DeMattei and seconded by Cortez, to adopt Resolution No. 26-38 to: (1) conditionally approve a Cooperative Agreement with Caltrans for construction of the SR 65 Phase 1 Project, not to exceed $28,752,875, subject to SPRTA action on the local funding commitment; (2) authorize the Executive Director to execute the federal 2025 BUILD Grant Agreement for $22.48 million, with Caltrans as grant recipient and PCTPA as subrecipient; (3)

recommend the SPRTA Board approve an allocation not to exceed $10 million for construction and mitigation; (4) authorize the Executive Director to negotiate, and the Chair and Executive Director to execute, the Construction Cooperative Agreement with Caltrans; and (5) authorize the Executive Director to negotiate and execute a mitigation credit purchase agreement with a U.S. Fish and Wildlife Service-approved conservation bank for the full SR 65 Capacity and Operational Improvement Project. The motion passed unanimously.

Placer-Sacramento Gateway Plan Update
Presenters: David Melko, Principal Transportation Planner, Luke McNeel Caird, Jacobs
Staff and Jacobs presented the final Placer-Sacramento Gateway Plan Update, which covers approximately 70 miles of I-80, SR 65, and Business 80. The Plan identifies over 300 projects, including 80 priority multimodal projects expected to be construction-ready by 2032. Four priority projects are recommended for the Solutions for Congested Corridors Program (SCCP) Cycle 5 grant application, due to the CTC in mid-November. The PCTPA TAC concurred with the staff recommendation.

A motion was made by Cortez, second by Dowdin Calvillo, the Board adopted Resolution No. 26-36 accepting the Placer-Sacramento Gateway Plan Update, and authorized the Executive Director to submit the SCCP Cycle 5 grant application to the California Transportation Commission in part nership with Caltrans, SACOG, and the Sacramento Transportation Authority. The motion passed unanimously.

Executive Director's Report: Matt Click, Executive Director
Federal Reauthorization & News
- A continuing resolution is set for December 11th.
- Reauthorization will be on hold until the new congress is seated on January 3rd.

Grant Activity
- Caltrans Planning Grant, SMART 65 Feasibility Study: *$555,000* — Submitted
- Caltrans Planning Grant, Dry Creek Greenway: approximately $300,000 — Submitted
- CTC Active Transportation Program, Rocklin Road Interchange: $25M — Awaiting November Announcement.
- CTC Solutions for Congested Corridors: $30+M (Placer projects) — Preparing. Luke McNeel-Caird, Jacobs, provided an update. Matt thanked the Jacobs team and David Melko for their work and noted that all four projects are supported by SACOG and have full Caltrans partnership, which is especially important given the freeway operations focus. In the last cycle, PCTPA ranked 9th of 22 applications, with the top seven funded.

STBG and CMAQ Funding – Federal Funding via SACOG
- All projects for the six-county competitive round are in to SACOG and being vetted. Staff is awaiting scoring results.

SR 65 – Phase 1 Improvements ($23M BUILD Grant)
- David Melko provided an update. Matt noted the number of moving parts involved, as reflected in the five-part Board action.

I-80/SR 65 Interchange

- The Douglas to Eureka auxiliary lane, included in the SCCP grant package and identified at the February value engineering workshop, will improve interchange operations and is an example of delivering the project in fundable pieces matched with SPRTA funds.
- HOV Lane Eastern Terminus: Staff is exploring moving the eastern terminus west of the interchange to open all lanes to general traffic. FHWA directed staff to work with Caltrans, and a meeting with Caltrans was scheduled for that afternoon.

SR 49 Sidewalk Gap Closure Project

- Complete. Matt acknowledged Cory Peterson for working with Caltrans to get this over the finish line.
- Due to limited funding, there will be no ribbon cutting. A press release will be issued instead.

Board Reports / Board Direction to Staff

- Director Houdesheldt noted he had seen the Lincoln-Roseville "Light Rail" ("LRLR"), officially the Rapid Link bus service. Mike Costa noted the service is a coordinated effort between the City of Roseville, which administers it, and Placer County, and is currently in a soft launch to work out operational issues. Once 30-minute headways begin in March, staff can plan a Board field trip.

ADJOURN: The meeting adjourned at approximately 10:00 AM. A video of this meeting can be viewed here: Oct_28_2026_PCTPA_Video

Matt Click, Executive Director

Suzanne Jones, Chair

Solvi Sabol, Board Secretary III

Placer County Transportation Planning Agency

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: December 9, 2026**

FROM: **Matt Click, Executive Director**

SUBJECT: **CONSENT CALENDAR**

Below are the Consent Calendar items for the December 9, 2026, agenda for your review and action.

1. Approve 2027 PCTPA, PCALUC, WPCTSA, and PCLTA Board Meeting Schedule
   Per Article 3.1 of the Placer County Transportation Planning Agency (PCTPA) Bylaws, regular meetings of the PCTPA Board are held on the fourth Wednesday of each month at 9:00 a.m. Traditionally, the November and December meetings are combined to avoid holiday conflicts. For 2027, staff proposes a combined meeting on December 8, 2027. Special meetings may be held as needed in the manner specified by state law.

   The Bylaws or Rules of Procedure of the Placer County Airport Land Use Commission (PCALUC), Western Placer Consolidated Transportation Services Agency (WPCTSA), and Placer County Local Transportation Authority (PCLTA) provide that their Board and Commission meetings be held at the same time as PCTPA's. Accordingly, staff recommends approval of the attached 2027 PCTPA, PCALUC, WPCTSA, and PCLTA Board meeting schedule.

2. Adopt the Amended PCTPA Bylaws – 2026 Update
   Staff recommends the Board adopt the amended PCTPA Bylaws as provided.

   The PCTPA Bylaws were last amended January 26, 2011. The proposed update brings the Bylaws current with changes in state law and in PCTPA's agreements and practices over the past fifteen years. Most changes are technical. They include the Agency's new Roseville office address, corrected Government Code, Public Utilities Code, and California Code of Regulations citations, references to the current Caltrans Master Fund Transfer Agreement (2025–2034), and the 2024 Memorandum of Understanding with SACOG, which changed how federal transportation funds are programmed in Placer County.

   Other updates reflect current Board practice. Meeting procedures and the order of business now match current agendas. The Brown Act language now incorporates the 2026 SB 707 amendments, including teleconferencing and providing each member a copy of the Act. The Bylaws also formally authorize the existing stipend for members appointed to the Capitol Corridor Joint Powers Board. Board composition and quorum now reference Government Code Section 67911, so the Bylaws adjust automatically if the number of incorporated cities in Placer County changes. Agency Counsel has reviewed the proposed amendments. Under Section 13.1, the amendments require a majority vote of the Board.

3. Social Services Transportation Advisory Council (SSTAC) Membership
   As the part of PCTPA's responsibility to administer Transportation Development Act (TDA) funds, the agency is required to establish a Social Services Transportation Advisory Council (SSTAC). Under the TDA, the SSTAC's responsibilities can be summarized as follows:

   - Annually participate in the identification of unmet transit needs;
   - Annually review and recommend action by the transportation planning agency regarding any recommendations and findings relative to unmet transit needs; and
   - Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

   SSTAC membership is guided by the TDA and shown on the attached member roster. Required members are appointed by the PCTPA Board and subject to a three-year term of appointment that may be renewed for an additional three-year term by Board action. Additional members are typically reconfirmed each year by the PCTPA Board as well. Staff recommends appointments of the individuals detailed in the attached roster.

4. Approve the Revised FY 2026/27 Final Local Transportation Fund (LTF) Apportionment
   As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding though the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide. An independent audit of TDA finances of PCTPA, WPCTSA, and its member jurisdictions is conducted annually.

   In the process of conducting the 2025/26 TDA audit, an error was discovered in the calculations of the FY 2025/26 Final LTF Apportionment where Bicycle/Pedestrian LTF revenue was not added to the apportionment, but the 2% share allowed was then deducted, resulting in a small shortfall for all jurisdictions. This error then carried over to the FY 2026/27 Final LTF Apportionment calculations and reoccurred. The FY 2025/26 Final Apportionment will be corrected through the FY 2025/26 TDA Audit. However, as few LTF claims have been processed for FY 2026/27, staff is bringing forth a revised FY 2026/27 Final LTF Apportionment that corrects this error. The result is a slight increase in each jurisdiction's LTF apportionment ranging from $2,923 to $239,435. The total increase to the revised apportionment is $640,132. Jurisdictions that have already submitted a claim approved by their governing body may submit a supplemental claim for the additional amount. Staff has also corrected the calculation spreadsheet so the error does not recur.

   Staff recommends approval of the revised FY 2026/27 Final LTF Apportionment. The TAC concurred at its November 17, 2026 meeting.

MC:SS:CP:mbc

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

TO: **PCTPA Board Members** **DATE: December 9, 2026**

FROM: **Solvi Sabol, Board Secretary III**

SUBJECT: **2027 PCTPA BOARD MEETING SCHEDULE**

Following is the 2027 PCTPA Board meeting schedule. Meetings occur at 9:00 AM unless otherwise rescheduled.

Board Meetings
Placer Co. Board of Supervisors Chambers

Wednesday, January 27
Wednesday, February 24
Wednesday, March 24
Wednesday, April 28
Wednesday, May 26
Wednesday, June 23
Wednesday, July 28 (Typically cancelled unless deemed necessary)
Wednesday, August 25
Wednesday, September 22
Wednesday, October 27
Wednesday, December 8

Placer County Transportation Planning Agency

BYLAWS

Adopted: June 23, 1993
Amended: January 16, 1996
Amended: January 22, 1997
Amended: January 26, 2011
Amended: December 9, 2026

ARTICLE I - NAME AND COMPOSITION

Section 1.1: Name

The name shall be the Placer County Transportation Planning Agency.

Section 1.2: Composition

The Board shall be composed of ~~nine members:~~members appointed as provided in Section 67911 of the Government Code: three appointed by the Placer County Board of Supervisors (two Supervisors and one member at large) and one member appointed by the city or town council of each incorporated city or town within the County. Alternates for each member shall also be appointed by the respective jurisdiction. All members and alternates, except for the member at large, shall be elected officials.

ARTICLE II - OFFICERS

Section 2.1: Designation of Chairperson and Vice Chairperson

The Chairperson and Vice Chairperson shall be appointed annually at the December meeting to take effect the subsequent January 1, on a rotation schedule as identified below:

City of Auburn
City of Colfax
Placer County
City of Lincoln
Town of Loomis
Placer County
City of Rocklin
City of Roseville
Placer County

The Chairperson shall be the representative of the jurisdiction at the top of the rotation, while the Vice Chairperson shall be the representative of the jurisdiction next on the list. On those occasions when Placer County appears in the officer rotation, the Placer County Transportation Planning Agency will designate which of the Placer County representatives will serve.

In the event that the representative of the jurisdiction designated as Chairperson is newly appointed to PCTPA, the rotation positions may be traded. Such trades would require Board approval.

Section 2.2: Rights of Presiding Officer

The Chairperson, Vice Chairperson of the Board, or such other member as may be presiding, shall be deprived of none of the rights or privileges of a member by reason of ~~his~~their occupying the chair and may move, second, and debate from the chair, subject only to such limitations of debate as are by these rules imposed on all members.

Section 2.3: Chairperson Duties

The Chairperson shall preside and preserve order at all regular and special meetings of the Board. The Chairperson shall state every question coming before the Board, announce the decision of the Board on all subjects, and decide all questions of order without debate, ``subject, however, to an appeal to the Board on which a member shall speak but once, the Chairperson having precedence in speaking on question in order.

Section 2.4: Vice Chairperson Duties

In the absence of the Chairperson, the Vice Chairperson may perform duties and obligations of the office of Chairperson.

Section 2.5: Terms of Office

The term served by Board members shall be concurrent with their official term of office or as new appointments occur as provided by Section 1.2 above.

Section 2.6: Removal and Vacancies

The Board may remove the Chairperson or Vice Chairperson from their position as Chair or Vice Chair at any time upon majority vote of the Board. A vacancy in an office shall be filled by election of the majority of the Board using the officer rotation procedure specified in Section 2.1.

ARTICLE III - MEETINGS

Section 3.1: Regular Meetings

Board meetings shall be held the fourth Wednesday of the month at 9:00 am ~~or as called by the Chairperson.~~unless otherwise set by the Board's annually adopted meeting schedule, or as called by the Chairperson.

Section 3.2: Special Meetings

A special meeting may be called in the manner specified by applicable State law.

Section 3.3: Quorum

~~Five (5) members of the Board shall constitute a quorum.~~A majority of the total authorized membership of the Board shall constitute a quorum. When there is no quorum at a regular meeting, assembled ~~Boardmembers~~Board members may hear informational items, but no actions may be taken. The Chairperson or any member of said body, shall adjourn said meeting until the next regular meeting.

Section 3.4: Session

The Chairperson (or in the absence of the Chairperson, the Vice Chairperson) shall take the chair at the hour appointed for the meeting and shall call the Board to order. In the absence of the Chairperson (and Vice Chairperson), the Executive Director shall call the Board to order, whereupon a temporary Chairperson ~~shall be elected from among the members present.~~shall be elected by a majority of the members present to preside until the Chairperson or Vice Chairperson arrives or, if neither arrives, for the remainder of the meeting. Upon arrival of the Chairperson (or Vice Chairperson), the temporary Chairperson shall relinquish the chair upon conclusion of the item before the Board.

Section 3.5: Order of Business

At regular meetings of the Board, ~~the following shall be the order of business:~~the order of business shall generally be as follows, as reflected on the posted agenda. The Chairperson may take items out of order when doing so will facilitate the business of the Board:

1. Flag Salute
2. Roll Call
3. Meeting Procedures (public participation and remote participation instructions)
4. Agenda Review
3.5. Approval of Minutes
~~4. Agenda Approval~~
5.6. Public Comment
7. Consent Calendar (when applicable)
6.8. Agenda Items
7.9. Executive Director's Report
10. Board Reports / Board Direction to Staff
11. Informational Items
8.12. ~~Closed Session (when needed)~~Closed Session (when needed), including report of any reportable action taken
9.13. Adjournment

Section 3.6: Voting

1. Manner of Voting

~~On all matters acted upon by the Board that are not unanimous, the voting shall be on roll call, the yeses and noes, and members present but not voting shall be entered upon the minutes of the meeting.~~Votes of the Board may be taken by voice vote, unless a roll call vote is requested by any member or

required by law. The vote or abstention of each member present on each action shall be entered upon the minutes of the meeting. Notwithstanding the foregoing, when any member participates remotely or by teleconference, all votes shall be taken by roll call as required by the Ralph M. Brown Act.

2. Vote Required

All actions of the Board shall require an affirmative vote of a majority of Board members present. A quorum must be present. ~~A quorum consists of at least five members.~~A tie vote shall result in failure of the motion.

Section 3.7: Minutes

~~The Secretary to the Board~~~~The Clerk of the Board~~The Board Secretary shall be the person designated by the Board and shall record in the minutes the time and place of each Board meeting, the names of the members present, all official acts of the Board, the votes given by the members, and shall cause the minutes to be written up forthwith and presented for approval or amendment at the next meeting.

Section 3.8: Robert's Rules of Order

All rules of order not herein provided for shall be determined in accordance with the current edition of "~~Robert's Rules of Order Revised~~Robert's Rules of Order Newly Revised", provided that in the event of a conflict, such rules shall be superseded by these bylaws, any resolution of the Board, and any applicable law.

Section 3.9: Ralph M. Brown Act

~~Board meetings shall be~~All meetings of the Board and its committees, including meetings at which one or more members participate remotely or by teleconference, shall be conducted in the manner prescribed by the Ralph M. Brown Act (Chapter 9, commencing with ~~Section 54940, Part 1, Division 2, Title 5 of the Government Code).~~Section 54950, of Part 1 of Division 2 of Title 5 of the Government Code), as it may be amended from time to time. In the event of a conflict between these bylaws and the Brown Act, the Brown Act shall control. Members may participate in meetings remotely or by teleconference only as permitted by the Brown Act and any teleconferencing policy adopted by the Board. The Agency shall provide a copy of the Brown Act to each member and alternate member upon appointment.

Section 3.10: Adjourned Meeting

The Board may adjourn any regular or special meeting to a time and place specified in the order of adjournment, whether or not a quorum has been established. If a quorum is not established, informational items may be heard but no business other than adjournment may be transacted.

ARTICLE IV - COMPENSATION OF ~~COMMISSIONERS~~BOARD MEMBERS

Section 4.1: Compensation

Members and alternate members of the Board shall receive: $100.00 per meeting attended with a maximum limit on compensation for twelve (12) meetings per fiscal year, reimbursement of mileage at the current Internal Revenue Service rate for travel between home and the location of each monthly meeting, and ~~actual and necessary expenses incidental to the proper execution of their duties and responsibilities.~~actual and necessary expenses incidental to the proper execution of their duties and responsibilities, consistent with any expense reimbursement policy adopted by the Board.

Members appointed by the Board to represent the Agency on the Capitol Corridor Joint Powers Board shall receive the same per-meeting compensation and mileage reimbursement for each meeting of that body attended as the Agency's representative, unless such compensation is paid by that body. Such meetings shall be in addition to the twelve (12) meeting limit above.

ARTICLE V - OFFICES

Section 5.1: Agency Location

The Agency's principal office for the transaction of business is located at ~~299 Nevada Street, Auburn, CA 95603~~2260 Douglas Boulevard, Suite 130, Roseville, CA 95661. The Agency may change the location of the principal office from time to time. The Agency may establish one or more subordinate offices at any place or places where the Agency is qualified to do business.

ARTICLE VI - DUTIES AND RESPONSIBILITIES

Section 6.1: Designations and Duties

The Placer County Transportation Planning Agency (PCTPA) has been designated the Regional Transportation Planning Agency, the Placer County Congestion Management Agency, a statutorily designated member of the Capitol Corridor Joint Powers Board, the Placer County Airport Land Use Commission for the Lincoln, Auburn, and Blue Canyon Airports, and the transportation sales tax authority for Placer County. In addition, PCTPA has also entered into agreements to provide administrative services for two joint powers authorities: Western Placer Consolidated Transportation Services Agency and the South Placer Regional Transportation Authority. ~~It has developed an agreement with Caltrans and the Sacramento Area Council of Governments to address federal planning and programming issues.~~It has entered into a Memorandum of Understanding with the Sacramento Area Council of

Governments (SACOG) to coordinate federal and state transportation planning and programming. Since the PCTPA has a local Agency-State Agreement for federal-aid projects, it is also eligible to administer federal-aid projects.

Regional Transportation Planning Agency. PCTPA was created by ~~Title 7.91 of the Government code~~Title 7.87 of the Government Code commencing with Section 67910 as the transportation planning agency for Placer County excluding the Lake Tahoe basin. PCTPA was designated as the regional transportation planning agency (RTPA) for Placer County excluding the Lake Tahoe basin in Section 29532.1(c) of the Government Code. Previous to this designation, PCTPA operated under the name of the Placer County Transportation Commission 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 January 1, 2005, identifying the responsibilities of PCTPA as the RTPA and providing the administrative structure to implement these responsibilities.~~PCTPA has executed a Master Fund Transfer Agreement (MFTA) with the California Department of Transportation (Agreement No. 74A1647, executed December 10, 2024) for the period of January 1, 2025, through December 31, 2034, as authorized by PCTPA Resolution No. 24-27 adopted October 23, 2024. The MFTA sets forth the conditions under which PCTPA receives the federal and state planning funds administered by the Caltrans Office of Regional and Community Planning, 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.~~As the RTPA, PCTPA is responsible for preparing and adopting a Regional Transportation Plan (RTP) pursuant to Section 65080 of the Government Code and a Regional Transportation Improvement Program (RTIP) pursuant to Section 65082 of the Government Code.

Pursuant to Section 65082 of the Government Code and as ~~the~~ part of the RTIP process, PCTPA shall review and/or propose projects for all State programs as they pertain to Placer County in accordance with State regulations and guidelines.

It shall be the duty of PCTPA to include ~~all requirements of Section 65080.5 and 65081 of the Government Code~~all applicable requirements of Section 65080 of the Government Code in the preparation of the Placer County Regional Transportation Plan.

Local Transportation Fund, ~~and~~ State Transit Assistance Fund, and State of Good Repair Fund Administration. As the transportation planning agency, PCTPA allocates the Local Transportation Fund to Placer County public transportation agencies ~~pursuant to Section 29532 of the Government Code.~~pursuant to Sections 29532 and 29532.1 of the Government Code and the Transportation Development Act (TDA) (Public Utilities Code Section 99200 et seq.). The administration of these funds includes: the establishment of a ~~Social Service Transportation Advisory Council,~~Social Service Transportation Advisory Council (Public

Utilities Code Section 99238), the implementation of a citizen participation process appropriate for Placer County, annual recommendations for productivity improvements of Placer transit operators, the performance of an ~~annual fiscal audit of all LTF and STA claimants,~~annual fiscal audit of all LTF, ~~and~~ STA, and SGR claimants (Public Utilities Code Section 99245), the implementation of a ~~three-year performance audit of all LTF and STA claimants,~~triennial performance audit of the Agency and of each transit operator (Public Utilities Code Section 99246), and the preparation of an ~~annual unmet transit needs determination.~~annual unmet transit needs determination (Public Utilities Code Section 99401.5).

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~~Section 6646 of Title 21 of the California Code of Regulations.

It shall be the responsibility of PCTPA to establish rules and regulations to provide for administration and allocation of the Local Transportation Funds, ~~and~~ State Transit Assistance Funds, and State of Good Repair Funds in accordance with applicable sections of the Government Code, Public Utilities Code, and ~~Administrative Code~~California Code of Regulations included within the Transportation Development Act.

It shall be the duty of PCTPA to adhere to the applicable rules and regulations promulgated by the ~~Secretary of the Business, Transportation, and Housing Agency of the State of California~~Secretary of the California State Transportation Agency as addressed in the Transportation Development Act, Title 3, Division 3, ~~Chapter 2, Article II, Section 29535.~~Chapter 2, Article 11, Section 29535 of the Government Code.

~~**Federal Transportation Planning and Programming**. PCTPA has executed a memorandum of understanding with the Sacramento Council of Governments (SACOG) dated April 11, 2001, as modified by the Memoranda of Understanding with Placer and El Dorado Transportation Agencies: Details of Proposed Agreement adopted by the PCTPA and SACOG Boards in February 2005, to govern federal transportation planning and programming in Placer County. These agreements integrate the PCTPA Regional Transportation Plan, Regional Transportation Improvement Program, and other State planning and programming responsibilities within the SACOG process.~~

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

~~PCTPA submits the Placer State-mandated Regional Transportation Plan 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 transportation program and plan.~~
Federal Transportation Planning and Programming. PCTPA and SACOG executed a

Memorandum of Understanding (MOU) on April 22, 2024, which repealed and replaced the prior memoranda of understanding between the parties. SACOG, as the federally designated Metropolitan Planning Organization (MPO) for the six-county region, is solely responsible for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the Metropolitan Transportation Improvement Program (MTIP), and federal air quality conformity. PCTPA, as the RTPA, is solely responsible for the Placer County RTP and RTIP. The MOU provides for coordination and consistency between the RTP and the MTP/SCS, a conflict resolution process, and regular coordination between the two agencies.

Under the MOU, and consistent with the federal Corrective Action issued in 2021, federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are no longer sub-allocated to PCTPA. SACOG conducts a single regional call for projects using performance criteria adopted by the SACOG Board. PCTPA assists Placer County project sponsors, ensures nominated projects are consistent with the RTP and MTP/SCS, submits a prioritized list of Placer County applications to SACOG, and participates in project review. The~~; the~~ SACOG Board selects the projects to be funded. PCTPA submits all non-exempt projects to SACOG for air quality conformity analysis.

PCTPA compensates SACOG for its federal planning and programming work through an annual contribution established in the MOU, adjusted annually by the California Consumer Price Index, and paid with Rural Planning Assistance funds unless otherwise mutually agreed.

~~PCTPA receives an allocation of federal STP funds for Placer County. Pursuant to Section 182.6 of the Streets and Highways Code, PCTPA can exchange the non-urbanized funds for State funds.~~Pursuant to Section 182.6 of the Streets and Highways Code, PCTPA annually executes a Federal Apportionment Exchange Program agreement with the California Department of Transportation, assigning its estimated annual Regional Surface Transportation Block Grant Program apportionment to the State in exchange for nonfederal State Highway Account funds (commonly known as Rural Exchange funds). The exchange for the County's minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code is paid by the State directly to Placer County. These funds are not federal funds and are not subject to the SACOG federal funding process. PCTPA allocates these exchange funds to jurisdiction projects based upon an MOU signed by all Placer jurisdictions and PCTPA dated November 2, 1994.

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. The execution of this agreement qualifies PCTPA to administer federally funded projects.~~PCTPA has executed a Master Agreement for Federal-aid Projects (Agreement No. 03-6158) with the State of California, which qualifies PCTPA to administer federally funded projects. Pursuant to PCTPA Resolution No. 21-07, adopted April 28, 2021, the Executive Director is authorized to execute master agreements, program supplements, fund transfer agreements, baseline agreements, and cooperative agreements for federal-aid transportation programs and projects.

Congestion Management Program. PCTPA has been designated the Congestion Management Agency ~~for Placer County including Lake Tahoe pursuant~~for Placer County pursuant to Section 65088.1(b) of the Government Code. PCTPA may develop a Congestion Management Program as described in Section 65089 and Section 65089.1 of the Government Code.

Interregional 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 Board. Through an interagency agreement with Caltrans, this Board administers intercity rail service on the San Jose- Auburn railroad corridor.

Airport Land Use Commission. PCTPA was designated the Airport Land Use Commission for Placer County in 1996 and carries out the responsibilities of an airport land use commission pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code.

Local Transportation Authority. The Placer County Board of Supervisors designated PCTPA as the local transportation authority for Placer County on August 22, 2006, pursuant to the Local Transportation Authority and Improvement Act (Public Utilities Code Section 180000 et seq.). Government Code Section 67912 authorizes PCTPA, acting as the local transportation authority, to propose a transactions and use tax for transportation purposes, subject to voter approval.

Joint Powers Authorities. PCTPA serves as administrator of the Western Placer Consolidated Transportation Services Agency under the terms of its Joint Powers Agreement dated October 13, 2008, and provides administrative services to the South Placer Regional Transportation Authority, including administration of the regional transportation impact fees collected on new development within its member jurisdictions.

Section 6.2: LTF Apportionment

Monies received pursuant to Chapter 1400, Statutes of 1971 (Section 29530 of Article 11 of the Government Code Local Transportation Fund, LTF) ~~shall be apportioned~~shall be apportioned, pursuant to Section 99231 of the Public Utilities Code, to the incorporated cities and the unincorporated portion of the County of Placer on the basis of population as each bears to the total population of Placer County (outside of the Lake Tahoe basin). LTF is apportioned to the Tahoe Regional Planning Agency according to the population of unincorporated Placer County within the Lake Tahoe basin.

Each year, the Agency shall establish percentages of population for each jurisdiction based on the latest estimates available from the State Department of Finance. In the event of a special census, the population thus established shall be used throughout the following fiscal year. A special population estimate is prepared annually by the Department of Finance to determine the unincorporated Placer County population within the Lake Tahoe basin, which is used to determine the LTF apportionment to the Tahoe Regional Planning Agency.

Section 6.3: LTF Allocations

The apportioned Local Transportation funds may be allocated to the local cities and unincorporated areas of Placer County as specified in the following sections of the act:

1. Article 3, (commencing with Section 99230);
2. Article 4, (commencing with Section 99260);
3. Article 4.5 (commencing with Section 99275);
4. ~~Article 6.5 (commencing with Section 99310):~~
5.~~4.~~ Article 8 (commencing with Section 99400) of the Public Utilities Code, Chapter 4; and
6.~~5.~~ ~~California Administrative Code 6648~~California Code of Regulations, Title 21, Section 6648 (Capital Reserve).

Section 6.4: LTF Restriction

The LTF shall not be used in substitution for or to reduce other funds committed for the purposes listed under Section 99400 of the Public Utilities Code within the applicant's boundaries.

Section 6.5: State Transit Assistance

~~State Transit Assistance Funds may be allocated~~State Transit Assistance Funds, provided pursuant to Article 6.5 (commencing with Section 99310) of the Public Utilities Code, may be allocated to cities and unincorporated areas of Placer County as specified in the following sections of ~~the Act (Subchapter 2.5):~~Chapter 2.5 of Title 21 of the California Code of Regulations:

1. Article 4, Sections 6730 and 6731; and
2. Article 5, Section 6754. Claims may be filed by the cities and County to the Board for allocation.

State of Good Repair Program funds (Public Utilities Code Section 99312.1) shall be allocated to ~~the three jurisdictions that~~ eligible transit operators ~~operate transit service (City of Auburn, City of Roseville, and County of Placer)~~ in accordance with applicable statutes and program guidelines.

ARTICLE VII - BUDGET AND CLAIMS

Section 7.1: LTF Finding of Apportionment

The annual Local Transportation Fund Finding of Apportionment approved by the Board shall allocate the fund in the following order of priority:

1. An amount allocated to the Tahoe Regional Planning Agency (TRPA) proportional to the population the TRPA area bears to the total population of Placer County,
2. An amount allocated to the Placer County Auditor necessary for administration of the fund,
3. An amount allocated to the Placer County Transportation Planning Agency pursuant to Public Utilities Code Section 99233.1 needed to administer the Transportation Development Act and an amount pursuant to ~~Section 6646 of the Administrative Code~~Section 6646 of Title 21 of the California Code of Regulations to implement the Overall Work Program,
4. An amount equal to 2% of the remaining fund allocated to the Pedestrian and Bikeway Fund pursuant to Public Utilities Code 99233.3,
5. An amount equal to 4.5% (unless changed by the Board) of the remaining fund allocated to the designated Consolidated Transportation Services Agency ~~pursuant to Article 4.5 of the Public Utilities Code~~pursuant to Article 4.5 and Section 99233.7 of the Public Utilities Code, and
6. An amount ~~equal to the 100%~~equal to 100% of the remaining fund available to be claimed by the Placer County jurisdictions for eligible TDA activities.

Section 7.2: LTF Claims Timing

Annual transportation claims for monies from transportation funds shall be submitted by the appropriate jurisdiction to the Agency no later than its regular March meeting. However, the Agency may at its discretion extend to any jurisdiction the right to file amended claims later (not exceeding its population share) within a broad interpretation of 99235(d) of the Public Utilities Code. Within 90 days of receipt of the Annual Transportation Claim and State Transit Assistance Claim, the Placer County Transportation Planning Agency shall transmit to the applicant an approved annual transportation claim together with a certified copy of the resolution authorizing the action.

Section 7.3: LTF Claims Details

The annual claims filed by the applicant shall include a description of the projects, an estimate of the cost, and a statement of any supplemental financing proposed.

In conformance with ~~Section 6646 of the Administrative Code~~Section 6646 of Title 21 of the California Code of Regulations, the jurisdiction claimants, which includes Placer County, the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, and the Town of Loomis shall allocate 4% of the claim amount to the Placer County Transportation Planning Agency for planning and other work, as detailed in the annual Overall Work Program, necessary to fulfill State and federal transportation planning statutes. ~~Under the Memorandum of Understanding between PCTPA and SACOG, one-half of the 4% for planning, or 2%, is sub-allocated by PCTPA to SACOG for Federal transportation planning duties.~~PCTPA compensates SACOG for federal transportation planning and programming duties as provided in the Memorandum of Understanding between PCTPA and SACOG.

Section 7.4: Audits

The Agency shall contract for a certified fiscal audit of each claimant for ~~both~~ the Local Transportation Fund, ~~and~~ State Transit Assistance Fund, and State of Good Repair Funds as specified in the Act after the end of the fiscal year. Furthermore, the Agency shall contract for a triennial performance audit for each public transportation operator within its jurisdiction and a performance audit on the Agency itself.

Section 7.5: Allocation Instruction

In connection with the approval of any claim or amended claim, the Agency shall convey an Allocation Instruction for each applicant to the County Auditor by written memorandum. Allocations made to an applicant for the purposes authorized under different sections of the Act shall be identified separately. The Agency shall convey an Encumbrance Letter for each applicant of Bicycle/Pedestrian Local Transportation Funds to the County Auditor by written memorandum in order to hold the funds for future payment. Bicycle/Pedestrian LTF claims are paid on a reimbursement basis per PCTPA policy.

Section 7.6: LTF Audit Timing

Claimants who have not completed LTF and STA audit for the previous fiscal year, as specified in the Act, may receive ~~no more than of 50%~~no more than 50% of their LTF allocation for the current fiscal year. Once the audit has been completed, the remaining funds shall be released to the claimant.

ARTICLE VIII - GENERAL

Section 8.1: Administrative Code

~~The applicable rules in Chapter 3, Title 21 of the Administrative Code of the State of California and other rules promulgated by the Secretary of the Business, Transportation and Housing Agency~~The applicable rules in Title 21 of the California Code of Regulations (commencing with Section 6600) and other rules promulgated by the Secretary of the California State Transportation Agency are made a part of the rules of the Placer County Transportation Planning Agency; and where conflicts exist, the rules of the Transportation Development Act shall take precedence over those of the Agency.

~~**Section 8.2: SACOG**~~

~~The Regional Transportation Plan and proposed annual apportionment of the Local Transportation Fund and State Transit Assistance Fund shall be forwarded to SACOG.~~

Section ~~8.3~~8.2: Unmet Transit Needs Hearings

Public hearings called pursuant to the Transportation Development Act are for the purpose of

gathering information, ascertaining public opinion, and not to take specific action unless determining "Unmet Transit Needs". Therefore any properly called hearing may be conducted by one or more Board members with the Executive Director serving as secretary, after which the information thus gathered, along with previously prepared material hearing on the subject of the hearing, shall be presented to a quorum of the Board at a properly called meeting, regular or special, for the purpose of acting upon the information and/or determining findings ~~as required in the act, Article 5, Section 6658.~~as required by Section 99401.5 of the Public Utilities Code.

Section ~~8.4~~8.3: Executive Committee Emergency Actions

When it is not possible because of time or other constraints to assemble a quorum of the Board for routine decisions between regular meetings, the Chairperson and at least two other Board members may act as an executive committee to authorize transactions not specifically required by statute to be determined by a majority with a quorum present; and any such executive committee action shall be reviewed and either approved or rescinded at the next meeting of the Board at which a quorum can be assembled. The purpose of this section is primarily to avoid delay in meeting Work Program schedules and carrying out other general activities; the executive committee is not authorized to approve allocations or take any long-term action for which a resolution is usually required.

ARTICLE IX – COMMITTEES

Section 9.0: Standing Committees

Administrative Committee. The Administrative Committee is charged with initial review of administrative and personnel policies, rules, and issues, and to provide recommendations for action to the full Board, as appropriate.

Composition of the Administrative Committee shall be the current Chairperson and Vice Chairperson, immediate past Chairperson, and the longest serving ~~Boardmember~~Board member not otherwise included above. The Chairperson shall serve as Chair of the Administrative Committee.

Section 9.1: Creation of Committees

Additional committees of the Agency may be created by the unanimous vote of the Board.

Section 9.2: Appointment

Notwithstanding Section 9.0 above, the Chairperson shall make all Committee appointments with the concurrence of the Board. Committee members need not be members of the Board.

Section 9.3: Committee Meetings

Each Committee shall meet on the call of its Chairperson at such times and places as are designated by the Chairperson. Written notice of the time and place of the Committee's meetings and of the business to be transacted shall be given in accordance with the provisions of the Ralph M. Brown Act (Government Code Section 54950 ~~et. seq.~~et seq.). A majority of the members of the Committee shall constitute a quorum for the transaction of business. All actions of the Committee shall require the affirmative vote of a majority of the quorum.

Section 9.4: Duties of Committees

Committees shall perform such other duties as are specified from time to time by the Board.

ARTICLE X - EXECUTIVE DIRECTOR

Section 10.1: Duties

The Executive Director shall have the power and the duty to do the following:

1. Prepare agenda material for all regular and special meetings of the Board.

2. Act as directed by the Board.

3. Administer PCTPA funds, including but not limited to procurement, annual budget development, OWP preparation, and grant administration as defined in the PCTPA Administrative Operating Procedures and in accordance with applicable laws.

4. Hire, fire, conduct performance evaluations, take appropriate disciplinary actions, and propose salary increases or bonuses as dictated in the annual budget, the PCTPA Personnel Policies and Procedures Manual, the PCTPA Administrative Operating Procedures, and in accordance with applicable laws.

5. Administer and implement the contractual obligations of the Agency in accordance with applicable laws.

ARTICLE XI - MISCELLANEOUS

Section 11.1: Execution of Contracts

The Board may adopt such guidelines or policies as it deems appropriate with respect to the adoption and execution of contracts. The Board may authorize any officer of the Board, staff member of the Board, or agent of the Board to execute any contract in the name of and on behalf of the Board, and such authorization may be general or specific in nature. Unless so

authorized, no officer, staff member, or agent shall have any power to bind the Board to contract.

ARTICLE XII - FISCAL YEAR

Section 12.1: Fiscal Year

The fiscal year of the Agency shall be from July 1 to June 30.

ARTICLE XIII - AMENDMENTS

Section 13.1: Amendments to the Bylaws

These bylaws may be amended by the unanimous vote of all duly appointed and qualified members of the Board at any regular or special meeting without previous notice, or upon a vote of the majority of all the duly appointed and qualified members of the Board at any regular or special meeting when at least seven (7) days written notice thereof has been previously given to all of the members of the Board.

CERTIFICATE OF THE EXECUTIVE DIRECTOR

I, the undersigned, certify that I am presently the Executive Director of the Placer County Transportation Planning Agency and that the above bylaws, ~~consisting of 11 pages~~consisting of __ pages, are bylaws of the Agency as adopted at a meeting of the PCTPA held June 23, 1993 and ~~as amended by the on January 16, 1996, January 22, 1997, and January 26, 2011.~~as amended on January 16, 1996, January 22, 1997, January 26, 2011, and December 9, 2026.

Dated: _____ Executive Director: _____

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Social Services Transportation Advisory Council
December 2026

Required Members per Public Utilities Code 99238 (a) 1-6								
Name	Affiliation	Required Membership Types*						Term Expiration
		Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	
Rebecca Hensley (Melyssa Santos-Hollitz as alternate)	Agency on Aging			X	X	X		Nov 2028
Christa Coats	PRIDE Industries				X			Dec 2027
Sharese Gavin	So. Placer Transit Information Center/ WPCTSA						X	Dec 2027
Jennifer Higgins	Roseville Resident		X					Dec 2027
Mike Costa	WPCTSA						X	Dec 2027
Katie Combs-Prichard	Placer County HHS			X	X	X		Dec 2027
Susan (Tink) Miller	PIRS	X	X	X	X	X		Dec 2027
Kristin Bragg	Placer Rides/WPCTSA			X	X	X	X	Dec 2029
Sara Nunez	Placer Rides/WPCTSA			X	X	X	X	Dec 2029
Indira Infante	Latino Leadership Council			X	X	X		Dec 2027
Additional Members Appointed by PCTPA per Public Utilities Code 99238 (b) 7**								
Mathew Greening (Richard Ly-Lee as alternate)	Town of Loomis							Dec 2027
Gabriela Wentz	Caltrans District 3							Dec 2027
Angela Frost	City of Lincoln							Dec 2027
David Mack	MV Transportation							Dec 2027
Ron Walker	City of Colfax							Dec 2027
Ed Scofield	City of Roseville							Dec 2027
Rich Frost	City of Roseville							Dec 2027
Nathan Anderson	City of Rocklin							Dec 2027
Greg Bowen	City of Auburn							Dec 2027
Jaime Wright	Placer County							Dec 2027
Tiffany Gray	Placer County							Dec 2027

*Required Membership Types per PUC 99238 (a)

1. One representative of potential transit users who is 60 years of age or older.
2. One representative of potential transit users who is disabled.
3. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
4. Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.
5. One representative of a local social service provider for persons of limited means.
6. Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

**Additional Members Appointed by PCTPA per Public Utilities Code 99238 (b) 7

7. Broad representatives from social service and/or transit providers representing the elderly, disabled, and persons of limited means (further strive to be representing diverse geographic, socio-economic, and demographic perspectives).

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

FINAL FINDINGS OF APPORTIONMENT FOR FY 2026/2027

LOCAL TRANSPORTATION FUND (LTF)

AUGUST 2026 (AMENDED DECEMBER 2026)

		FY 2025/2026 Estimated Fund Balance Subtotal [1]	FY 2026/2027 Revenue Subtotal	FY 2026/2027 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE		$3,438,172	$35,028,570	**$38,466,742**
TRPA Revenue Estimate [2]	2.33934268%		$829,822	$829,822
TRPA LTF Fund Balance		$85,772		$85,772
TRPA TOTAL			$829,822	$915,594
County Auditor Administrative Costs			$264	$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA				**$915,330**
PCTPA Revenue Estimate	97.66065732%		$34,198,748	$34,198,748
PCTPA LTF Fund Balance		$3,352,399		$3,352,399
PCTPA TOTAL			$34,198,748	**$37,551,147**
County Auditor Administrative Costs			$8,736	$8,736
PCTPA Administrative and Planning Costs [3]			$475,000	$475,000
Pedestrian and Bicycle Allocation [4]		$67,048	$674,300	$741,348
Community Transit Service Article 4.5 Allocation [5]		$147,841	$1,486,832	$1,634,673
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA		$3,137,510	$31,553,880	**$34,691,390**

Apportionment of FY 2026/2027 PCTPA LTF Revenue Estimate by Jurisdiction

Jurisdiction	Population January 1, 2026	Percent (%)	FY 2026/2027 Allocation Subtotal	FY 2025/2026 Carryover Apportionment[6]	Revenue Apportionment
PLACER COUNTY	105,512	24.84675651%	$7,840,116	$787,729	$8,627,845
AUBURN	13,506	3.18049410%	$1,003,569	$101,309	$1,104,879
COLFAX	2,020	0.47568474%	$150,097	$15,220	$165,317
LINCOLN	56,494	13.30363051%	$4,197,812	$415,730	$4,613,541
LOOMIS	6,822	1.60649569%	$506,912	$51,005	$557,917
ROCKLIN	74,842	17.62435506%	$5,561,168	$557,957	$6,119,124
ROSEVILLE	165,455	38.96258339%	$12,294,207	$1,208,560	$13,502,767
TOTAL	**424,651**	**100.00%**	**$31,553,880**	**$3,137,510**	**$34,691,390**

Apportionment of FY 2026/2027 PCTPA LTF Revenue Estimate Available to Claimant

Jurisdiction	Revenue Apportionment	Planning Contribution[7]	Available to Claimant[8]
PLACER COUNTY	$8,627,845	($345,114)	$8,282,731
AUBURN	$1,104,879	($44,195)	$1,060,684
COLFAX	$165,317	($6,613)	$158,704
LINCOLN	$4,613,541	($184,542)	$4,429,000
LOOMIS	$557,917	($22,317)	$535,600
ROCKLIN	$6,119,124	($244,765)	$5,874,359
ROSEVILLE	$13,502,767	($540,111)	$12,962,656
TOTAL	**$34,691,390**	**($1,387,656)**	**$33,303,734**

NOTES:

1) FY 2026/2027 LTF balance based on August 1, 2026 Preliminary Estimated LTF Fund Estimate provided by the Placer County Auditor
2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2026/27 Final Overall Work Program and Budget, May 27, 2026.
4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
   FY 2026/27 Article 4.5 allocation is set at 4.5%.
6) FY 2025/26 carryover apportionment (see next page) uses May 2025 DOF population estimates.
7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of federal planning requirements.
8) Assumes 0.5% growth in revenue over FY 2025/26

January 1, 2026 DOF Population Estimates[1]		
TRPA Population[2]	10,172	2.33934268%
PCTPA Population	424,651	97.66065732%
TOTAL	434,823	100.00000000%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2025 to January 1, 2026, DOF, released May 1, 2026.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2026, DOF, June 4, 2026.

Placer County Transportation Planning Agency

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: December 9, 2026**

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

SUBJECT: **FY 2026/27 OVERALL WORK PROGRAM (OWP) AND BUDGET – AMENDMENT #1**

ACTION REQUESTED

Adopt Resolution 26-40 approving Amendment #1 of the FY 2026/27 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 #1 provides an updated description of the activities to be undertaken by the agency in the fiscal year, along with updated detailed budget information. Amendment #1 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

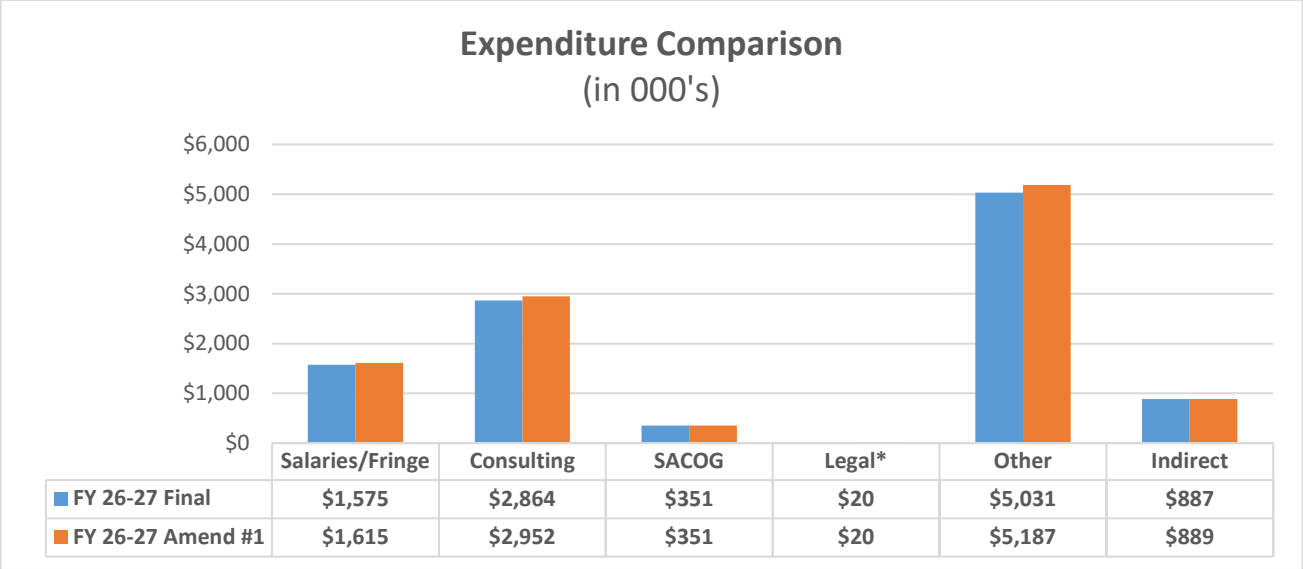
FY 2026/27 OWP and Budget Amendment #1 contains several changes from the OWP adopted by the Board in May 2026. One new work element has been added, WE 37 – Colfax Comprehensive Safety Action Plan, which was previously included in WE 50 – Project Programming and Reporting. Additionally, revenues have been updated to recognize FY 2025/26 carry-over amounts, and adjustments have been made to staff hours and direct costs for several work elements. This is a balanced budget that includes a surplus of $1.4M and a contingency fund balance of $2.2M.

Fund Balance

The fund balance for this amendment is $3.6M. It is projected that $1.4M is surplus while the remaining $2.2M is set aside as the contingency fund balance. The contingency fund balance meets the industry standard of 15% of expenditures. This may be adjusted slightly in future amendments to account for final carry-over amounts after the 2025/26 fiscal year end audit has been completed.

Budget Changes

The chart below shows the expenditure summary for the Final Budget/OWP for Fiscal Year 2026/27 compared with the 2026/27 Amendment #1.



	Salaries/Fringe	Consulting	SACOG	Legal*	Other	Indirect
FY 26-27 Final	$1,575	$2,864	$351	$20	$5,031	$887
FY 26-27 Amend #1	$1,615	$2,952	$351	$20	$5,187	$889

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

FY 2026/27 Amendment #1 Budget/OWP vs. Final - Expenditures

Total expenditures are $11.0M in Amendment #1, an increase of approximately $287K or 2.7%, compared to the $10.7M in the Final. The change in expenditures reflects the following:

- *WE 42 – SR 65 Widening* – With the Construction Cooperative Agreement for the Phase 1 improvements, $180K has been added for construction support, including $133K for consultant services and $47K for Caltrans. These costs are funded by Caltrans reimbursement.

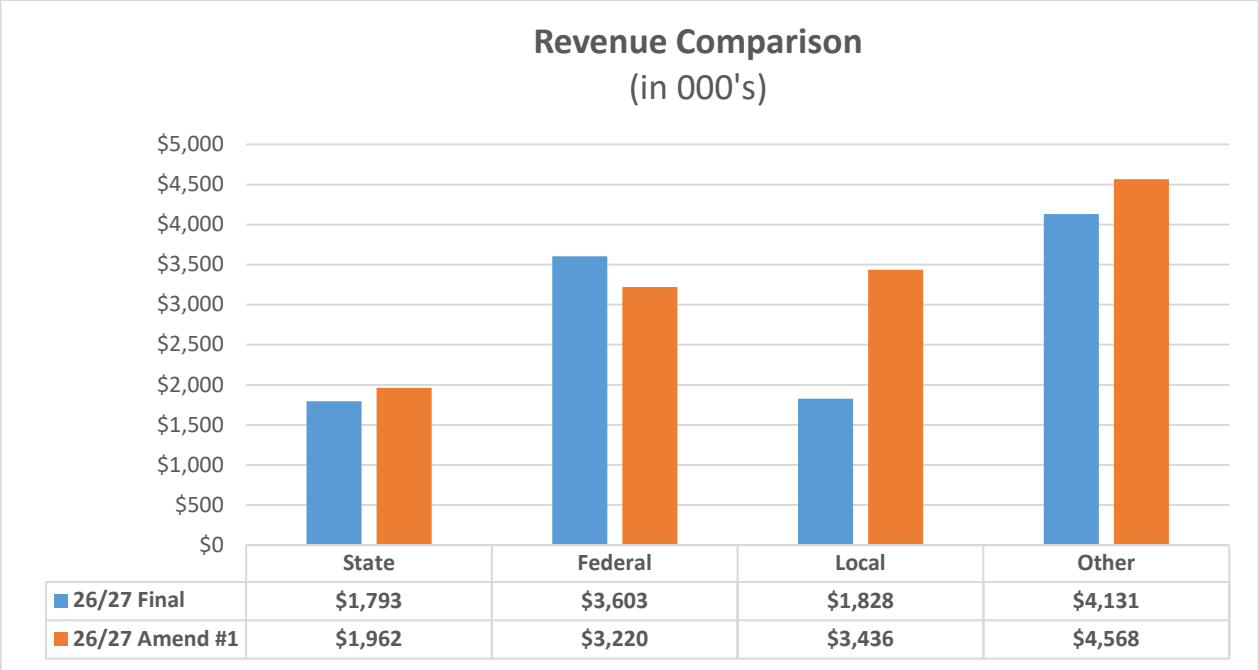
- *WE 36 – Placer-Sacramento Gateway Plan Update* – Consultant services increased by $42K to $242K to reflect the remaining Sustainable Communities Grant balance of $344K carried over from FY 2025/26. In addition, $95K has been added for consultant services to prepare a Solutions for Congested Corridors Program (SCCP) Cycle 5 grant application for the Gateway Plan Phase 4 project. Grant application costs are not eligible under the Sustainable Communities Grant, so the application is funded locally and shared between PCTPA and Sacramento Transportation Authority (STA).

- *WE 44 – SR 49 Sidewalk Gap Closure* – Design and right-of-way consultant services increased by $40K to $200K, and $129K has been added for Caltrans AAA costs. These increases are partially offset by a $32K reduction in right-of-way utility relocation costs.

- *WE 37 – Colfax Comprehensive Safety Action Plan* – This new work element was previously included in WE 50. Budgeted expenditures for this fiscal year are $55K, including $40K for consultant services, reduced from $100K in the Final to reflect the work anticipated this fiscal year. The plan is anticipated to be completed in FY 2027/28.

- *Salary & Benefits* – Salaries and benefits increased by approximately $41K. This increase is related to two staff members reaching longevity milestones this fiscal year as well as an increase in health benefit costs. Staff hours have been adjusted to reflect current workload throughout all work elements.

The chart below shows the revenue summary for the Final Budget/OWP for Fiscal Year 2026/27 compared with the 2026/27 Amendment #1.



	State	Federal	Local	Other
26/27 Final	$1,793	$3,603	$1,828	$4,131
26/27 Amend #1	$1,962	$3,220	$3,436	$4,568

FY 2026/27 Amendment #1 Budget/OWP vs. Final - Revenues

The total revenue is $13.2M, an increase of $1.8M or 16.1%, compared to the Final OWP/Budget of $11.4M. The increase is primarily due to the recognition of LTF carry-over from prior fiscal years. Other increases include $197K in additional Caltrans reimbursement for SR 49 Sidewalk ATP construction costs, $180K in Caltrans reimbursement for SR 65 Widening construction support, a $144K increase in the Placer-Sacramento Gateway Plan Update grant carry-over and $68K in additional STA contribution, $132K in Auburn bike/ped carry-over for the SR 49 Sidewalks, and $50K in Rural Planning Assistance carry-over. These increases are partially offset by reductions of $191K in the CMAQ/ATP grant for the SR 49 Sidewalks, $149K in Countywide Zero Emission Vehicle Infrastructure Plan grant and jurisdiction match, and $60K in Safe Streets and Roads for All funding for the Colfax plan.

Work Program – New Activities

The FY 2026/27 work program reflects a continued focus on project implementation, seeking funding for activities in the work program, and planning for a safer and more resilient transportation system. The following are highlights from some of the work elements in Amendment #1 of the OWP:

- Colfax Comprehensive Safety Action Plan (WE37) – PCTPA and the City of Colfax jointly applied for and were awarded a U.S. Department of Transportation Safe Streets and Roads for All (SS4A) grant. PCTPA will administer the contract to prepare a Comprehensive Safety Action Plan for the City, in close coordination with City staff. The plan will identify proven, low-cost safety countermeasures and position Colfax to pursue future infrastructure grants. Work this fiscal year includes consultant selection, existing conditions, and the start of stakeholder and community engagement.

- Placer-Sacramento Gateway Plan Update (WE36) – In partnership with Caltrans, SACOG, and STA, PCTPA prepared a grant application for the Placer-Sacramento Gateway Plan Phase 4 project under the 2026 Solutions for Congested Corridors Program (SCCP) Cycle 5. The application was due to the California Transportation Commission in mid-November 2026, with funding awards anticipated in June 2027.

- SR 65 Widening (WE42) – PCTPA was awarded $22.48 million in BUILD grant funds in July 2025 for the Phase 1 improvements, which include a southbound general-purpose lane and auxiliary lane from Blue Oaks Boulevard to Galleria Boulevard/Stanford Ranch Road. Amendment #1 adds construction support under the Construction Cooperative Agreement with Caltrans. Construction bids are scheduled to be advertised by December 2026, with construction anticipated to start in spring 2027.

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:ss:mbc

Placer County Transportation Planning Agency

RESOLUTION #26-40 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: APPROVING THE FISCAL YEAR 2026/27 AMENDMENT #1 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 December 9, 2026 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) 2026/27 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 2026/27 OWP was approved on May 27, 2026, submitted to Caltrans for comment and Caltrans' comments were incorporated into the final document, and

WHEREAS, Amendment #1 of the FY 2026/27 OWP adjusts staff time, professional services, and funding between work elements based on projections for FY 2026/27

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves Amendment #1 of the Final FY 2026/27 OWP.

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Board Secretary III

Placer County Transportation Planning Agency

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: December 9, 2026**

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

SUBJECT: **SR 65 PHASE 1 PROJECT JACOBS CONSTRUCTION SUPPORT SERVICES**

ACTIONS REQUESTED

1. Authorize the Executive Director to execute the Jacobs Construction Support Services Master Agreement and Letter Of Task Agreement No. 27-01 for a not-to-exceed amount of $400,000.
2. Provide the Board with an information update on the project's readiness.

BACKGROUND

At its October 28, 2026 meeting, the Board authorized the Chair and Executive Director to execute the SR 65 Phase 1 Project Construction Cooperative Agreement with Caltrans. The agreement was executed by all parties in November.

The Construction Cooperative Agreement requires PCTPA to make available, throughout the construction phase, the consultant responsible for preparing the final engineering and design plans to assist with resolving project issues and addressing design changes. Jacobs is the Engineer of Record for the project. Caltrans currently anticipates project construction closeout in 2028. Jacobs' existing Master Agreement covers Final Design Engineering Services for the SR 65 Widening Phase 1 Project. The original five-year agreement expired March 1, 2021, and Amendment No. 1 extended its term through December 31, 2028.

DISCUSSION

Engineering Construction Support Services

Staff recommends establishing a new Master Agreement with Jacobs for Engineering Construction Support Services, with an approximate term of two years and nine months, beginning in March 2027 and ending December 31, 2029. The agreement establishes a not-to-exceed amount of $400,000, which is included in PCTPA's project construction support budget. Most of the anticipated costs will occur during FY 2027/28, when construction activity is expected to be underway. Funding will be provided by the South Placer Regional Transportation Authority (SPRTA).

Letter of Task Agreement No. 27-01 identifies the specific construction support services anticipated during project construction. At Caltrans' request, Jacobs will respond to requests for information from the Caltrans Resident Engineer, assist with evaluating and resolving contractor

change orders, review contractor shop drawings, prepare project as-builts, and participate in construction site visits and weekly meetings with the contractor and Resident Engineer.

Jacobs will also provide technical support to PCTPA in fulfilling its responsibilities for implementing project-related environmental mitigation measures, complying with applicable federal, state, and local permits, and project closeout activities.

Phase 1 Update
Staff will also provide the Board with an update on the project's Ready-to-List (RTL) process, anticipated construction bid advertisement schedule, and progress on environmental mitigation and permitting requirements.

Recommendation
Staff recommends that the Board authorize the Executive Director to execute the Jacobs Construction Support Services Master Agreement and Letter of Task Agreement No. 27-01, for a not-to-exceed amount of $400,000. The PCTPA and SPRTA Technical Advisory Committees (TACs) concur with the staff recommendation.

Attachment 1: PCTPA-Jacobs Master Agreement - SR65 Construction Support
Attachment 2: PCTPA-Jacobs LOTA No. 27-01 - SR65 Construction Support and Scope of -Work/Fee Estimate

DM:ss:mbc

MASTER AGREEMENT BETWEEN
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND
JACOBS

THIS AGREEMENT ("Agreement" or "Contract"), is made and entered into as of this 9th day of December, 2026, at Roseville, California, by and between the Placer County Transportation Planning Agency (hereinafter referred to as "PCTPA" or "Agency"), and Jacobs (hereinafter referred to as "Contractor" or "Consultant").

RECITALS:

1. Contractor represents that it is specially trained and/or has the experience and expertise necessary to competently perform the services set forth in this Agreement; and

2. Contractor is willing to perform the services and work described in this Agreement under the terms and conditions set forth in this Agreement; and

3. PCTPA desires to contract with Contractor to perform the services and work described in this Agreement under the terms and conditions set forth in this Agreement, and

4. The federal government is not a party to this Agreement.

NOW, THEREFORE, the parties mutually agree as follows:

1. Employment of Contractor.
   Contractor hereby agrees to perform services identified in letters of task agreement, submitted hereafter by PCTPA (hereinafter "Letters of Task Agreement"). Each Letter of Task Agreement shall specifically define and obligate the budget for services, the scope of services, and the expected term of the specified activity or project. All provisions of this Master Agreement shall be incorporated by reference into subsequent Letters of Task Agreement.

2. Scope of Services.
   Contractor agrees to fully perform the work described in, and to abide by any additional terms and conditions set forth in, each fully executed Letter of Task Agreement. PCTPA reserves the right to review and approve all work to be performed by Contractor in relation to this Agreement and Letter of Task Agreement. Any proposed amendment to the scope of services must be submitted by Contractor in

writing for prior review and written approval by PCTPA's Executive Director. Approval shall not be presumed unless such approval is made by PCTPA in writing.

3. Compliance with Laws and Incorporation of Federal and State Guidelines.
Contractor shall comply with all applicable federal, state, and local laws, codes, ordinances, regulations, orders, and decrees. This includes compliance with prevailing wage rates and their payment in accordance with California Labor Code, Section 1775. Contractor warrants and represents to PCTPA that Contractor shall, at its own cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals that are legally required for Contractor to practice its profession or are necessary and incident to the performance of the services and work Contractor performs under this Agreement. Contractor shall provide written proof of such licenses, permits, insurance, and approvals upon request by PCTPA. PCTPA is not responsible or liable for Contractor's failure to comply with any or all of the requirements contained in this paragraph.

The terms of all relevant Federal and State grant provisions and guidelines, as presently written, bearing on this Agreement are hereby wholly incorporated by reference herein and made a part of this Agreement and take precedence over any inconsistent terms of this Agreement.

4. Term.
   a. This Master Agreement shall go into effect on March 1, 2027, contingent upon approval by PCTPA, and Contractor shall commence work after notification to proceed by PCTPA's Project Manager, pursuant to a Letter of Task Agreement. This Agreement shall end on December 29, 2029, unless extended by written amendment pursuant to Section 16 below.
   b. Contractor is advised that any recommendation for contract award is not binding on PCTPA until the contract is fully executed and approved by PCTPA.
   c. Time is of the essence in the performance of this contract, and production and delivery schedules set forth in each Letter of Task Agreement must be met.

5. Standard of Quality.
All work performed by Contractor under this Agreement shall be in accordance with all applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Contractor's field of expertise.

6. Compensation.
   a. Payment to the Contractor shall be made as set forth in each Letter of Task Agreement. The amount to be paid shall not exceed the amount specified in the applicable Letter of Task Agreement, which amount shall constitute full and complete compensation for the Contractor's services. In no instance shall PCTPA

be liable for any payments or costs for work in excess of this amount, nor for any unauthorized or ineligible costs. Contractor shall be paid at the times and in the manner set forth in this Agreement and the applicable Letter of Task Agreement. The consideration to be paid Contractor, as provided in the applicable Letter of Task Agreement, shall be in compensation for all of Contractor's expenses incurred in the performance of work under the applicable Letter of Task Agreement, including travel and per diem, unless otherwise expressly so provided.

6. Reporting and Payment.

a. During the term of an operative Letter of Task Agreement, the Contractor shall submit to PCTPA, attention Executive Director, a requisition for payment and narrative progress report not more frequently than once monthly. Each requisition for payment shall refer to the Work Element referenced in the Letter of Task Agreement, and shall conform to the following: (1) be prepared on Contractor's letterhead; (2) be signed by Contractor's Project Manager; (3) contain a unique invoice number; (4) attach appropriate documentation; (5) invoice each work element/milestone separately; and (6) if subcontractors are used, include a separate invoice for each subcontractor in the required format and include a summary of all subcontractors' invoices.

b. Contractor shall submit written requisitions for payment to PCTPA, and shall specify the time, date, personnel, and hours billed since the date of the preceding requisition for payment, if any, and shall indicate that it has satisfactorily performed the work and completed the percent of product for which payment is being requisitioned in conformance with the Letter of Task Agreement, and that it is therefore entitled to receive the amount so requisitioned under the terms of the agreement.

c. PCTPA shall pay the Contractor 90 percent (90%) of the amount invoiced until the Contract is completed to PCTPA's satisfaction, as required by the terms of the Letter of Task Agreement. Following final product acceptance by PCTPA, the final 10 percent (10%) of the contract amount will be released upon Contractor requisition for final contract payment.

d. Contractor shall establish and maintain separate account records for the fiscal activities of each Letter of Task Agreement. The requisitions for payment shall include documentation of reimbursable expenses and other invoiced items sufficient for PCTPA, in its opinion, to substantiate billings. PCTPA reserves the right to withhold payment of disputed amounts.

e. Contractor's accounting system shall conform to generally accepted accounting principles. Contractor's accounting records, together with supporting documents, shall be kept separate from other documents and records and shall be kept available for inspection by PCTPA and other authorized agencies during the period of performance of the contract, and for three (3) years after PCTPA makes final payments, and all other pending matters are closed.

f. In the event that any of the expenses for which PCTPA reimburses the Contractor are later disallowed pursuant to Section 28, Contractor expressly agrees to reimburse PCTPA an amount equal to that disallowed. PCTPA agrees to assert any appeal for a disallowed expense on behalf of Contractor.

7. Rebudgeting of Funds.

Prompt notification and approval by PCTPA of all rebudgeting in excess of $1,000 is required. Such notification may be accomplished by submission of a revised copy of the budget forms. Approval of minor adjustments to an approved budget is not required. A minor adjustment will constitute reallocation of the dollar sum of $1,000 or less.

8. Data to be Furnished by Contractor.

Whenever information that Contractor previously provided to PCTPA in its response to the request for proposals (RFP) or set forth in this Agreement is no longer complete, accurate, or up-to-date, Contractor shall notify PCTPA, attention Executive Director, and provide PCTPA the most current information regarding:

a. The Contractor's name, local address, telephone number, and contact person.
b. A general description of the Contractor's services.
c. The names and titles of the individuals who can provide the planning and support services provided to PCTPA.
d. A description of the work performed, and the skills and training of the individuals so named, including a current resume for each individual.
e. The hourly billing rates and charges for the individuals named.
f. Contractor's Affidavit of Disadvantaged Business Enterprise (if applicable).

10. Submission of Reports.

a. All reports specified in a Letter of Task Agreement must be submitted to PCTPA in draft form for review, to the attention of the Executive Director. In the absence of an express, written statement of dissatisfaction within thirty (30) working days, any draft report submitted will be deemed satisfactory.
b. No final report shall be prepared in form for publication prior to approval by PCTPA.

11. Personnel.

a. The Contractor represents that it has, or shall secure at its own expense, all personnel required in performing the services under a Letter of Task Agreement.
b. During periods in which Contractor's personnel may be physically housed at PCTPA while performing services under a Letter of Task Agreement, PCTPA may be responsible for administrative support and overhead expenses associated with such personnel, if agreed to in the applicable Letter of Task Agreement. During periods in which Contractor's personnel are not physically housed at PCTPA, Contractor shall be responsible for their administrative support and

overhead expenses.

c. All of the services required under a Letter of Task Agreement shall be performed by the Contractor or under its supervision, and all personnel engaged in the work shall be fully qualified and shall be authorized under State and local law to perform such services.

12. Independent Contractor.

The Contractor, and the agents and employees of the Contractor, in the performance of this Agreement, shall act as and be independent contractors and not officers or employees or agents of PCTPA. Contractor, its officers, employees, agents, and subcontractors, if any, shall have no power to bind or commit PCTPA to any decision or course of action, and shall not represent to any person or business that they have such power. Contractor has and shall retain the right to exercise full control of the supervision of the services and work and over the employment, direction, compensation, and discharge of all persons assisting Contractor in the performance of services under this Agreement. Contractor shall be solely responsible for all matters relating to the payment of its employees, including but not limited to compliance with social security and income tax withholding, workers' compensation insurance and all regulations governing such matters.

13. Contractors and Subcontractors.

Contractor shall not subcontract any portion of the work without the prior express written authorization of PCTPA. If PCTPA consents to a subcontract, Contractor shall be fully responsible for all work performed by the subcontractor.

a. PCTPA reserves the right to review and approve any contract or agreement to be funded in whole or in part using funds provided under this Agreement.
b. Nothing contained in this Agreement or otherwise, shall create any contractual relation between PCTPA and any subcontractor, and no subcontract shall relieve Contractor of its responsibilities and obligations hereunder. Contractor agrees to be as fully responsible to PCTPA for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by Contractor. Contractor's obligation to pay its subcontractors is an independent obligation from PCTPA's obligation to make payments to the Contractor.
c. Contractor shall perform the work contemplated with resources available within its own organization and no portion of the work pertinent to this Agreement shall be subcontracted without written authorization by PCTPA's Project Manager, except that which is expressly identified in the approved Cost Proposal.
d. Contractor shall pay its subcontractors within ten (10) calendar days from receipt of each payment made to Contractor by PCTPA.
e. Any contract or sub-contract shall contain the same applicable provisions of this Agreement, and shall require the contractor and its subcontractors, if any, to:

(1) Comply with applicable State and Federal requirements that pertain to, among other things, labor standards, non-discrimination, the Americans with Disabilities Act, Equal Employment Opportunity, and Drug-Free Workplace, Maintain at least the minimum State-required Workers' Compensation Insurance for those employees who will perform the work or any part of it.

(2) Maintain unemployment insurance and disability insurance as required by law, along with liability insurance in an amount that is reasonable to compensate any person, firm, or corporation who may be injured or damaged by the Contractor or any subcontractor in performing work associated with this Agreement or any part of it.

(3) Retain all books, records, computer records, accounts, documentation, and all other materials pertaining to the performance of this Agreement for a period of three(3) years from the date of termination of this Agreement, or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.

(4) Permit PCTPA and/or its designees, upon reasonable notice, unrestricted access to any or all books, records, computer records, accounts, documentation, and all other materials pertaining to the performance of this Agreement for the purpose of monitoring, auditing, or otherwise examining said materials.

f. Any substitution of subcontractors must be approved in writing by PCTPA's Project Manager prior to the start of work by the subcontractors.

14. Prohibition Against Contingent Fees.

Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working for the Contractor, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage, fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this Agreement. For breach or violation of this warranty, PCTPA shall have the right to annul this Agreement without liability, or at its discretion to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

15. Termination.

a. PCTPA reserves the right to terminate this Agreement or any Letter of Task Agreement upon thirty (30) calendar days written notice to Contractor with any reason or no reason for termination stated in the notice. The notice shall be deemed served and effective for all purposes on the date it is deposited in the U.S. mail, certified, return receipt requested, addressed to Contractor at the address indicated in Section 35.

b. PCTPA may terminate this Agreement with Contractor should Contractor fail to perform the covenants herein contained at the time and in the manner herein provided. In the event of such termination, PCTPA may proceed with the work in any manner deemed proper by PCTPA. If PCTPA terminates this Agreement with Contractor, PCTPA shall pay Contractor the sum due to Contractor under this Agreement prior to Contractor's failure to perform, unless the cost of completion to PCTPA exceeds the funds remaining in the Agreement. In which case, the overage shall be deducted from any sum due Contractor under this Agreement and the balance, if any, shall be paid to Contractor upon demand.

c. The maximum amount for which the PCTPA shall be liable if this contract is terminated is Four Hundred Thousand Dollars ($400,000).

d. If PCTPA issues a notice of termination:

(1) Contractor shall immediately cease rendering services pursuant to this Agreement.

(2) Contractor shall deliver to PCTPA copies of all Writings prepared by the Contractor under the Letter of Task Agreement, whether or not completed, which were prepared by Contractor, its employees, or its subcontractors, if any, pursuant to this Agreement. The term "Writings" shall include, but not be limited to, handwriting, typesetting, computer files and records, drawings, blueprints, printing, photostating, photographs, and every other means of recording upon any tangible thing, any form of communication or representation, including, letters, works, pictures, sounds, symbols computer data, or combinations thereof.

(3) PCTPA shall pay Contractor for work actually performed up to the effective date of the notice of termination, subject to the limitations in Sections 6 and 7, less any compensation to PCTPA for damages suffered as a result of Contractor's failure to comply with the terms of this Agreement. Such payment shall be in accordance with Section 7. However, if this Agreement is terminated because the work of Contractor does not meet the terms or standards specified in this Agreement, then PCTPA shall be obligated to compensate Contractor only for that portion of Contractor's services which is of benefit to PCTPA.

16. Contract Amendments.

PCTPA may, from time to time, require changes in the Agreement, including changes to the scope of the services of the Contractor to be performed pursuant to a Letter of Task Agreement. Such changes, including any increase or decrease in the amount of the Contractor's compensation, which are mutually agreed upon by and between PCTPA and the Contractor, shall be incorporated in written amendments to the Letter of Task Agreement. No oral understanding or agreement not placed in writing shall be binding on any of the parties hereto. Amendments inconsistent with the provisions and intent of this Agreement are invalid.

17. Conflict of Interest.

a. Contractor shall disclose any financial, business, or other relationship with PCTPA that may have an impact upon the outcome of this Agreement, or any ensuing PCTPA construction project. Contractor shall also list current clients who may have a financial interest in the outcome of this Agreement, or any ensuing PCTPA construction project, which will follow.
b. Contractor hereby certifies that no employee of Contractor or any subcontractor, has, nor shall it acquire, any past, ongoing, or potential financial or business interest that would conflict with the performance of services under this Agreement. Contractor and any subcontractors shall exercise reasonable care and diligence to prevent any actions or conditions that could be deemed a conflict of interest under the Fair Political Practices Act or California Government Code section 1090, and following, or other law. During the term of this Agreement, the Contractor shall not accept any employment or engage in any consulting work that would create a conflict of interest with PCTPA or in any way compromise the services to be performed under this Agreement.
c. Contractor shall immediately notify PCTPA of any and all potential violations of this paragraph upon becoming aware of the potential violation.
d. Any subcontract entered into as a result of this contract, shall contain all of the provisions of this Section.

18. Political Reform Act Compliance.

The Contractor is aware and acknowledges that certain contractors that perform work for governmental agencies are "consultants" under the Political Reform Act (the "Act") (Government Code § 81000, et seq.) and its implementing regulations (2 California Code of Regulations § 18110, et seq.). The Contractor agrees that any of its officers or employees deemed to be "consultants" under the Act by PCTPA, as provided for in the Conflict-of-Interest Code for PCTPA, shall promptly file economic disclosure statements for the disclosure categories determined by PCTPA, to be relevant to the work to be performed under this Agreement and shall comply with the disclosure and disqualification requirements of the Act, as required by law.

19. Americans with Disabilities Act (ADA) of 1990.

By signing this Agreement, Contractor assures PCTPA that it complies with the

Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101, et seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA including, but not limited to, those found within the Code of Federal Regulations, Title 49, parts 27, 37, and 38. Contractor also agrees that it will award no construction contract unless its plans and specifications for such facilities conform to the provisions of California Government Code section 4450 and 4454, if applicable.

20. Drug-Free Certification.

By signing this Agreement, Contractor hereby certifies under penalty of perjury under the laws of the State of California that Contractor will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code § 8350, et seq.) and will provide a drug-free workplace by taking the following actions:

a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited, and specifying actions to be taken against employees for violations.
b. Establish a Drug-Free Awareness Program to inform employees about:
    (1) The dangers of drug abuse in the workplace;
    (2) The person's or the organization's policy of maintaining a drug-free workplace;
    (3) Any available counseling, rehabilitation, and employee assistance programs; and
    (4) Penalties that may be imposed upon employees for drug abuse violations.
c. Every employee of Contractor who works under this Agreement shall:
    (1) Receive a copy of Contractor's Drug-Free Workplace Policy Statement; and
    (2) Agree to abide by the terms of Contractor's Statement as a condition of employment on this Agreement.

21. Union Organizing.

By signing this Agreement, Contractor hereby acknowledges the applicability of Government Code § 16645 through § 16649 to this Agreement, excluding § 16645.2 and § 16645.7.

a. Contractor will not assist, promote, or deter union organizing by employees performing work on this Agreement if such assistance, promotion, or deterrence contains a threat of reprisal or force, or a promise of benefit.
b. Contractor will not, for any business conducted under this Agreement, use any public property to hold meetings with employees or supervisors, if the purpose of such meetings is to assist, promote, or deter union organizing, unless the public property is equally available to the general public for holding meetings.

22. Campaign Contribution Disclosure.

Contractor has complied with the campaign contribution disclosure provisions of the California Levine Act (Government Code § 84308) and has completed the Levine Act Disclosure Statement attached hereto as Exhibit A.

23. Successors and Assigns.

This Agreement shall be binding upon and shall inure to the benefit of the parties hereto, and their successors, assigns, or other representatives. The Contractor shall not assign or delegate any interest in this Agreement or a Letter of Task Agreement, and shall not transfer any interest in the same, without the prior written consent of PCTPA.

24. Disclosure of Information.

Contractor acknowledges that PCTPA is a public agency subject to public disclosure laws and may reveal information concerning this Agreement and the project described in a Letter of Task Agreement in accordance with the California Public Records Act, the Freedom of Information Act, 5 USC 552, and other applicable law. The provisions of this Section shall survive the expiration, termination, or assignment of this Agreement.

25. Minimum Insurance Requirements.

Contractor hereby warrants that it carries and shall maintain, at its sole cost and expense, in full force and effect during the full term of this Agreement and any extensions to this Agreement, the following described insurance coverage as outlined below:

POLICY	**MINIMUM LIMITS OF LIABILITY**
(1) Workers' Compensation; Employer's Liability.	Statutory requirements for Workers' Compensation; $1,000,000 Employers' Liability.
(2) Comprehensive Automobile: Insurance Services Office, form #CA 0001 covering Automobile Liability, code 1 (any auto).	Bodily Injury/Property Damage $1,000,000 each accident.
(3) General Liability: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).	$1,000,000 per occurrence. If Commercial General Liability Insurance or other form with a general aggregate limit, such limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
(4) Errors and Omissions/Professional Liability	$1,000,000 per claim and $2,000,000 in aggregate

a. Deductibles and Self-insured Retentions: Any deductibles or self-insured retentions over $5,000 must be declared to and approved by PCTPA.
b. Required Provisions: The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:
    (1) For any claims related to this Agreement, Consultant's insurance coverage shall be primary insurance as respects PCTPA, its directors, officers, employees, and agents. Any insurance or self-insurance maintained by PCTPA, its directors, officers, employees, or agents shall be in excess of Consultant's insurance and shall not contribute to it.
    (2) Any failure by Consultant to comply with reporting or other provisions of the policies including breaches of warrants shall not affect coverage provided to PCTPA, its directors, officers, employees, or agents.
    (3) Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
    (4) Each insurance policy required by this Agreement shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested has been given to PCTPA.
c. Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise approved by PCTPA.

d. Certificate of Insurance and Additional Insured Requirement: Consultant shall furnish to PCTPA an original Certificate of Insurance on a standard ACORD form, or other form acceptable to PCTPA, substantiating the required coverages and limits set forth above and also containing the following:
    (1) Thirty (30) days prior written notice to PCTPA of the cancellation, non-renewal, or reduction in coverage of any policy listed on the Certificate; and
    (2) The following statement with respect to the Commercial General Liability policy: "PCTPA and its directors, officers, agents, employees, and volunteers are made additional insureds, but only insofar as the operations under this Agreement are concerned."
e. Certified Copies of Policies: Upon request by PCTPA, Consultant shall immediately furnish a complete copy of any policy required hereunder, including all endorsements, with said copy certified by the insurance company to be a true and correct copy of the original policy.
f. Consultant's Responsibility: Nothing herein shall be construed as limiting in any way the extent to which Consultant may be held responsible for damages resulting from Consultant's operations, acts, omissions, or negligence. Insurance coverage obtained in the minimum amounts specified above shall not

relieve Consultant of liability in excess of such minimum coverage, nor shall it preclude PCTPA from taking other actions available to it under this Agreement or by law, including but not limited to, actions pursuant to Consultant's indemnity obligations.

26. Notice of Assistance Regarding Patent and Copyrights Infringement.

The Contractor agrees to report to PCTPA and other appropriate state and federal agencies promptly and in reasonable written detail, each notice or claim of patent or copyright infringement based on the performance of a Letter of Task Agreement of which the Contractor has knowledge. In the event of any claim or suit against PCTPA and other appropriate state and federal agencies on account of any alleged patent or copyright infringement arising out of the performance of a Letter of Task Agreement or out of the use of any supplies furnished or work or services performed thereunder, the Contractor agrees to furnish to PCTPA and other appropriate state and federal agencies, when requested by PCTPA and all evidence and information in possession of the Contractor pertaining to such suit or claim. Such evidence and information shall be furnished at the expense of PCTPA and other appropriate state and federal agencies except where the Contractor has agreed to indemnify PCTPA and other appropriate state and federal agencies.

27. Retention of Records and Audit Procedures.

a. PCTPA or its designee, including but not limited to any State or Federal agency, shall have the right to review, obtain, and copy all books, records, computer records, accounts, documentation and any other materials (collectively "Records") pertaining to performance of this Agreement, including any Records in the possession of any subcontractors, for the purpose of monitoring, auditing, or otherwise examining the Records. Such Records shall include all records of employment, employment advertisements, employment application forms, and other pertinent employment data, as well as any records pertaining to compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq. (when applicable) and other matters connected with the performance of the contract pursuant to Government Code 8546.7.
b. If so, directed by PCTPA upon expiration of this Agreement, the Contractor shall cause all Records to be delivered to PCTPA as depository.
c. Contractor and its subcontractors agree to cooperate with the State and PCTPA by making all appropriate and relevant project Records available for audit, inspection, and/or copying by the State, the California State Auditor, or any duly authorized representative of the State or Federal government. Such Records shall be available at all reasonable times during the term of this Agreement and for three (3) years from the date of submission of the final expenditure report to any applicable State or federal agency.

d. For the purpose of determining compliance with Public Contract Code 10115, *et seq*., and Title 21, California Code of Regulations, Chapter 21, Section 2500, *et seq*., (when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7), Contractor, subcontractors, and PCTPA shall maintain and make available for inspection all Records, and other evidence pertaining to the performance of the contract including, but not limited to, the costs of administering the Agreement.

(1) All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three (3) years from the date of final payment under the Agreement. The State, State Auditor, PCTPA, FHWA, or any duly authorized representative of the State or Federal Government shall have access to any books, records, and documents of Contractor and its certified public accountants (CPA) work papers that are pertinent to the Agreement, and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested.

(2) Subcontracts in excess of $10,000 shall contain this entire Section 27.

e. Audit Review Procedures:

(1) Any dispute concerning a question of fact arising under an interim or post audit of this Agreement that is not disposed of by agreement, shall be reviewed by PCTPA's Chief Executive Officer.

(2) Not later than 30 days after issuance of the final audit report, Contractor may request a review by PCTPA's Chief Executive Officer of unresolved audit issues. The Contractor's request for review will be submitted in writing.

(3) Neither the pendency of a dispute nor its consideration by PCTPA will excuse Contractor from full and timely performance in accordance with the terms of this Agreement.

(4) Contractor and subcontractor contracts, including cost proposals and ICR, are subject to audits or reviews such as, but not limited to, a contract audit, an incurred cost audit, an ICR Audit, or a CPA ICR audit workpaper review. If selected for audit or review, the Agreement, cost proposal, ICR and related workpapers, if applicable, will be reviewed to verify compliance with applicable laws and regulations. In the instances of a CPA ICR audit work paper review it is Contractor's responsibility to ensure Federal, State, or local government officials are allowed full access to the CPA's workpapers including making copies, as necessary. The Agreement, Cost Proposal, and ICR shall be adjusted by Contractor and approved by PCTPA to conform to the audit or review recommendations. Contractor agrees that individual terms of costs identified in the audit report shall be incorporated into the

Agreement by this reference if directed by PCTPA at its sole discretion. Refusal by Contractor to incorporate audit or review recommendations, or to ensure that the Federal, State, or local governments have access to CPA workpapers, will be considered a breach of contract terms and cause for termination of the Agreement and disallowance of prior reimbursed costs.

28. Compliance with Non-Discrimination and Equal Employment Opportunity Laws.
It is Agency's policy to comply with state and applicable federal laws and regulations including Title VI of the Civil Rights Act of 1964, Americans with Disabilities Act of 1990 (ADA) and other federal discrimination laws and regulations (including 49 CFR Part 21 through Appendix C, 23 CFR part 200, 23 CFR part 230, 49 U.S.C. 5332, 42 U.S.C. 12101 et seq., and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794), as well as the Unruh Civil Rights Act of 1959, the California Fair Employment and Housing Act (Government Code §§ 12900 et seq.), and other California State discrimination laws and regulations. The Agency does discriminate against any employee or applicant for employment because of race, religion (including religious dress and grooming practices) color, national origin, (includes use and possession of a driver's license issued to persons unable to prove their presence in the United States is authorized under federal law), ancestry, disability, (including physical and mental, including HIV and AIDS) medical condition, (including genetic characteristics, cancer or a record or history of cancer), military or veteran status, marital status, sex/gender (includes pregnancy, childbirth, breastfeeding, and/or related medical conditions), age (40 and above), gender identity, gender expression, or sexual orientation pursuant to Sections 12940 et seq. of the Government Code. The Agency prohibits discrimination by its employees, contractors, and consultants.

a. Contractor and its subcontractors will comply with all applicable federal and state employment laws and regulations including, without limitation, the provisions of the California Fair Employment and Housing Act (Government Code § 12900, et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, § 7285.0, et seq.), as well as Title 2, California Administrative Code, Section 8103. The applicable regulations of the Fair Employment and Housing Commission implementing Government Code §§ 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Contractor and its subcontractors will give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

b. Contractor will include non-discrimination and equal employment opportunity provisions of this section in all contracts to perform work funded under this

Agreement.

29. Governing Law and Forum.

Any dispute not resolved by informal negotiation between the parties to this contract shall be adjudicated in the Superior Court of Placer County. This Agreement shall be administered and interpreted under the laws of the State of California.

30. Costs and Attorneys' Fees.

If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing party in such action may recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and reasonable attorneys' fees.

31. Indemnification.

Contractor specifically agrees to indemnify, defend, and hold harmless Agency, its directors, officers, members, agents, and employees, from and against any and all actions, claims, demands, losses, costs, expenses, including reasonable attorneys' fees and costs, damages, and liabilities arising out of or in any way connected with the performance of this Agreement and arising out of, pertaining to, or relating to the negligence, recklessness, or willful misconduct of Contractor. Contractor shall pay all costs and expenses that may be incurred by Agency in enforcing this indemnity, including reasonable attorneys' fees. The provisions of this Section shall survive the expiration, termination, or assignment of this Agreement.

32. Ownership of Documents; Permission.

a. Contractor agrees that all work products, including, but not limited to, original documents, methodological explanations, computer programs, drawings, designs, reports and other written materials generated in the performance of this Agreement shall belong to and become the sole property of PCTPA; provided that Contractor may retain file copies of said work products. Contractor shall provide said work products to PCTPA upon request.
b. Contractor represents and warrants that: (i) all materials used or work products produced in the performance of this Agreement, including, without limitation, all computer software materials and all written materials, are either owned by or produced by Contractor or that all required permissions and license agreements have been obtained and paid for by Contractor; and (ii) PCTPA is free to use, reuse, publish or otherwise deal with all such materials or work products. Consultant shall defend, indemnify, and hold harmless PCTPA and its directors, officers, employees, and agents from any claim, loss, damage, cost, liability, or expense to the extent of any violation or falsity of the foregoing representation and warranty.

33. Severability.

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those to which it is invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and shall be enforced to the fullest extent permitted by law, unless the exclusion of such term or provision, or the application of such term or provision, would result in such a material change so as to cause completion of the obligations contemplated herein to be unreasonable.

34. Integration.

This Agreement represents the entire understanding of PCTPA and Contractor as to those matters contained herein. No prior oral or written understanding shall be of any force or effect with respect to those matters covered hereunder. This Agreement may not be modified or altered except in accordance with Section 16.

35. Notices and Project Managers.

Any notice or notices required or permitted to be given pursuant to this Contract or a Letter of Task Agreement may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Matt Click	**Leslie Bonneau**
Executive Director	**Vice President, Principal-in-Charge**
Placer County Transportation Planning Agency	**Jacobs**
2260 Douglas Blvd., Suite 130	**2485 Natomas Park Drive, Suite 600**
Roseville, California 95661	**Sacramento, CA 95833**

36. Authority.

Each person signing this Agreement on behalf of a party hereby certifies, represents, and warrants that he or she has the authority to bind that party to the terms and conditions of this Agreement.

37. Force Majeure.

Neither PCTPA nor Contractor shall be liable or deemed to be in default for any delay or failure in performance under this Agreement or interruption of services resulting, directly or indirectly, from acts of God or of the public enemy, acts of government, in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, and unusually severe weather, or any similar cause beyond the reasonable control of PCTPA or Contractor.

38. Counterparts: This Agreement may be executed in multiple counterparts, each of which shall constitute an original, and all of which taken together shall constitute one

and the same instrument. Documents executed, scanned, and transmitted electronically and electronic signatures shall be deemed original signatures for purposes of this Agreement and all matters related thereto, with such scanned and electronic signatures having the same legal effect as original signatures

39. Waivers: No waiver of any breach of this Agreement shall be held to be a waiver of any prior or subsequent breach. The failure of PCTPA to enforce at any time the provisions of this Agreement or to require at any time performance by the Contractor of these provisions, shall in no way be construed to be a waiver of such provisions nor to affect the validity of this Agreement or the right of PCTPA to enforce these provisions.

40. Litigation.
Contractor shall notify PCTPA immediately of any claim or action undertaken by it or against it that affects or may affect this Agreement or PCTPA and shall take such action with respect to the claim or action as is consistent with the terms of this Agreement and the interests of PCTPA.

41. Rebates, Kickbacks, or Other Unlawful Consideration.
Contractor warrants that this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration, either promised or paid to any PCTPA employee. For breach or violation of this warranty, PCTPA shall have the right, in its discretion: to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the Agreement price, or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

42. State Prevailing Wage Rates.
If the Scope of Work is for a public works project pursuant to California Labor Code Section 1720, *et seq.*, including surveying work, then the following provisions apply:
   a. Contractor shall comply with the State of California's General Prevailing Wage Rate requirements in accordance with California Labor Code, Section 1770, and all Federal, State, and local laws and ordinances applicable to the work.
   b. Any subcontract entered into as a result of this contract, if for more than $25,000 for public works construction or more than $15,000 for the alteration, demolition, repair, or maintenance of public works, shall contain all of the provisions of this Section.
   c. When prevailing wages apply to the services described in the Scope of Work, transportation and subsistence costs shall be reimbursed at the minimum rates set by the Department of Industrial Relations (DIR) as outlined in the applicable Prevailing Wage Determination. See http://www.dir.ca.gov.

43. Disputes.
Any dispute, other than audit, concerning a question of fact arising under this

Agreement that is not disposed of by agreement shall be submitted in writing to a committee consisting of PCTPA's Project Manager and Technical Advisory Committee (TAC). This Committee may consider the written information or additional verbal information submitted by Contractor at the request of the Committee. A determination shall be made by the Committee within 10 business days. In the event that Contractor disputes the Committee's determination, Contractor may request review by PCTPA's Executive Director of unresolved claims or disputes, other than audit, not later than 30 days after completion of all work under the Agreement. The Contractor's request for review must be submitted in writing. Neither the pendency of a dispute, nor its consideration by the Committee, will excuse Contractor from full and timely performance in accordance with this Agreement.

44. Confidentiality of Data.
    a. All financial, statistical, personal, technical, or other data and information relative to PCTPA's operations, which are designated confidential by PCTPA and made available to Contractor in order to carry out this Agreement, shall be protected by Contractor from unauthorized use and disclosure.
    b. Permission to disclose information on one occasion, or public hearing held by PCTPA relating to the contract, shall not authorize Contractor to further disclose such information, or disseminate the same on any other occasion.
    c. Contractor shall not comment publicly to the press or any other media regarding this Agreement or PCTPA's actions on the same, except to PCTPA's staff, Contractor's own personnel involved in the performance of this contract, or in response to questions from a Legislative committee.
    d. Contractor shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this contract without prior review of the contents thereof by PCTPA, and receipt of PCTPA'S written permission.
    e. Any subcontract entered into as a result of this contract shall contain all of the provisions of this Section.
    f. All information related to cost estimates is confidential and shall not be disclosed by Contractor to any entity other than PCTPA.

45. Evaluation of Contractor Performance.
    Contractor's performance may be evaluated by PCTPA. A copy of the evaluation will be sent to Contractor for comments. The evaluation together with the comments shall be retained as part of the contract file.

46. Funding Requirements.
    a. It is mutually understood between the parties that this Agreement may have been written before ascertaining the availability of funds or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the contract were executed after that determination was made.

b. This Agreement is valid and enforceable only if sufficient funds are made available to PCTPA for the purpose of this Agreement. In addition, this Agreement is subject to any additional restrictions, limitations, conditions, or any statute enacted by the Congress, State Legislature, or PCTPA's governing Board that may affect the provisions, terms, or funding of this Agreement in any manner.
c. It is mutually agreed that if sufficient funds are not appropriated, this Agreement may be amended to reflect any reduction in funds.
d. PCTPA has the option to void the contract under the 30-day termination clause pursuant to Section 15 of this Agreement, or by mutual agreement to amend the contract to reflect any reduction of funds.

IN WITNESS WHEREOF the Placer County Transportation Planning Agency and the Contractor have executed this agreement as of the date first above written.

Placer County Transportation Planning Agency	Jacobs
_____	_____
Matt Click, AICP Executive Director	Leslie Bonneau Vice President, Principal-in-Charge
Date: _____	Date: _____

Enclosures

1) Exhibit A: Levine Act Disclosure Statement
2) Letter of Task Agreement #27-01 and Scope of Work, dated November 17, 2026

EXHIBIT A: LEVINE ACT DISCLOSURE STATEMENT

California Government Code § 84308, commonly referred to as the "Levine Act," precludes an Officer of a local government agency from participating in the award of a contract if he or she receives any political contributions totaling more than $250 in the 12 months preceding the pendency of the contract award, and for three months following the final decision, from the person or company awarded the contract. This prohibition applies to contributions to the Officer or received by the Officer on behalf of any other Officer, or on behalf of any candidate for office or on behalf of any committee. The Levine Act also requires disclosure of such contributions by a party to be awarded a specified contract.

Current members of the Placer County Transportation Planning Agency (PCTPA) Board are:

Dan Wilkins	Alice Dowdin Calvillo
Suzanne Jones	Ben Brown
Ken Broadway	Bruce Houdesheldt
Trinity Burruss	Amanda Cortez
Anthony DeMattei	

1. Have you or your company, or any agent on behalf of you or your company, made any political contributions of more than $250 to any PCTPA Boardmember(s) in the 12 months preceding the date of the issuance of this request for proposal or request for qualifications?
   ___ YES ___ NO
   If yes, please identify the Boardmember(s)_____

2. Do you or your company, or any agency on behalf of you or your company, anticipate or plan to make any political contributions of more than $250 to any PCTPA Boardmember(s) in the three months following the award of the contract?
   ___ YES ___ NO
   If yes, please identify the Boardmember(s)_____

Answering yes to either of the two questions above does not preclude PCTPA from awarding a contract to your firm. It does, however, preclude the identified Boardmember(s) from participating in the contract award process for this contract.

_____ _____

DATE (SIGNATURE OF AUTHORIZED OFFICIAL)

_____

(TYPE OR WRITE APPROPRIATE NAME, TITLE)

_____

(TYPE OR WRITE NAME OF COMPANY)

Placer County Transportation Planning Agency

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 HOUDESHELDT
City of Roseville
ANTHONY DeMATTEI
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK, AICP

December 9, 2026

Leslie Bonneau, Vice President
Jacobs
2485 Natomas Park Drive, Suite 600
Sacramento, CA 95833

RE: LETTER OF TASK AGREEMENT NO. 27-01
BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY AND JACOBS

Dear Ms. Bonneau:

This letter, when countersigned, authorizes work under the "Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Jacobs. ("Contractor")," dated December 9, 2026 for State Route (SR) 65 Construction Support Services.

1. Incorporated Master Agreement: The terms of the Master Agreement are incorporated herein by this reference, as if fully set forth herein. This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Contractor and its subconsultants for the SR 65 Construction Support Services.

2. Scope of Services: Contractor is authorized to perform the tasks outlined in the attached Scope of Work (Exhibit A).

3. Compensation: The level of funding authorized by this Letter of Task Agreement is $399,669 as specified in the attached Fee Estimate (Exhibit B).

4. Term: Letter of Task Agreement No. 27-01 is effective March 1, 2027 and ends December 31, 2029, an approximate term of two years and nine months. During the term of this contract, Contractor will not engage in other work that would be deemed a conflict of interest with PCTPA interests.

If this Letter of Task Agreement meets with your approval, please sign and return an electronic copy. Questions concerning this agreement and the project in general should be directed to David Melko at 530.823.4090 or dmelko@pctpa.net.

Sincerely,

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

Accepted by:

Leslie Bonneau Date
Vice President
Jacobs

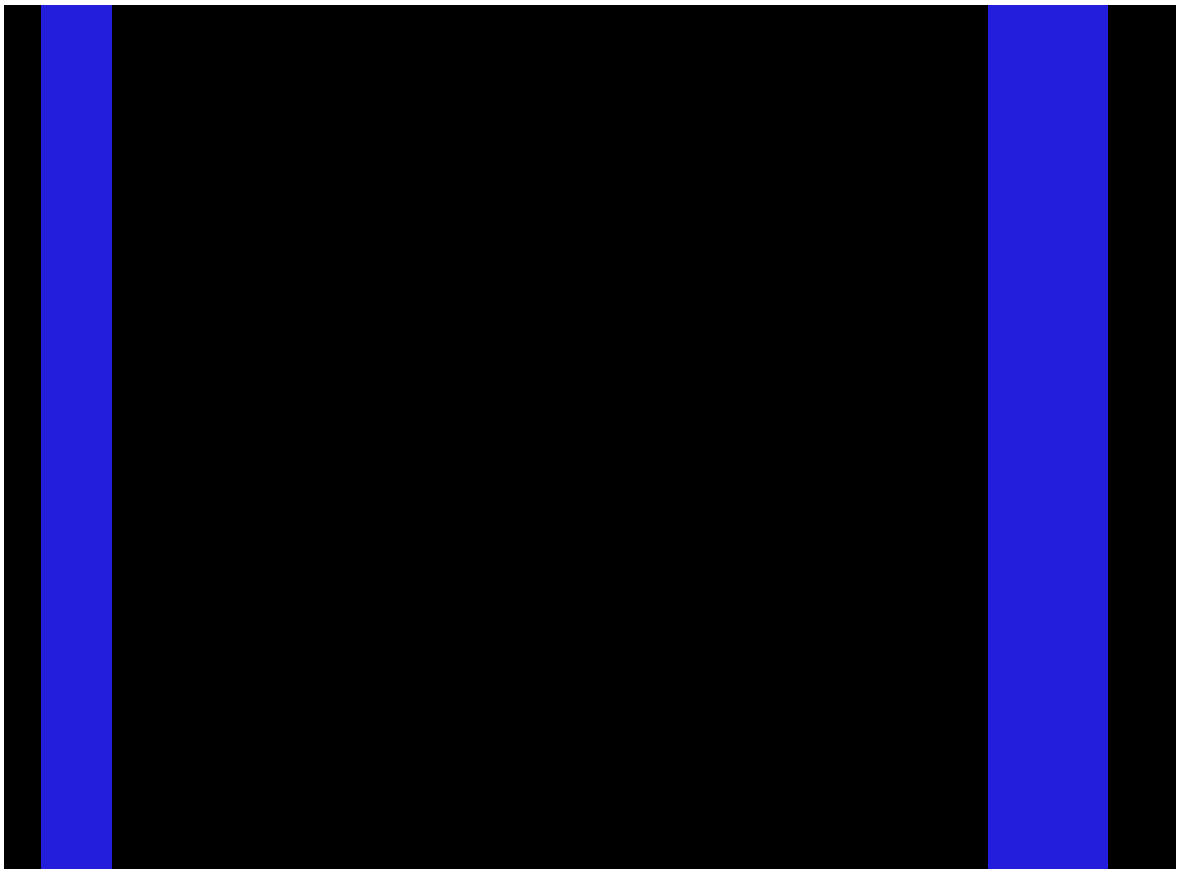
Encl.: Highway 65 Phase 1 Scope of Work and Fee for Engineering Services During Construction, November 17, 2026, Jacobs.

c: Lauren Reinking, Jacobs
David Melko, PCTPA

Highway 65 Widening Phase 1

Design Services During Construction
Placer County Transportation Planning Agency

November 17, 2026



David Melko
Placer County Transportation Planning Agency
2260 Douglas Blvd., Suite 130
Roseville, CA 95661

November 17, 2026

Subject: Highway 65 Phase 1 Scope of Work and Fee for Engineering Services During Construction

Dear Mr. Melko,

Attached please find Jacobs' scope of work and fee estimate for the Highway 65 Phase 1 Project – Design Services During Construction. This fee estimate represents our understanding and assumptions based on discussions with PCTPA, as well as documented as scope of work and assumptions within this package.

The scope includes providing project management, engineer of record support during the construction phase of the Phase 1 project, preparation of record drawings, and project closeout.

We have provided a breakdown of scope and fee to aid your review. If you have any questions regarding this proposal, please contact me at (916) 286-0332 or Lauren.Reinking@Jacobs.com

Sincerely,

Jacobs Engineering Group Inc.



Lauren Reinking, P.E.
Project Manager

Jacobs Engineering Group Inc

2485 Natomas Park Drive
Suite 600
Sacramento, CA 95833-2937
United States

T +1.916.920.0300
F +1.916.920.8463
www.Jacobs.com

Copyright Jacobs Engineering Group Inc © 2026.

All rights reserved. The concepts and information contained in this document are the property of the Jacobs group of companies. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright. Jacobs, the Jacobs logo, and all other Jacobs trademarks are the property of Jacobs.

Scope of Services

The following section includes a detailed scope of work for the Highway 65 Phase 1 Project. The Placer County Transportation Planning Agency (PCTPA) in cooperation with the California Department of Transportation (Caltrans), Placer County, City of Lincoln, City of Rocklin, and City of Roseville has developed a partnership to construct the following improvements along State Route (SR) 65:

- Adding a third general purpose lane in the southbound direction between Blue Oaks Boulevard and Pleasant Grove Boulevard.
- Adding an auxiliary lane in the southbound direction between Galleria Boulevard/Stanford Ranch Road and Pleasant Grove Boulevard
- Ramp configurations to accommodate the mainline widening

As Engineer of Record, the Jacobs team will assist PCTPA and Caltrans in providing design services during construction.

General Assumptions

The following assumptions and clarifications have been made as part of the development of this Scope of Services and are being highlighted to further define all parties' expectations and limits of tasks for this phase of work.

During the life of the project, each assumption will be revisited, when appropriate, to ascertain its validity. Where assumptions are no longer applicable to new, overriding conditions, the impact to scope, schedule, and budget will be assessed with PCTPA

1. Construction Schedule is estimated at 245 working days and will span a twelve-month period. For the purpose of this scope, construction is assumed to begin in March 2027 and extend through February 2028.
2. Development and management of the construction schedule will the responsibility of others.
3. Project closeout will occur before December 31, 2029.

1. Task 1 – Design Services During Construction

1.1 Project Management

The Jacobs team will provide project management and coordination services for the completion of work including:

1. Project management, coordination, and communication
2. Monthly progress reports and invoicing (34 total)
3. Quality Assurance/Quality Control
4. Biweekly virtual PM Coordination Meetings (26 total and 30 minutes each)
5. Transition support from Design Phase to Construction Phase
6. Project Closeout

1.1.1 Project Management, Coordination, and Communication

The Jacobs team will perform administrative functions, including filing, word processing, and coordination. Jacobs will serve in a support role to PCTPA and Caltrans and respond within the bounds of this scope of services throughout the duration of construction. The Jacobs Project Manager, Lauren Reinking, will be PCTPA's primary point of contact.

Whenever unforeseen issues arise that affect scope, schedule, and budget of the project, they will be brought to the attention of PCTPA immediately for discussion and direction. Items of work required to address these issues that are not otherwise part of the Scope of Services will be identified and presented to PCTPA. Upon approval of the out-of-scope work requirements, a scope, schedule and budget will be prepared for the task(s) and negotiated with PCTPA

1.1.2 Monthly Progress Reports and Invoicing

The Jacobs team will prepare monthly invoices and progress reports and submit these to PCTPA. The invoice formatting guide will follow the same format as used during the design phase of the project. Each invoice will include a copy of subconsultant' invoices, a breakdown of hours, and charge rates by grade classification, and a summary of expenses by category.

The accompanying monthly progress report and spreadsheet will include items such as a summary of activities performed, budget status by task, issues identified/resolved during the billing period, and anticipated work during the next period. Jacobs will prepare one final invoice for all outstanding retention held by PCTPA during the construction phase.

Assumptions

Up to (34) progress reports/invoices are estimated

Deliverables

Monthly progress reports and invoices

1.1.3 Quality Control

Jacobs will provide the technical resources and QC process for materials generated/produced by the Jacobs team. The QC task includes providing senior input and support for key deliverables including submittals and record drawings.

Deliverables

QC Documentation (as requested)

1.1.4 PM Coordination Meetings

Jacobs will continue to lead biweekly PM coordination meetings throughout the 1-year construction duration. Assumed attendees include the PCTPA project manager, the Caltrans Project Manager, the Caltrans Resident Engineer (as needed), the Jacobs Project Manager, and discipline leads (as needed).

Assumptions

Up to 26 biweekly, 30-minute, virtual meetings.

Deliverables

Meeting Notes

1.1.5 Transition Support

Jacobs will coordinate and support PCTPA and the Caltrans Construction Management Team during the transition from the Design Phase to the Construction Phase including one in-person transition meeting at the Caltrans Field office or PCTPA office. The RE file will be updated, as necessary, to reflect revisions during the bid period.

1.1.6 Project Closeout

Jacobs will provide support to PCTPA with activities and coordination related to project closeout. It is assumed all closeout activities will be complete by December 31, 2029 and the Caltrans RE is responsible for all Caltrans closeout requirements as the contract administrator.

Assumptions

Jacobs is not responsible for administrative tasks associated with federal aid funding.

1.2 Design Services During Construction

The Jacobs team will support PCTPA and Caltrans during construction of the Phase 1 project with as-needed engineering services including responding to Requests for Information (RFIs), Submittal Reviews, and preparation of record drawings. The Jacobs team will:

- Attend pre-construction kickoff meeting
- Site visits: perform field visits, as necessary and as requested by PCTPA or Caltrans. Up to four (4) site visits with up to three (3) Jacobs teams members are assumed.

- RFI Responses: review and respond to RFIs during construction for roadway, drainage, erosion control, utilities, pavements delineation, signs, structures, traffic signals, traffic control, and electrical disciplines
- Review shop drawings: For the retaining wall under the Pleasant Grove Boulevard Overcrossing
- Provide technical support to PCTPA in fulfilling its responsibilities for implementing project-related environmental mitigation measures and complying with applicable federal, state, and local permits.

Assumptions

- The design team will have 10 business days to respond to submittals and 5 business days to respond to other general RFIs
- Responses to RFIs will be limited to the scope of construction included in the contract documents (plans, special provisions, engineer's estimate) to clarify designer's intent. Redesign efforts are not included and will be negotiated on a case-by-case basis.
- Tracking RFIs and submittals are the responsibility of others. Jacobs will correspond solely and directly to PCTPA and the Caltrans Resident Engineer. All coordination/communication with the contractor will be the responsibility of others.
- The Jacobs team will not be required to obtain an encroachment permit from Caltrans

Deliverables

- Responses to RFIs will be billed on a time and materials basis. For budgeting purposes, up to 300 RFIs are assumed with each RFI response averaging 4 hours.

1.3 Record Drawings and Closeout

Upon construction completion, the Jacobs team will prepare one set of record drawings, documenting changes made in the field during construction.

Assumptions

- The Caltrans RE or other representative from the Caltrans Construction Management Team will be responsible for logging, tracking, and creating one redline markup set summarizing the changes made in the field during construction. Jacobs will prepare one (1) record drawing set based on these markups.

Deliverables

- One (1) Record Drawing Plan set (.pdf)
- One round of responses to comments
- Compilation of electronic sheets with one round of responses to comments

Disclaimers

The presence or duties of Jacobs' personnel at a construction site, whether as onsite representatives or otherwise, do not make Jacobs of Jacobs' personnel in any way responsible for those duties that belong to Client and/or the construction contractor or other entities, and do not relieve the construction contractor or any other entity of their obligations, duties, and responsibilities, including, but not limited to, all construction methods, means, techniques, sequences, and procedures necessary for coordinating and completing all portions of the construction work in accordance with the construction Contract Documents and any health or safety precautions required by such construction work.

Jacobs and Jacobs' personnel have no authority to exercise any control over any construction contractor or other entity or their employees in connection with their work or any health or safety precautions and have no duty for inspecting, noting, observing, correcting, or reporting on health of safety deficiencies of the construction contractor(s) or other entity or any other persons at the site except Jacobs' own personnel.

The presence of Jacobs' personnel at a construction site is for the purpose of providing to Client a greater degree of confidence that the completed construction work will conform generally to the construction documents and integrity of design concept as reflected in the construction documents has been implemented and preserved by the construction contractor(s). Jacobs neither guarantees the performance of the construction contractor(s) nor assumes responsibility for construction contactor's failure to perform work in accordance with the construction documents.

In soils, foundation, groundwater, and other subsurface investigations, the actual characteristics may vary significantly between successive test points and sample intervals and at locations other than where observations, exploration, and investigations have been made. Because of the inherent uncertainties in subsurface evaluations, changed or unanticipated underground conditions may occur that could affect total project cost and/or execution. These conditions and cost/execution efforts are not the responsibility of Jacobs.

Record drawings will be prepared, in part, on the basis of information compiled and furnished by others, and may not always represent exact location, type of various components, or exact manner in which the project was finally constructed. Jacobs is not responsible for any errors or omissions in the information from others that is incorporated into the record drawings.

Placer County Transportation Planning Agency
Highway 65 Widening Phase 1
Fee Estimate - Design Services During Construction

		JACOBS LABOR													Subconsultants				
		Project Manager	Engineering Lead	Roadway Engineer	CAD Designer	Construction Scheduler	Permitting Lead	Senior Biologist	Biologist	Drainage Lead	Junior Drainage Engineer	Jacobs Labor Hours	JacobsTotal Labor	Expenses	Monument	Blackburn	REY	Wood Rodgers	TOTAL LABOR & EXPENSES
		Lauren Reinkinhg	Glenn Manorek	Justin Chan	Obee Vejar	Jennifer Elwood	Julie Petersen	Kevin Fisher	Cara Snellen	Ashley Kellogg	Maddy Bickel								
Billing Rate	**2027 Rates (January 1 - December 31)**	**$ 268.54**	**$ 256.06**	**$ 99.24**	**$ 91.54**	**$ 237.06**	**$ 156.21**	**$ 237.37**	**$ 108.11**	**$ 240.36**	**$ 95.71**								
Billing Rate	**2028 Rates (January 1 - December 31)**	**$ 279.29**	**$ 266.31**	**$ 103.21**	**$ 95.20**	**$ 246.54**	**$ 162.45**	**$ 246.87**	**$ 112.43**	**$ 249.97**	**$ 99.53**								
Billing Rate	**2029 Rates (January 1 - December 31)**	**$ 290.46**	**$ 276.96**	**$ 107.34**	**$ 99.01**	**$ 256.40**	**$ 168.95**	**$ 256.74**	**$ 116.93**	**$ 259.97**	**$ 103.52**								
Task 1	Design Services During Construction	350	320	400	400	80	32	24	40	140	250	2036	$ 343,804	$ 2,000				$ 50,000	$ 395,804
																			$ -
	Escalation												$ 3,865						$ 3,865
TOTAL		**350**	**320**	**400**	**400**	**80**	**32**	**24**	**40**	**140**	**250**	**2036**	**$ 347,669**	**$ 2,000**	**$ -**	**$ -**	**$ -**	**$ 50,000**	**$ 399,669**

A 4% billing rate escalation goes into effect on January 1, each calendar year

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: December 9, 2026**

FROM: **Matt Click, Executive Director**

SUBJECT: **SELECTION OF CHAIR AND VICE CHAIR FOR 2027**

ACTION REQUESTED

Appoint the Board Member representing the City of Auburn to serve as Chair and the Board Member representing the City of Colfax to serve as Vice Chair for the 2027 calendar year.

DISCUSSION

Under Article 2.1 of the PCTPA Bylaws, the Chairperson and Vice Chairperson are appointed annually at the December meeting, with terms effective January 1 of the following year. The Appointments follow this rotation:

- City of Auburn
- City of Colfax
- Placer County
- City of Lincoln
- Town of Loomis
- Placer County
- City of Rocklin
- City of Roseville
- Placer County

In 2026, the Board Member representing Placer County served as Chair and the Board Member representing the City of Auburn served as Vice Chair. Following the rotation, the City of Auburn representative is next in line to serve as Chair and the City of Colfax representative is next to serve as Vice Chair, with terms effective January 1, 2027.

Staff would like to thank Chair Jones, representing Placer County, for their leadership as Chair in 2026, and Vice Chair Dowdin Calvillo, representing the City of Auburn, for their service as Vice Chair.

SS:mbc

Placer County Transportation Planning Agency

12

Technical Advisory Committee Meeting Summary
November 17, 2026 – 3:00 PM

ATTENDANCE

Technical Advisory Committee (TAC)
Greg Bowen, City of Auburn
Matthew Medill, City of Lincoln
Matthew Greening, Town of Loomis
Vin Cay, City of Lincoln
Jaime Wright, Placer County
Jake Hanson, City of Roseville
Ryan O'Connell, City of Rocklin
Kristen Van Groningen, City of Rocklin
Mark Johnson, City of Roseville
Rich Frost, City of Roseville
Ed Scofield, City of Roseville

Staff
Jodi LaCosse
David Melko
Cory Peterson
Solvi Sabol

FY 2026/27 Overall Work Program and Budget – Amendment #1
Jodi LaCosse, Fiscal Administrative Officer
Jodi presented Amendment #1 to the FY 2026/27 Overall Work Program (OWP) and Budget. This first mid-year update incorporates carryover balances from prior-year Local Transportation Fund (LTF) revenue and multi-year grants. Total expenditures increase by $287,009, or 2.7%, to $11.01 million, and current-year revenue of $11.72 million covers all of that spending. Staffing remains unchanged at 6.0 full-time equivalent (FTE) positions, and the contingency fund increases to $2.20 million, which meets the industry standard of 15% of expenditures.

Jodi explained that the changes are project driven, with the largest increases in three work elements. Work Element (WE) 42, SR 65 Widening Phase 1, increases for construction cooperative agreement costs as Phase 1 heads to bid. These costs are reimbursed by SPRTA. WE 36, the Placer-Sacramento Gateway Plan, increases for grant carryover to complete the plan and for the Solutions for Congested Corridors Program (SCCP) Cycle 5 grant application, which is locally funded and cost-shared with the Sacramento Transportation Authority. WE 44, the SR 49 Sidewalk Gap Closure, is complete and in final closeout, but significant expenses remain, primarily PG&E utility relocation costs. Two work elements decreased. WE 33 is lower because the Zero-Emission Vehicle (ZEV) Infrastructure Plan is complete. The Colfax Safety Action Plan moved out of WE 50 (Programming) into its own work element, WE 37; because the Colfax plan is funded through a federal grant agreement, staff chose to track it separately. These decreases reduce the net change to the overall budget.

By expenditure category, 85% of the increase is direct project costs for consultants and Caltrans support and capital costs. Staffing remains at 6.0 FTE; a slight increase in benefits reflects retiree health benefit costs and longevity adjustments for two staff members. On the revenue side, new revenue follows the project work, resulting in a net increase of $363,507 in current-year revenue.

Grants and SPRTA regional fees together fund 51% of the work program. Key milestones through the end of the fiscal year include completion of SR 49 Sidewalk Gap Closure construction, the start of the new Freeway Service Patrol (FSP) service agreement in January, and the announcement of SCCP Cycle 5 awards in June.

Jodi summarized that the amended budget is balanced and that staff used a portion of LTF carryover to bring the contingency fund up to the industry standard. The higher contingency balance greatly helps with cash flow since most of the Agency's revenue is received on a reimbursement basis and PCTPA often must carry costs for extended periods. Staff requested TAC concurrence to bring Amendment #1 to the PCTPA Board on December 9, 2026. The TAC concurred.

SR 65 Phase 1 – Jacobs Construction Support Services

David Melko, Principal Transportation Planner

David provided an overview of the SR 65 Phase 1 project. The project adds a southbound general-purpose lane from Blue Oaks Boulevard to Galleria Boulevard and a southbound auxiliary lane from Pleasant Grove Boulevard to Galleria Boulevard, along with ramp improvements affecting local roads at Blue Oaks, Pleasant Grove, and Galleria Boulevards.

On October 28, 2026, the PCTPA Board authorized execution of the Construction Cooperative Agreement with Caltrans, and the agreement was executed by all parties in November. Consistent with standard practice, the agreement requires PCTPA to make the final design consultant available during construction to help resolve project issues, design changes, and requests for information. Jacobs, the project's Engineer of Record for final design, would support Caltrans and PCTPA through the construction phase under a Master Agreement and Letter of Task Agreement (LOTA) No. 27-01, for an amount not to exceed $400,000 and a term of March 2027 through December 31, 2029.

Jacobs' scope of work includes providing technical and engineering support; responding to requests for information from the Caltrans Resident Engineer; assisting with evaluating and resolving contractor change orders; reviewing contractor shop drawings; preparing as-built plans; participating in construction site visits and weekly meetings with Caltrans staff; supporting PCTPA's implementation of environmental mitigation measures and compliance with applicable permits; and assisting with project closeout.

David noted that the agreement term is approximately two years and nine months and can be amended if needed. The work is funded by SPRTA, with costs anticipated primarily in FY 2027/28. The $400,000 is included in the PCTPA construction support portion of the funding and spending plan that accompanied the Construction Cooperative Agreement, which has already been approved by both the PCTPA and SPRTA Boards.

On December 9, staff will request that the PCTPA Board authorize the Executive Director to execute the Jacobs Construction Support Services Master Agreement and LOTA No. 27-01 for an amount not to exceed $400,000. Staff will also provide a project update on the Ready-to-List (RTL) process, which is expected to be complete by December 9; the construction bid advertisement schedule, with advertisement anticipated in late December; environmental mitigation and permitting progress; and right-of-way activities, which involve two temporary construction easements. Staff requested TAC concurrence to include in the staff report. The TAC concurred.

LTF Revised Apportionment
Cory Peterson, Senior Transportation Planner
Cory reported that, during the audit of the FY 2025/26 LTF apportionments, staff discovered an error in how the apportionment was calculated, and the error carried over into FY 2026/27. Bicycle and pedestrian revenue was not added into the full apportionment, even though it was later subtracted out, which resulted in a slight shortfall to each jurisdiction. The FY 2025/26 error will be noted as an audit finding, and a correction will be issued. For FY 2026/27, staff will take a revised apportionment to the PCTPA Board on the December consent calendar. Under the revised apportionment, every jurisdiction receives a small increase.

Jaime Wright, Placer County, asked whether claims already submitted would be a problem. Cory replied that, as noted in his email, any claim already submitted will need to be amended, and asked jurisdictions to use the revised apportionment amounts when preparing their claims.

Other Items / Upcoming Dates
Ryan O'Connell, PE, introduced himself as the new City Engineer at the City of Rocklin's Community Development Department. He looks forward to meeting everyone and participating in the TAC meetings.

a. December 9: PCTPA Board Meeting
b. January 12: Next TAC Meeting

October 9, 2026

Placer County Transportation Planning Agency
Federal Update

Capitol Hill and Administration

The November 3 election brought Democrats to the majority in both chambers of Congress for the new 120th Congress scheduled to convene on January 3. Two local races for California's 4th and 7th House of Representatives seats – important to PCTPA – remain undecided. TFG published a Special Report on the 2026 Election and Lame Duck Preview on November 3 outlining results and what to expect in the lame duck session.

Regarding the lame duck session, the current 119th Congress returns to Capitol Hill November 9 for a lame duck session that may last well into December. Legislators must address a significant number of bills including but not limited to all twelve FY 2027 spending bills as well as transportation reauthorization. As previously reported, reauthorization has seen little progress and faces strong headwinds in both chambers, and there is a strong chance Congress will pass legislation extending some or all of the current law (IIJA) leaving long-range transportation policy and funding decisions to be addressed by the new, Democratic-led Congress. One matter likely to be debated in the coming weeks is whether an extension should include advance funding for the so-called Division J programs authorized in IIJA; Division J funds the BUILD grant program along with several other popular surface transportation programs. Several key Democrats have stated funding Division J will be a critical component of any transportation extension package.

Congress is also likely to consider bipartisan permitting overhaul legislation that proponents say will ease permitting for surface transportation projects, but opponents say it will undermine environmental laws. Separately, both parties are expected to caucus in the coming days and weeks to determine party leadership for the incoming 120th Congress.

PCTPA Federal Agenda

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



Special Report

2026 Election Results Overview & Lame Duck Preview

November 6, 2026

Table of Contents

Introduction 1

2026 Election Results Overview 1

The House of Representatives 1

The Senate 3

Lame Duck Preview 4

FY 2027 Appropriations 4

Roadblocks to Passage in the Lame Duck 5

Water Resources Development Act (WRDA) 6

National Defense Authorization Act 7

Roadblocks to Passage in the Lame Duck 7

Farm Bill 8

Permitting Reform 8

Surface Transportation Reauthorization 10

120th Congress Early Outlook 11

Debt Limit 11

FY2028 Appropriations and Earmark Cycle 11

Congressional Oversight 11

FEMA Reform 12

Medicaid and Health Care 12

Cybersecurity 12

Broadband, Rights-of-Way, and Universal Service 12

Data Centers and Public Power 13

Housing 13

Conclusion 13

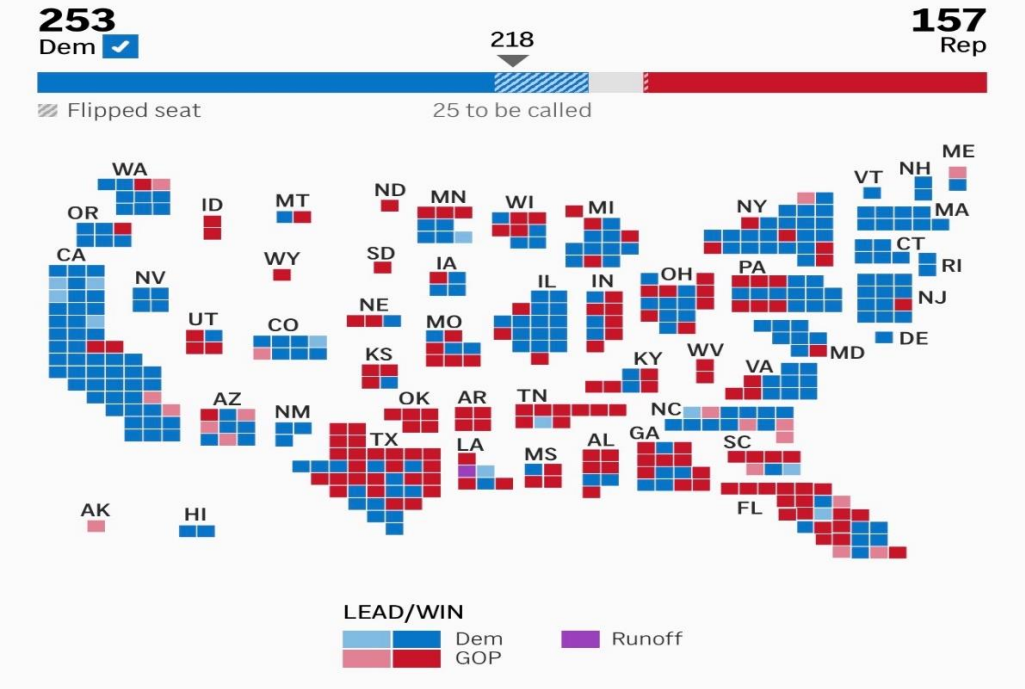
Introduction

TFG's Special Report provides an initial overview of the midterm election results and their impact on the House of Representatives, Senate, congressional leadership, and key committee leadership races.

Congress will return to Washington on Monday, November 9 to begin the final legislative days of the outgoing 119th Congress, also referred to as a "lame duck session." The session is expected to run until the holiday break, with a recess for Thanksgiving, giving lawmakers a maximum of five legislative weeks before the 120th Congress is sworn in on January 3. With limited workdays, there is a narrow timeframe for Congress to pass several important pieces of legislation, including fiscal year (FY) 2027 appropriations ahead of the December 11 funding deadline, the FY 2027 National Defense Authorization Act, a farm bill following the September 30 expiration of the current law, surface transportation reauthorization, extension of the Export-Import Bank's authority, and more. Plus, with Democrats winning control of both the House and Senate in the midterm elections, Republicans will look to finalize their remaining priorities before the start of divided government in 2027, while Democrats prepare to set their legislative agenda for the new Congress. Over the course of the next few weeks, Democrats and Republicans will vote on leadership for their respective parties and begin onboarding newly elected members. This Report highlights the major remaining legislative items Congress may tackle before wrapping up.

2026 Election Results Overview

The House of Representatives



Source: The Associated Press, as of 8:45am ET on Nov. 6

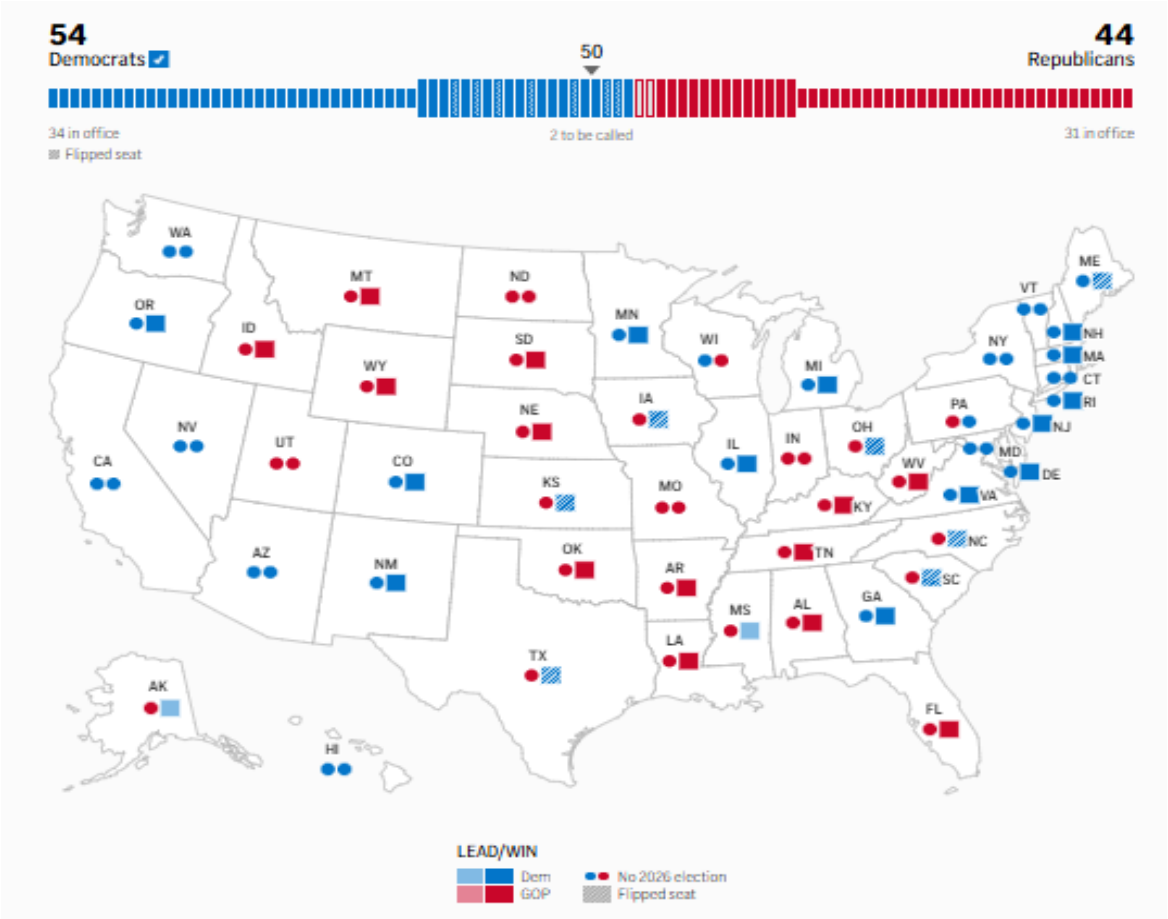
While votes in many seats for the House of Representatives continue to be counted, projections show that Democrats will comfortably win back control of the chamber for the first time in four years. With 218 seats needed for a majority, the Associated Press (AP) currently projects that Democrats have won at least 253, 41 of which are held by Republicans. The AP notes that 25 races remain uncalled and when all the votes have been counted many news outlets estimate that the Democrats could control 260 or more seats in the House. The last time either party eclipsed 250 seats in the chamber was 2008.

Since last year, there has been extensive attention paid to redistricting efforts by both parties, particularly in states such as Texas, Florida, California, North Carolina, and Virginia. The consensus was the Republicans had the redistricting advantage by a handful of seats. However, these efforts largely backfired Tuesday night with Democrats netting at least four seats in each Texas and Florida, along with similar results in other states.

Attention will quickly turn to leadership races for each party in the House. Early Wednesday morning, Speaker Mike Johnson (R-LA) announced that he will not run for the Minority Leader position in the new Congress and that he remains undecided on whether he will resign or serve the next term as part of the rank-and-file. Two members, Rep. Steve Scalise (R-LA) and Rep. Jim Jordan (R-OH), quickly announced their intentions to run for the Minority Leader role and more may still jump into the race. Rep. Scalise is the current number two Republican in the House and Rep. Jordan is the chair of the Judiciary Committee. Multiple candidates have declared their intention to run for other roles within the leadership ladder, which means there could be complete turnover in who is leading Republicans in the minority at the beginning of the 120th Congress.

On the Democratic side, the top leaders are expected to remain. Rep. Hakeem Jeffries (D-NY), who has been the Minority Leader the last four years, is expected to be elected Speaker in January. While there have been some prolonged battles for the Speakership in the last few years, it is unlikely this time around given the size of the new Democratic majority. Similarly, Rep. Jeffries' top two deputies, Rep. Catherine Clark (D-MA) and Rep. Pete Aguilar (D-CA), are expected to take on the Majority Leader and Majority Whip roles, respectively.

The Senate



Source: The Associated Press, as of 8:45am ET on Nov. 6

On November 3, Democrats won back the Senate majority for the first time since the 2024 election, flipping seven Republican-held seats while Republicans did not flip a single Democratic-held seat. Democrats needed to net four seats to claim the majority, a tough task given that the map this cycle clearly favored Republicans. Several of the wins came in long-held Republican territory: Senator-elect James Talarico will become the first Democrat elected statewide in Texas since 1994, Kansas elected its first Democratic senator since 1932 in Adam Hamilton, and the North Carolina victory of former Governor Roy Cooper marks the first time Democrats have won a Senate election there since 2008. Democrats now hold 54 seats to Republicans' 44, with races in Alaska and Mississippi still undeclared. The tally, if the races were to hold their current trends would raise the total Democratic seats to 56.

Thirty-five (35) seats were on the ballot in the 2026 cycle, including the traditional 33 seats and 2 special elections in Ohio and Florida. Unlike 2024, Republicans faced the larger exposure, as Democrats were defending 13 seats and Republicans 22, though the map was still considered favorable to the GOP. Democrats flipped seats in Iowa, Kansas, Maine, North Carolina, Ohio, South Carolina, and Texas, defeating four Republican incumbents: Sens. Susan Collins (R-Maine), Roger Marshall (R-Kan.), Jon Husted (R-Ohio), and Darline Graham (R-S.C.), who took over the seat following the death of her brother, Lindsey Graham, earlier in 2026. Democrats also flipped the open seats

in Iowa, North Carolina, and Texas, where Talarico defeated Trump-backed candidate Republican Ken Paxton. Incumbents who did not seek re-election include Sens. Mitch McConnell (R-Ky.), Thom Tillis (R-N.C.), Joni Ernst (R-Iowa), Cynthia Lummis (R-Wyo.), Dick Durbin (D-Ill.), Jeanne Shaheen (D-N.H.), Tina Smith (D-Minn.), and Gary Peters (D-Mich.), along with Sen. Tommy Tuberville (R-Ala.), who ran for governor, and appointed Sen. Alan Armstrong (R-Okla.), who was appointed in March 2026 after Markwayne Mullin was confirmed as Homeland Security Secretary. Sen. Jon Ossoff (D-Ga.), the sole Democratic incumbent seeking reelection in a state President Trump won in 2024, held his seat. As mentioned above, Sens. Dan Sullivan (R-Alaska) and Cindy Hyde-Smith (R-Miss.) await results.

If the final two races are won by the Democrats, there will be 17 new Senators entering the 120th Congress who will succeed retiring or defeated Senators. They include: state Rep. James Talarico (D-Texas), Adam Hamilton (D-Kan.), former Governor Roy Cooper (D-N.C.), Dr. Annie Andrews (D-S.C.), Josh Turek (D-Iowa), former Senator Sherrod Brown (D-Ohio), former state Senate leader Troy Jackson (D-Maine), Rep. Chris Pappas (D-N.H.), Abdul El-Sayed (D-Mich.), Lt. Governor Peggy Flanagan (D-Minn.), Lt. Governor Juliana Stratton (D-Ill.), Rep. Barry Moore (R-Ala.), Rep. Andy Barr (R-Ky.), Rep. Kevin Hern (R-Okla.), and Rep. Harriet Hageman (R-Wyo.). Again, the leaders in the outstanding races are Democrats Scott Colom and Mary Petola of Mississippi and Alaska respectively. Per Ohio special election law, Senator-elect Sherrod Brown will be sworn in to finish the remaining of the 119th Congress and JD Vance's seat that was originally filled by his opponent Sen. Jon Husted on Wednesday December 16.

Sen. Chuck Schumer (D-N.Y.) will likely be re-elected as majority leader, even though some senators-elect, such as Juliana Stratton in Illinois, have threatened not to support him. Sen. Brian Schatz (D-Hawaii) is expected to succeed retiring Sen. Dick Durbin (D-Ill.) as Democratic Whip, and additional turnover is expected in the Democratic ranks, as Sen. Amy Klobuchar (D-Minn.), the current Steering and Policy Committee Chair, was elected governor of Minnesota and will leave the Senate. On the Republican side, Majority Leader John Thune (R-S.D.) intends to run for Senate Minority Leader, and it remains unclear whether he will face a challenger. Senate Republicans are scheduled to hold their leadership elections on Tuesday, November 10. In the meantime, Thune must decide whether to spend much of the lame-duck session trying to confirm as many Trump nominees as possible or working on a budget reconciliation package to fund the Defense Department over Democratic objections.

Lame Duck Preview

FY 2027 Appropriations

On September 2, 2026, President Trump signed a Continuing Resolution (CR) (P.L. 119-103) that funds the federal government at FY 2026 levels through December 11, 2026. Notably, the CR also temporarily blocks OMB's revisions to the Uniform Guidance for federal grants.

The House Appropriations Committee has advanced all 12 FY 2027 spending bills, and the full House has passed three: Military Construction-Veterans Affairs, Agriculture-FDA, and National Security-State. The Senate Appropriations Committee has not reported any bills, as Chair Susan Collins (R-ME) and Vice Chair Patty Murray (D-WA) never reached a top-line spending agreement.

The central dispute is defense. The Administration has requested a record $1.5 trillion for national defense, including $350 billion through reconciliation, a level Senate Democrats have rejected. In June, the White House added an $87.6 billion supplemental request, including $67.1 billion for the Pentagon, largely tied to the war with

Iran. Talks grew more strained on September 25, when the White House sent Congress $810 million in "pocket rescissions," requests to cancel already-approved funding timed so the money expires before Congress can act.

The House Republican FY 2027 bills include $8.2 billion for Community Project Funding (CPF), and each House Member could submit up to 20 requests this cycle, up from 15 in FY 2026. Lists of FY 2027 CPF requests in the House can be found here. Because the Senate has not released its bills, FY 2027 Congressionally Directed Spending (CDS) in the Senate has not been made public.

Lame Duck Outlook

Congress returns November 9 with about four legislative weeks before the December 11 deadline. Leaders can enact full-year bills through an omnibus or a series of minibuses, pass another short-term CR into early 2027, or take a hybrid approach that finishes some bills and extends the rest.

The leadership lineup for these talks shifted with the election. As noted above, Speaker Mike Johnson (R-LA) will not run for Minority Leader in the 120th Congress. Senate Majority Leader John Thune (R-S.D.) is seeking the Minority Leader post, with Senate Republican leadership elections set for November 10. Senate Appropriations Chair Collins lost her reelection bid but leads the committee through the end of the year, with Sen. Lisa Murkowski (R-Ark.) next in line to be the panel's top Republican. In January, Rep. Rosa DeLauro (D-Conn.) and Sen. Patty Murray (D-Wash.) are expected to take the House and Senate Appropriations gavels. DeLauro formally launched her bid on November 4, citing her record of restoring earmarks.

House and Senate appropriations leaders plan to meet early in the week of November 9, followed by party caucus meetings, and a clearer picture of the FY 2027 path may emerge soon after. Some Senate offices still expect an end-of-year omnibus, and retiring and defeated appropriators have a strong incentive to secure their FY 2027 projects before they leave.

Other signals point the opposite way. Some Republicans are pressing for a party-line reconciliation package in the lame duck to fund the Defense Department over Democratic objections, a choice Leader Thune must weigh against confirming the President's nominees. Sen. Kevin Cramer (R-N.D.) has argued that bipartisan funding talks will likely stall and end in a long-term CR. House Minority Leader Hakeem Jeffries (D-N.Y.), expected to become Speaker, has said reaching a spending agreement should be Congress's top priority. On balance, another CR into early 2027 now appears more likely than a full-year package by December 11, and its length is the key open question.

Earmarked projects are funded only if Congress enacts full-year bills. Earmarks are very unlikely to be carried in a short-term CR, and a full-year CR could leave them out, as happened in FY 2025.

Roadblocks to Passage in the Lame Duck

With Democrats winning majorities in both chambers, the two parties face opposite incentives. Republicans control Congress only until the 120th Congress convenes on January 3, 2027, and have reason to lock in FY 2027 spending levels now. Democrats may conclude they can write the bills on better terms in January, when DeLauro and Murray hold the gavels.

Leadership transitions in both Republican conferences could make it harder to count votes, keep members in town, and close a deal. The Senate Republican majority will also narrow by one seat on December 16, when Senator-elect Sherrod Brown is sworn in to finish the current term. The Senate's 60-vote threshold still applies, so any final agreement will need bipartisan support. Several disputes remain open: the defense topline and Iran

supplemental, Democrats' push for guardrails against the Administration withholding approved funds, and House policy provisions Democrats oppose.

Floor time is also limited. A Republican reconciliation effort, if pursued, would compete with appropriations for time and goodwill, as would nominations, the permitting reform bill, and the compromise National Defense Authorization Act (NDAA). The FY 2027 funding vehicle is also the likely carrier for several expiring authorities, including farm bill programs and surface transportation.

Water Resources Development Act (WRDA)

The *Water Resources Development Act* (WRDA) is a biennial authorizing bill that provides the U.S. Army Corps of Engineers (Corps) with the legal authority to undertake water resource projects, including those for flood control, waterway navigation, ecosystem restoration, and environmental infrastructure. These bills are considered every two years and are often quite bipartisan.

H.R. 9497, the *Water Resources Development Act of 2026 (WRDA),* authorizes $7 billion in Corps projects to improve the nation's ports, harbors, and other waterways. As passed by the House, the bill authorizes 133 new feasibility studies for locally proposed water resources infrastructure projects and 14 projects that have been vetted by the Corps and are ready for construction authorization. The bill would also reauthorize FEMA's High Hazard Potential Dam Rehabilitation Grant Program for five years, adjust dam safety funding formulas to avoid unintended reductions in state assistance, improve maintenance dredging and navigation efficiency, expand drought resilience authorities, and support nature-based and nonstructural approaches to flood risk reduction. The bill cleared the House Transportation and Infrastructure (T&I) Committee by a unanimous 66-0 vote in July, and H.R. 9497 was approved by a massively bipartisan vote of 415-9 on September 16, 2026.

S. 4949, the *Water Resources Development Act of 2026*, introduced by Environment and Public Works (EPW) Committee Chair Shelley Moore Capito (R-W.Va.), Ranking Member Sheldon Whitehouse (D-R.I.), and Sens. Kevin Cramer (R-N.D.), Angela Alsobrooks (D-Md.), and Adam Schiff (D-Calif.), includes 61 feasibility studies or project modifications and 15 new or modified construction projects, with meaningful overlap with the House's construction authorizations. Because of EPW's broader jurisdiction over Environmental Protection Agency (EPA) programs, the Senate bill also reauthorizes key water infrastructure funding and financing programs, authorizing more than $35 billion over four years. This includes $16.5 billion for the Drinking Water State Revolving Fund and $14 billion for the Clean Water State Revolving Fund and notably reauthorizes the Water Infrastructure Finance and Innovation Act (WIFIA) program at $65 million annually through FY 2030, up from its previous $50 million authorization. These programs were last reauthorized in the 2021 *Infrastructure Investment and Jobs Act*. The bill also includes provisions to strengthen cybersecurity for critical water infrastructure. S. 4949 was approved unanimously by the EPW Committee on July 15, 2026, and has been placed on the Senate Legislative Calendar but has not received a floor vote.

Lame Duck Outlook

While both bills would authorize similar Corps construction projects, they differ in their approach to the agency's project review and approval process, including how much input non-federal entities such as local governments and water agencies have in project development, and the House bill does not include the Senate's EPA drinking water and wastewater reauthorizations. Senate leaders indicated the bill would not receive a vote before the November 3 midterm elections, with negotiators instead targeting the post-election lame-duck session. Given the

overwhelming House vote and unanimous Senate committee approval, final passage is likely to be primarily a bicameral reconciliation exercise, though the timing of negotiations and floor consideration remains uncertain. WRDA will compete for limited floor time with the December 11 government funding deadline, the FY 2027 National Defense Authorization Act (NDAA), the Farm Bill, and permitting reform. As with WRDA 2022, which was attached to the FY 2023 NDAA, a year-end NDAA or funding package could serve as the vehicle for WRDA 2026. If a final bill is not enacted before the 119th Congress adjourns, the process would restart in January under the new Democratic majorities in both chambers.

National Defense Authorization Act

The *National Defense Authorization Act (NDAA)* authorizes major policies and funding levels for the Department of Defense. The House passed its version of the FY 2027 legislation (H.R. 8800) on July 22 by a vote of 216-212. The Senate Armed Services Committee approved its bill (S. 4784) in June. However, a July Senate vote to begin debate on the bill fell short of the required 60-vote threshold. FY 2027 began on October 1 without an enacted NDAA, and the Department continues to operate under existing authorities. The House bill authorizes $1.15 trillion in spending for the Department. It would give service members a tiered pay raise of 5 to 7 percent, with the largest increases going to junior enlisted personnel. It would also grant multiyear procurement authority for F-35 and F-15EX aircraft, expand "right to repair" authorities and reauthorize the Defense Production Act through 2031. The Senate bill authorizes $1.14 trillion and includes a 3.6 percent across-the-board pay raise. It invests in artificial intelligence, autonomous systems, low-cost munitions, cyber operations, and expansion of the defense industrial base. It also includes provisions to improve service member quality of life and strengthen congressional oversight of the Department.

Lame Duck Outlook

Rather than take S. 4784 back to the Senate floor, Armed Services Committee leaders from the House and Senate have begun negotiating a compromise bill. The committee leaders are scheduled to meet the week of November 9 to work through open issues, including the overall funding level. Their goal is to bring a bill to the floor before the end of the calendar year. The negotiated pay raise is expected to split the difference between the House and Senate figures. The final timing of the compromise bill is uncertain, as it will compete for floor time with the CR that expires December 11 and other FY 2027 appropriations bills. The NDAA has often carried other must-pass or bipartisan bills, including the Water Resources Development Act in 2022, and committees have been asked to submit non-defense provisions for the compromise bill.

Roadblocks to Passage in the Lame Duck

With Democrats winning majorities in both the House and the Senate in the midterm election, passage of the compromise NDAA may become more complicated. Republicans will continue to have control of both chambers until the 120th Congress convenes on January 3, 2027, and have incentives to finish the bill while they hold both majorities. Democratic leaders may conclude that they can get better terms by waiting until January and the seating of their new majorities. Any bill not enacted by then would have to restart in the 120th Congress with new committee markups and floor votes. The 60-vote threshold in the Senate will still apply during the lame duck. The disputes that stalled the Senate bill in July remain open, including the overall topline and Iran-related policy. The House-passed bill also includes provisions that most Democrats opposed, including a voter eligibility measure the House attached before sending the bill to the Senate. A compromise would likely need to drop or narrow these

provisions to clear the Senate. The 65-year streak of enacted NDAAs remains the strongest argument for an agreement before the 119th Congress adjourns.

Farm Bill

The Farm Bill serves as the federal government's primary tool for governing agriculture, food safety, and rural economic policies. Congress typically reevaluates and reauthorizes it every five to six years. Despite its name, the vast majority of its massive budget – historically over 80% – actually goes towards domestic nutrition programs. The remaining funds are used to secure the domestic food supply, manage risk for farmers, and fund environmental stewardship.

Congress has extended the *Agriculture Improvement Act of 2018* (P.L. 115-334) – the last comprehensive farm bill Congress has enacted – three times since its original expiration in 2023. The latest extension ran through September 30, 2026. The CR passed in September funds federal agencies through December 11 and extends certain authorities under the *U.S. Grain Standards Act* and *Food for Peace Act* to that date. The next separate deadline is December 31, when the suspension of older dairy price-support law ends. Without congressional action, those rules would return January 1, 2027, and could require USDA to support milk prices well above market levels.

Lame Duck Outlook

The outcome of the midterm elections makes a fourth short-term extension riding on the December 11 funding package more likely. The House passed H.R. 7567 in April and the Senate Agriculture Committee advanced S. 5526 on a 12-11 vote in September. Negotiators have begun reconciling texts, but the full Senate has not voted on the bill.

A major impasse for negotiators is the Supplemental Nutrition Assistance Program (SNAP). The dispute is narrow but binding: how long to delay the state share of SNAP benefit costs created by the One Big Beautiful Bill (P.L. 119-21). S. 5526 would move the start from October 1, 2027 to October 1, 2028, and raise the maximum state share from 15% to 20% for high-error states in FY 2031. Democrats want a two-year delay, but Senate Agriculture Chair John Boozman (R-AR) said a one-year delay was his "best and final offer."

The SNAP administrative cost shift is already in effect. Since October 1, the federal government has covered a smaller share of SNAP administrative expenses, and neither bill delays it; only the benefit cost share is in play. With Democrats set to take both chambers in January, they have leverage to seek more SNAP relief now (i.e., two-year cost benefit extension) or reopen the five-year negotiations in the 120th Congress. A bipartisan SNAP agreement before the funding package comes together would make a full bill more plausible this year. Absent such an agreement, a fourth extension is more likely.

Permitting Reform

Permitting reform has been a major bipartisan issue throughout the 119th Congress, building on the narrower NEPA reforms enacted in the *Fiscal Responsibility Act of 2023* and the unsuccessful *Energy Permitting Reform Act of 2024* negotiated by former Senate Energy and Natural Resources Chairman Joe Manchin (D-W. Va.) and then-Ranking Member John Barrasso (R-Wyo.).

In the 119th Congress, the House acted first. Natural Resources Committee leaders Bruce Westerman (R-Ark) and Jared Golden (D-Maine) introduced the bipartisan *Standardizing Permitting and Expediting Economic Development Act (SPEED Act)*, H.R. 4776, which the House passed 221-196 on December, 18, 2025.

The SPEED Act focused principally on *National Environmental Policy Act* (NEPA) reforms, including narrowing the scope of review, establishing more predictable agency deadlines, limiting the period for judicial challenges to 150 days, clarifying when a federal action triggers NEPA, and providing greater certainty once permits have been issued. Meanwhile, Senate Environment and Public Works (EPW) and Senate Energy and Natural Resources (ENR) leaders pursued a broader bipartisan negotiation intended to address not only NEPA but a wide range of other related reforms involving water, natural resources, historic preservation, and transmission among others.

Those parallel House and Senate efforts ultimately set the stage for the September 30, 2026 agreement between EPW Chair Shelley Moore Capito (R-W. Va.), ENR Chairman Mike Lee (R-Utah), EPW Ranking Member Sheldon Whitehouse (D-R.I.), and ENR Ranking Member Martin Heinrich (D-N.M.) on the much broader *Bipartisan American Affordability and Jobs Act of 2026*, S. 5653.

The bill is unusually comprehensive, including modifications to provisions governing NEPA, the Clean Water Act, Endangered Species Act, Federal Power Act, National Historic Preservation Act, transmission siting and planning, geothermal, hydropower, mining and other energy development. Among its most significant provisions related to NEPA include setting enforceable timelines for environmental reviews; a 150-day limitations period for certain judicial challenges; greater reliance on remand rather than vacatur when courts find deficiencies; increased durability of federal permits once issued; and substantial changes intended to accelerate transmission development and grid interconnection. The bill also addresses rapidly growing data-center demand by establishing special cost-allocation protections intended to prevent ordinary ratepayers from bearing transmission costs attributable to large computational loads.

Lame Duck Outlook

Prospects for action in the lame-duck session are serious, although enactment is by no means assured. The unusual strength of the bill is that it represents a negotiated “four corners” agreement between the Republican and Democratic leaders of both EPW, ENR, and the White House. The principal risks are Democratic concerns about environmental-law changes and the Administration's future treatment of renewable projects, resistance from environmental and environmental-justice organizations, and House demands to modify the Senate agreement.

There will be a procedural vote on Monday, November 9 related to the permitting bill – a vote to begin debate on the bill. If that vote is successful, it will serve as a fairly strong indication that there is support for final passage, recognizing that there is also expected to be a vote on an amendment to the bill intended to address technical changes that various groups have asked for prior to final passage.

The large Democratic victories in Tuesday’s election have created some uncertainty about whether the Senate and House Democratic Caucuses want to pursue passage of the bill in both chambers now, as opposed to waiting until the new Congress, as some have called for.

However, despite Democrat Leader Jefferies statement this week that House Democrats oppose the Senate bill (while maintaining his support for permitting reform generally), it is expected that there remains sufficient GOP support that, as of this writing, permitting reform will ultimately be one of the signature accomplishments of the 119th Congress.

Surface Transportation Reauthorization

Following months of negotiations, on May 17, 2026, House Transportation and Infrastructure (T&I) Committee Chair Sam Graves (R-Mo.) and Ranking Member Rick Larsen (D-Wash.) released the text of the *Building Unrivaled Infrastructure and Longterm Development for America's 250th Act (BUILD America 250) Act* (H.R. 8870), a bipartisan, five-year surface transportation reauthorization bill. The legislation authorizes approximately $580 billion over fiscal years 2027 through 2031, covering highway, transit, safety, freight and passenger rail programs at the U.S. Department of Transportation (DOT). Of that total, $474.4 billion is provided as Highway Trust Fund (HTF) contract authority, while the remaining roughly $106 billion would be subject to annual appropriations. The legislation provides the largest ever federal investment in America's bridges, establishes the first federal framework for autonomous trucking, and makes significant reforms to passenger rail and highway safety programs. TFG published a Special Report in late May providing a section-by-section summary of the *BUILD America 250 Act*.

The *BUILD America 250 Act* was introduced several months ahead of the most recently enacted surface transportation authorization expiring on September 30, 2026 (under the 2021 *Infrastructure Investment and Jobs Act [IIJA]*). The T&I Committee held a markup of the measure on May 21 and passed the bill by a vote of 62-2 in the early morning hours of May 22. 200 amendments were filed by ahead of the markup; as many as 52 were considered during the markup, including several amendments adopted ahead of the final vote, including a manager's amendment from Chair Graves. Many of the amendments were either withdrawn or defeated by voice vote. A few, however, succeeded in making it through the process. Notably, the White House successfully championed a proposal to enhance rail safety following the February 2023 train derailment in East Palestine, Ohio. Many amendments were targeted at electric vehicles, though Democrats were unable to make any traction on removing or limiting added fees to EVs. Notably, unlike the IIJA, the *BUILD America 250 Act* does not include any advance appropriations for DOT funding programs for each of FYs 2027-2031.

The House Ways and Means Committee, which has jurisdiction over the tax portion of the surface transportation reauthorization has not yet marked up and approved its part of the legislation. A vote on the *BUILD America 250 Act* on the House floor has not occurred.

Senate Environment and Public Works (EPW) Committee Chair Shelley Moore Capito (R-W. Va.) stated in early May 2026 that the Senate still has a lot of work to do on its version of the legislation. The primary issue at hand is the bill's cost. Capito told Politico in May, "We haven't settled on a number yet," noting, too, that on her end she believes the last reauthorization included too much discretionary money vs. formula funds. She initially targeted an EPW Committee markup sometime in the summer of 2026; however, that did not occur. The Senate Commerce, Banking, and Finance committees also need to weigh in on their respective parts of the reauthorization package; however, none of those three committees have held markups or released bill text to-date.

Lame Duck Outlook

On September 2, President Trump signed the *Surface Transportation Extension Act of 2026* into law (Division C of P.L. 119-103), which extends existing surface transportation authorities from October 1 through December 11, 2026. This extension provides congressional leaders four legislative weeks in the lame duck period to pass a final version of the surface transportation authorization bill.

However, it is unlikely that lawmakers will approve a full, five-year highway and transit reauthorization bill ahead of the December 11 deadline, with an extension of existing authorities widely anticipated, potentially through September 30, 2027. This means that Rep. Larsen, the likely incoming T&I Committee Chair in the 120th Congress, will have an opportunity to craft, if he chooses, a more passenger rail- and climate-focused surface transportation bill than the one that he and retiring T&I Committee Chair Graves negotiated earlier this year. Additionally, Sen. Maria Cantwell (D-Wash.), the likely incoming Chair of the Senate Commerce, Science, and Transportation Committee in the 120th Congress, will get a chance to steer Congress toward re-upping the IIJA's expired advance appropriations, a key issue for her. As indicated earlier, the *BUILD America 250 Act* (H.R. 8870), which Rep. Larsen worked on with Chair Graves in May, does not include this advance appropriations for discretionary programs in the bill. Rep. Larsen told Politico in October that he wants to move fast on the surface transportation reauthorization if it remains a live issue in 2027, hoping to pass legislation on the House floor by June. The Senate's filibuster would serve as a bulwark to any overly partisan bill, prompting a need for bipartisanship.

120th Congress Early Outlook

Now we can look beyond the lame-duck items covered earlier in this report to other issues likely to shape the first half of 2027 for local governments and public agencies. With President Trump holding veto power and the Senate filibuster intact, the new Democratic majorities' most ambitious goals are likely to set up the 2028 campaign then become law. The practical action will come through oversight, the debt limit, expiring programs, and the FY 2028 appropriations cycle.

Debt Limit

The debt limit, raised by $5 trillion to $41.1 trillion in the *One Big Beautiful Bill Act (OBBA)*, is expected to be reached sometime in 2027, likely between late winter and mid-summer, with Treasury's extraordinary measures likely adding roughly six to nine months. Because any increase or suspension will need Democratic votes, the debt limit is the most likely forcing mechanism for bipartisan fiscal deals in the 120th Congress and a potential for other priorities.

FY2028 Appropriations and Earmark Cycle

The new majorities will write the FY 2028 funding bills, and the request process starts soon after committees organize. Last cycle, House request portals opened in late February with member deadlines in early March. The new majority may revise eligible accounts, per-member request limits, and project caps. Democratic subcommittee succession runs through subcommittee ranks, and election losses will reshuffle Republican seats, so expect new subcommittee leaders and staff.

Congressional Oversight

Democratic chairs will examine how agencies have managed congressionally approved funds, including grant freezes and terminations, delayed infrastructure dollars (an interest of Rep. Rick Larsen, the expected House T&I committee chair) and the Education Department's transfer to other agencies. Committees need about a month to

organize before issuing subpoenas, and the effective window is roughly 18 months before the 2028 politics dominate. Cabinet secretaries and agency heads are easier targets than the White House, so most testimony will come from agencies that fund local governments. Organizations with documented examples of delayed or canceled awards will find receptive committees and should be ready for requests for data or testimony.

FEMA Reform

Beyond near-term disaster funding, the bipartisan *FEMA Act* (H.R. 4669) is the main vehicle for structural reform in 2027. It would replace much of FEMA's reimbursement model with upfront, project-based Public Assistance grants, create block grants for events causing $1 million to $10 million in damage, expand hazard mitigation revolving loans, and protect applicants that follow FEMA guidance from retroactive clawbacks. Expect Democrats to scrutinize FEMA staff, delayed reimbursements (roughly $11 billion owed to 45 states was postponed in late 2025), and the FEMA Review Council's push to shift disaster costs to states and localities.

Medicaid and Health Care

Medicaid work requirements and six-month eligibility redeterminations for expansion adults take effect January 1, 2027, though states can seek good-faith extensions through 2028. Both add workload for county eligibility staff and uncompensated-care pressure on public hospitals and clinics. Democrats' top health priorities are reversing OBBA's roughly $1 trillion in Medicaid and CHIP cuts and restoring enhanced *Affordable Care Act* (ACA) subsidies. A full reversal would face a veto, but narrower relief on provider taxes and state-directed payments affecting rural hospitals is possible. Health extenders, including community health center funding, expire December 31 and are expected to be renewed. Pharmacy benefit manager reform is likely to ride on a must-pass bill, which matters to local governments as self-insured employers.

Cybersecurity

The State and Local Cybersecurity Grant Program (SLCGP) lapsed September 30, 2026 for the third time. Rep. Bennie Thompson (D-Miss.), the likely Homeland Security Chair, has called extending it a top priority, and Sen. Maggie Hassan (D-N.H.), the likely Homeland Security and Governmental Affairs Chair, sponsored Senate reauthorization legislation. Local governments and utilities should press for appropriations, not just reauthorization. Information sharing protections through the *Cybersecurity Information Sharing Act of 2015* (CISA 2015), a law that encourages companies and governments to share cyber threat information, expire December 11 and are expected to be extended.

Broadband, Rights-of-Way, and Universal Service

The FCC's Build America wireline proposal (WC Docket 25-253) would set a presumptive 120-day deadline for rights-of-way decisions and limit local fees, and a parallel wireless proceeding (WT Docket 25-276) targets local siting rules. Democratic chairs, including Rep. Frank Pallone (D-N.J.) at Energy and Commerce and Sen. Maria Cantwell (D-Wash.) at Commerce, are expected to step up oversight of FCC Chair Brendan Carr. Though focused mainly on media, that scrutiny offers a venue to raise presumptive concerns, and the new majority makes

statutory preemption less likely. Other issues to watch include the roughly $21 billion in remaining BEAD funds awaiting NTIA guidance on non-deployment uses, and an October 15 Fifth Circuit ruling that found the FCC exceeded its authority in creating USAC, the Universal Service Fund's administrator. A congressional fix may be needed to protect E-Rate, Lifeline, and rural health care support.

Data Centers and Public Power

Data centers became a defining election issue, with more than 30 local ballot measures and local bans or moratoriums active in dozens of states. Expect a 2027 debate over Sen. Ron Wyden's (D-Ore.) draft legislation to impose an excise tax on large data centers and end their eligibility for bonus depreciation. Opportunity Zone and Real Estate Investment Trust (REIT) benefits, along with progressive calls for a federal moratorium and hyperscaler oversight. Public power utilities and local governments should engage early to protect local siting authority and manage rate impacts. On energy tax policy, a full revival of wind and solar credits is unlikely, while nuclear and advanced manufacturing credits, available to public power through elective pay, have bipartisan support.

Housing

Rep. Maxine Waters (D-Calif.), the likely Financial Services Chair, seeks a $1 trillion housing bill, and Sen. Elizabeth Warren (D-Mass.), the likely Banking Chair, plans follow-up to the bipartisan housing law enacted in July. Ways and Means Democrats are also expected to look to the low-income housing tax credit. Together these create openings for local priorities on CDBG, HOME, and housing-related infrastructure.

Conclusion

Updates on election results, leadership roles, and outlook for legislation are coming out regularly. TFG will continue to update this Report as the information unfolds.

November 18, 2026

To: Matt Click

From: Mark Watts
Senior Adviser, Dodd Chaaban Strategies

Subject: Report for November 2026

I am pleased to provide the following report of activity in the Capital, including a recap of pertinent Election results.

CAPITOL UPDATE

Statewide Election Results
Xaviar Becerra secured election with solid returns, at least 10% above Governor Newsom's 2022 reelection numbers.

Democrats continue to hold all statewide constitutional offices. A Republican has not been elected statewide since 2006. Democrats will also take the final remaining state Board of Equalization seat held by a Republican.

Ballot Measures
Despite a "Blue Wave" election cycle overall, both the SF Bay Area Regional Transportation Tax and Santa Cruz Measure E "both measures did not reach a 2/3rds vote threshold. This underscores how critical the defeat of Prop 43 was in providing a viable path to self-help in many parts of our state.

Proposition 2, while not directly transportation related handily passed and will serve to level out peaks and valleys in state general fund budgets by increasing the allowable contributions. This may impact the amount of undesignated/new general fund dollars that are available for transit and transportation purposes during boom years, but provides a tool to soften cuts during down years.

Legislature
The Legislature is going to be more Democratic, with the Senate and Assembly poised to pick up multiple Republican seats, leading to approximately 80% majorities in each house, which would be unprecedented. The Senate and Assembly currently stand at 75% Democrats for the 2025-2026 Legislative Session, down slightly from their prior highwater mark, which may be surpassed.

These included races that were not heavily targeted by Democratic leadership. There is no overwhelming trend as to the ideological approach of the Democrats who won in the partisan or contested intraparty contests. Both moderate and progressive candidates advanced in various races. Still, an increase makes it much harder/less likely to stop individual Democratic bills that advances to the Floor.

The election of Scott Weiner to Congress will trigger a vacancy after he steps down to be sworn in for his Congressional term in January. A special election will be held next year to fill the remaining two years on his term.

The influx of new legislators creates a challenge for the Senate President pro Tem and Speaker to find assignments for all members. This influx is likely to result in additional committees or subcommittees to accommodate the larger caucus sizes.

ADMINISTRATION UPDATES

Governor-Elect Transition

Following the election, Mr. Becerra has initiated the preparation for transitioning in his new administration through the traditional means of a complete team to vet appointees and policy development. This will smooth the way for him to assume the position on January 4, 2027.

Key Transition Team Members

- *Transition Director: Liz Saldivar* — A longtime Becerra aide (since 2009) and former district director and director of external affairs.
- *Senior Advisors:*
  - Lindsey Cobia — A longtime aide to outgoing Gov. Gavin Newsom.
  - Kyle Layman — Becerra's campaign strategist.
- *Policy Director: Arsenio Mataka* — Former senior counselor and environmental policy adviser at the U.S. Department of Health and Human Services (HHS).
- *Agency Review / Personnel Director: Nicole Elliott* — Overseeing agency review and selection.
- *Appointments Lead: Teri Holoman* — Associate executive director of governmental relations for the California Teachers Association, overseeing staffing for state agencies, boards, and commissions.
- *Budget Advisors:*
  - Michael Cohen — Chief operating investment officer at CalPERS and former California Department of Finance director (2013–2018).
  - Erika Li — Budget advisor for the 2027–2028 budget cycle. [1, 2]
- *Legislative Affairs Leads:*
  - Laiza Negrete — Political operative for the California Realtors group.
  - Robbie Abelon — Longtime Becerra aide serving as deputy. [1, 2]
- *External Affairs & Partnerships:*
  - Courtni Pugh — Co-director of external affairs and labor strategist.
  - Kenneth E. Maxey II — Co-director of external affairs and CEO of the Urban

State Rail Assistance Program, CalSTA

In September 2026, CalSTA released the Notice of Funding Opportunity (NOFO) for the flexible State Rail Assistance funding. As outlined in the guidelines, CalSTA determined the distribution of this funding, which represents 25 percent of the total share of SRA funding directed to each of the state's three intercity rail corridors with regularly scheduled service.

On November 5, 2026, CalSTA announced the award of $66.58 million in flexible State Rail Assistance funding to nine projects throughout California.

In Northern California the Capital Corridor received to awards, (1) $4 million for Crossovers and Signals at Davis Station and (2) $3 million for a new siding near the Great America Station in Santa Clara. This will serve to reduce train delays on the Capitol corridor, ACE Amtrak and UPRR, as well as provide storage for trainsets for special events.

Transit and Intercity Rail Program (TIRCP), CalSTA

The 2026 TIRCP grant cycle will program projects starting with the 2026-27 fiscal year and ending with the 2030-31 fiscal year. The new program cycle did include previously awarded and active projects that have not been fully allocated by the end of the 2025-26 fiscal year, and projects selected from Cycle 8.

On November 10, 2026, CalSTA released their notice of TIRCP project funding awards. The following is an award overview:

- $549,399,000 of FY 26-27 through FY 30-31 of SB1 and GGRF Funding
- $650,000,000 of Additional Multi-Year Funding Agreement Funding
- 19 projects recommended for funding, with budgets totaling over $7,146,000,000.

Cycle 8 Selected Projects: https://calsta.ca.gov/-/media/calsta-media/documents/tircp-cycle-8-project-award-list-final-a11y.pdf

APPENDIX

NOVEMBER STATEWIDE ELECTION, KEY MEASURES

Housing Measures

Proposition 1. (Authorizes Bonds for Housing Affordability Programs). Authorizes $10 billion in general obligation bonds for affordable housing and $1.25 billion in Veterans homeownership revenue bonds.

Status: Yes with 61%

Proposition 37. Authorizes a new Loan Program for Middle-Income Buyers of Qualified New Homes).

Status: Yes with 62%

Local Special Taxes

Proposition 43 (Limits Voters' Ability to Raise Revenues for Local Government Services). This measure is a legislative constitutional amendment that would increase the percentage of voters needed to approve local special taxes enacted by initiative from a majority to two-thirds.

Status: No with 57%

Special Note: It is anticipated that during the Week of 11/16 – 11/20, the Board od the Slf-Help County Coalition (SHCC) will consider pivoting off the voter rejection of this measure to seek legislative guidelines pursuant to the elections code to authorize local transportation agencies to utilize the local initiative process.

California Environmental Quality Act

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

Status: No with 56%

Placer County Transportation Planning Agency

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: December 9, 2026**

FROM: **Osman Mufti, General Counsel**

SUBJECT: **EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT AMENDMENT**

ACTION REQUESTED

The Board will conduct the Executive Director's annual performance evaluation in closed session and confer with the Agency's designated representative regarding the Executive Director's compensation. Upon return to open session, the Board will report any action taken in closed session. In the event there is a recommended amendment to the Executive Director's Employment Agreement, the Board Chair or designee will orally report a summary of the recommended changes to salary and benefits prior to Board action, and the amendment will be considered for approval by the Board pursuant to this agenda item. The Board of Directors will authorize the Chair to execute any amendment to the Executive Director's Employment Agreement. Any changes to the salary schedule for the position of the Executive Director will be approved concurrently with this item.

DISCUSSION

General Counsel, Sloan Sakai Yeung & Wong LLP, will prepare any amendment.