



---

# 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, February 22, 2023  
9:00 a.m.**

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

## **PUBLIC PARTICIPATION PROCEDURES**

The PCTPA Board meeting will be open to in-person attendance. In addition, remote teleconference participation is available to Board members and the public pursuant to the provisions of Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Public Comment will be opened for each agenda item, and citizens may comment virtually through a Zoom meeting webinar utilizing the “raise hand” function. If you are participating by phone, please dial \*9 to “raise hand” and queue for Public Comment. Please raise your hand at the time the Chair announces the item. Public comments will also be accepted at ssabol@pctpa.net or 530-823-4030 or by mail to: PCTPA, 299 Nevada Street, Auburn, CA 95603.

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.

**Webinar access:** <https://placer-ca-gov.zoom.us/j/99100936293>

**You can also dial in using your phone:** US: +1 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free), Webinar ID: 991 0093 6293

**A. Flag Salute**

**B. Roll Call**

**C. AB 361 Remote Teleconferencing**

*Matt Click, Executive Director*

- Pursuant to AB 361, the Board will consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further findings related to Board meetings pursuant to the provisions of AB 361.

**Action  
Pg. 1**

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**February 22, 2023**  
**Page 2**

- |  |                         |
|--|-------------------------|
| <b>D. Approval of Action Minutes: January 25, 2023</b>   | <b>Action</b><br>Pg. 5  |
| <b>E. Agenda Review</b><br><i>Matt Click, Executive Director</i>   | <b>Info</b>             |
| <b>F. Public Comment</b><br>Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda unless the time is extended by the presiding officer. The Brown Act does not permit any action or discussion on items not listed on the agenda.  |                         |
| <b>G. Consent Calendar: Placer County Transportation Planning Agency</b><br>These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | <b>Action</b><br>Pg. 9  |
| 1. FY 2022/23 City of Rocklin Claims for Local Transportation Funds (LTF) - \$5,586,487.   | Pg. 11                  |
| 2. 2FY 2022/23 City of Rocklin Claims for State Transit Assistance (STA) – \$666,719   | Pg. 16                  |
| 3. FY 2022/23 City of Rocklin Claims for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$70,000  | Pg. 22                  |
| 4. FY 2022/23 City of Lincoln Claims for Local Transportation Funds (LTF) – \$3,990,885  | Pg. 27                  |
| 5. FY 2022/23 City of Lincoln Claims for State Transit Assistance (STA) – \$130,581  | Pg. 31                  |
| <b>H. Consent Calendar: Airport Land Use Commission</b><br>These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.                  | <b>Action</b><br>Pg. 36 |
| 1. Placer County General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency - Second Extension Request   | Pg. 37                  |
| <b>I. Annual Unmet Transit Needs Report and Assessment Findings for FY 2023/24</b><br><i>Mike Costa</i>  | <b>Action</b><br>Pg. 38 |
| • Make findings and recommendations regarding the annual Unmet Transit Needs Assessment pursuant to the Transportation Development Act (TDA)   |                         |

**Board of Directors Meeting Agenda  
PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
AIRPORT LAND USE COMMISSION  
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY  
February 22, 2023  
Page 3**

- J. Update Regarding the Sierra College Fare Free Student Transit Pass and Transportation Network Company Ride Subsidy Pilot Program** **Info**  
*Mike Costa* Pg. 103
- K. Fiscal Year 2023/24 Preliminary Findings of Apportionment for the Local Transportation Fund and State Transit Assistance/State of Good Repair Fund Allocation Estimates** **Action**  
*Cory Peterson* Pg. 107
- Approve the FY 2023/24 Preliminary Findings of Apportionment for the Local Transportation Fund (LTF), Preliminary State Transit Assistance (STA) Fund Allocation Estimate, and the Preliminary State of Good Repair (SGR) Fund Allocation Estimate.
- L. Preliminary Draft FY 2023/24 Overall Work Program and Budget** **Action**  
*Matt Click and Jodi LaCosse* Pg. 114
- Approve the preliminary draft FY 2023/24 Overall Work Program (OWP) and Budget as presented and attached to this report.
- M. I-80 Auxiliary Lanes Project Construction Cost Increase and Cooperative Agreement Amendment** **Action**  
*David Melko* Pg. 117
- Conditionally approve, authorizing the Executive Director to negotiate an amended Cooperative Agreement with Caltrans for construction of the I-80 Auxiliary Lanes project subject to action by SPRTA to increase its project's construction funding commitment to a not to exceed \$15.4 million.
  - Authorize the Chair and the Executive Director to execute said amended Cooperative Agreement.
- N. Executive Director's Report** **Info**
- O. Board Direction to Staff**
- P. Informational Items** **Info**
1. Technical Advisory Committee (TAC) Minutes – February 7, 2023 Pg. 121
  2. Status Reports  
    - a. AIM Consulting – January 2022 Pg. 125
    - b. Meraki Consulting – January 2022 Pg. 127
    - c. Key Advocates – January 2022 Pg. 128
  3. PCTPA Receipts & Expenditures: December 2022  
*Under Separate Cover*

**Board of Directors Meeting Agenda  
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
 AIRPORT LAND USE COMMISSION  
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY  
 February 22, 2023  
 Page 4**

***Next Meeting – March 22, 2023***

Following is a list of the 2023 Placer County Transportation Planning Agency (PCTPA) meetings.

Board meetings are typically held the **fourth Wednesday of the month** at 9:00 a.m. except for November and December meetings which are typically combined meetings. PCTPA meetings are typically held at the Placer County Board of Supervisors’ Chambers, 175 Fulweiler Avenue, Auburn.

<b>PCTPA Board Meetings – 2023</b>	
Wednesday, January 25	Wednesday, July 26
Wednesday February 22	Wednesday, August 23
Wednesday, March 22	Wednesday, September 27
Wednesday, April 26	Wednesday, October 25
Wednesday, May 24	Wednesday, December 6
Wednesday, June 28	

*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. Persons seeking an alternative format should contact PCTPA for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should contact PCTPA by phone at 530-823-4030, email (ssabol@pctpa.net) or in person as soon as possible and preferably at least 72 hours prior to the meeting.*

**TO: PCTPA Board of Directors**

**DATE: February 22, 2023**

**FROM: Matt Click, Executive Director**

**SUBJECT: AB 361 REMOTE TELECONFERENCING**

**ACTION REQUESTED**

Adopt Resolution No. 23-04, adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

**BACKGROUND**

PCTPA approved Resolution No. 21-40 on October 27, 2021, making findings, and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

Effective October 1, 2021, Assembly Bill (AB) 361 modified the provisions of the Brown Act related to holding teleconference meetings during a proclaimed state of emergency when state or local officials have imposed, or recommended measures related to physical distancing which warrant holding meetings remotely. The Governor’s COVID-19 state of emergency is a proclaimed state of emergency and the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations related to COVID-19 recommend social distancing and regulates “close contact” which occurs when individuals are within six feet of another in certain circumstances. Therefore, this meeting is being held as a teleconference meeting pursuant to subdivision (e)(1) of the Government Code authorizing relaxed teleconference meeting rules.

**DISCUSSION**

At the April 2022 Board meeting, the Board directed staff to phase out the use of this resolution if appropriate. Placer County had moved into the substantial level of transmission for COVID, but now is moving towards a lesser level of transmission and it remains to be seen if the Governor will rescind the State of Emergency. At the December 7, 2022 Board meeting, the Board adopted Resolution 22-41 declaring its intent to continue utilizing the relaxed teleconference meeting rules. AB 361 requires an ongoing finding every 30 days that the Board reconsider the circumstances of the state of emergency and that the state emergency continues to impact the ability to “meet safely in person,” or that state or local officials continue to recommend measures to promote social distancing. Gov. Code § 54953(e)(3).

The Governor’s state of emergency remains, and the Cal OSHA Regulations related to social distancing remain in place and were extended until February 28, 2023.

**PCTPA Board of Directors**  
**AB 361 Remote Teleconferencing**  
**February 22, 2023**  
**Page 2**

PCTPA staff is continuing to monitor the status of the Governor's state of emergency proclamation, state regulations and orders related to social distancing, and health and safety conditions related to COVID-19 and confirms that said conditions continue to exist that warrant remote teleconference meetings.

Although there is an indication that adverse cases and impacts are decreasing, there remains risks associated with COVID-19 and the State regulations continue to impose or recommend measures to promote social distancing. In addition, offering hybrid meetings allows board members, staff and the public to participate in these public meetings remotely when they unexpectedly don't feel well on the day of the meetings. Remote meetings allow participants to comply with state and local requirements to isolate when a person is experiencing COVID-19 symptoms.

AB 2449 enacted a new Brown Act provision effective January 1, 2023, allowing additional procedures for Board members to attend Board meetings remotely. AB 2449 does not change the existing AB 361 remote meeting procedures, and the current hybrid remote meeting practices and findings by the Board may continue while the Governor's state of emergency proclamation remains through February 28, 2023. At the December 2022 Board meeting, the Board agreed to meet under the AB 2449 option for "hybrid" remote participation beginning March 2023. We will continue to provide Zoom accessibility for the meetings and follow the "just cause" and "emergency circumstance" rules for Board attendance as provided for under AB 2449.

It is recommended that this meeting be conducted as a remote teleconference meeting pursuant to the provisions of subdivision (e)(1) of the Government Code authorizing relaxed teleconference meeting rules. It is further recommended that the Board find that state officials continue to impose or recommend measures to promote social distancing, and at the next regularly scheduled Board meeting the Board will continue to consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further ongoing findings related to Board meetings pursuant to the provisions of AB 361.

SS: mbc

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION  
MAKING FINDINGS AND DECLARING  
ITS INTENT TO CONTINUE REMOTE  
TELECONFERENCE MEETINGS PURSUANT  
TO GOVERNMENT CODE SECTION 54953(e)**

**RESOLUTION NO. 23-04**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 22, 2023, by the following vote on roll call:

AYES:

NOES:

ABSENT:

**WHEREAS**, the Placer County Transportation Planning Agency (PCTPA) is committed to preserving and nurturing public access and participation in meetings of the Board; and

**WHEREAS**, all legislative body meetings of PCTPA are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and observe the Board conduct its business; and

**WHEREAS**, Governor Newsom signed AB 361, amending the Brown Act, including Government Code section 54953(e), which makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

**WHEREAS**, a required condition of AB 361 is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

**WHEREAS**, such conditions now exist in the State, specifically, the Governor of the State of California proclaimed a state of emergency on March 4, 2020, related to the threat of COVID-19, which remains in effect; and

**WHEREAS**, California Department of Public Health and the federal Centers for Disease Control and Prevention caution that the Omicron variant of COVID- 19, currently the dominant strain of COVID- 19 in the country, is more transmissible than prior variants of the virus, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/omicron-variant.html>); and

**WHEREAS**, the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations at Title 8 Section 3205 recommends physical distancing in the workplace as precautions against the spread of COVID-19 and imposes certain restrictions and requirements due to a “close contact” which occurs when individuals are within six feet of another in certain circumstances; and

**WHEREAS**, the Board of Directors previously adopted Resolution No. 21-40 on October 27, 2021, finding that the requisite conditions exist for the legislative bodies of Placer County Transportation

Planning Agency to conduct remote teleconference meetings without compliance with paragraph (3) of Subdivision (b) of Government Code section 54953; and

**WHEREAS**, the proliferation of the Omicron variant of the virus continues to pose risk to health and safety and the Board hereby recognizes the proclamation of state of emergency by the Governor of the State of California and the regulations of Cal/OSHA recommending physical distancing; and

**WHEREAS**, to allow for physical distancing and remote meeting attendance, the Board intends to invoke the provisions of AB 361 as provided in Government Code section 54953, subd. (e) and such meetings of the Board of PCTPA and any legislative bodies of PCTPA shall comply with the requirements to provide the public with access to the meetings as prescribed in section 54953, subd. (e)(2).

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Directors of Placer County Transportation Planning Agency as follows:

1. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.
2. The meetings of the Board, including this meeting, may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e)(2), due to the current Governor's state of emergency proclamation and Cal/OSHA recommendations for social distancing satisfying subdivision (e)(1)(A), of section 54953 of the Government Code.
3. The Board of Directors hereby considers the conditions of the state of emergency and the state recommendations and regulations related to social distancing and reauthorizes remote teleconference meetings.
4. Staff is hereby directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Board and all PCTPA legislative bodies in accordance with subdivision (e) of Government Code section 54953 for remote teleconference meetings.
5. Staff is further directed to continue to monitor the health and safety conditions related to COVID-19, the status of the Governor's state of emergency proclamation, the state regulations related to social distancing, and the local orders related to health and safety, and present to the Board at its next regularly scheduled meeting the related information and recommendations for continued remote meetings pursuant to the provisions of paragraph Government Code section 54953, subdivision (e)(3), and to consider extending the time during which the Board may continue to meet by teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

Signed and approved by me after its passage,

---

Chair Jones  
Placer County Transportation Planning Agency

---

Matt Click, AICP  
Executive Director





# ACTION MINUTES

## REGULAR MEETING OF THE

**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)**

**January 25, 2023 - 9:00 a.m.  
Placer County Board of Supervisors Chambers  
175 Fulweiler Avenue, Auburn, California**

### **ROLL CALL**

Trinity Burruss  
Danny Cartwright  
Alice Dowdin Calvillo  
Jim Holmes  
Bruce Houdesheldt  
Greg Janda  
Paul Joiner  
Suzanne Jones, Chair  
Dan Wilkins

### **STAFF**

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

Chair Jones explained the meeting procedures to the Board and public as it pertains to participating by means of a teleconference under Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Staff reports and a video of this meeting are available at: <https://pctpa.net/agendas-2022/>.

### **AB 361 REMOTE TELECONFERENCING**

*Staff report presented by Matt Click, Executive Director.*

Upon motion by Dowdin Calvillo and second by Holmes, the Board approved Resolution No. 23-01 adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing by the following roll call vote:

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda, Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

### **APPROVAL OF ACTION MINUTES – December 7, 2022**

Upon motion by Holmes and second by Joiner, the December 7, 2022 action minutes were approved by the following roll call vote:

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda, Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

**AGENDA REVIEW**

Matt Click indicated there were no changes to the agenda. Accepted as provided.

**PUBLIC COMMENT:**

Tink Miller, Placer Independent Resources Services, provided public comment. Miller spoke on the State Master Plan on Aging and the role of transportation as a critical need. An initiative within the Plan is strengthening Consolidated Transportation Services Agencies (CTSA) in terms of funding innovative strategies for seniors and people with disabilities.

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

Upon motion by Dowdin Calvillo and second by Houdesheldt, the PCTPA Consent Calendar items as shown below were approved by the following roll call vote:

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda, Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

- 1. PCTPA Audited Financial Statements & TDA Compliance Report
- 2. Re-program FFY 2023-2025 STBG Funds from the City of Rocklin’s Five Star Blvd. & Destiny Drive Road Rehabilitation Project to the I-80/Rocklin Road Interchange Improvements Project - \$10,000

**CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

Upon motion by Joiner and second by Holmes, the WPCTSA Consent Calendar items as shown below were approved by the following roll call vote:

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda, Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

- 1. Authorize filing FY 2022/23 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$1,527,062

**SOUTH PLACER-SOUTH SUTTER FAIR SHARE TRANSPORTATION FUNDING ANALYSIS APPROVAL**

*Staff report presented by David Melko, Senior Transportation Planner*

Public comment was received from Michael Garabedian, Placer Tomorrow.

Upon motion by Dowdin Calvillo and second by Houdesheldt, the Board 1) adopted Resolution No. 23-02 authorizing the Executive Director to execute Amendment No. 1 to the Memorandum of Understanding for the Regional Transportation Funding and Financing Plan for the South Placer and South Sutter region, 2) authorized the Executive Director to execute funding reimbursement agreements between the Placer County Transportation Planning Agency (PCTPA), Placer County, Sutter County, and the City of Roseville (collectively the participating agencies) to develop the South Placer-South Sutter Fair Share Transportation Funding Analysis, and 3) authorized the Executive Director to negotiate and execute a Master Agreement and the attached Letter of Task Agreement No. 23-01 with DKS Associates to perform the South Placer and South Sutter Fair Share Transportation Funding Analysis by the following roll call vote:

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda, Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

**AGREEMENT FOR SALE OF MITIGATION CREDITS FOR THE INTERSTATE 80  
AUXILIARY LANES PROJECT**

*Staff report presented by David Melko, Senior Transportation Planner*

Public comment was received from Michael Garabedian, Placer Tomorrow.

Upon motion by Dowdin Calvillo and second by Houdesheldt the Board adopted Resolution No. 23-03 approving an Agreement for Sale of Mitigation Credits with the Antonio Mountain Ranch Mitigation Bank for the Interstate 80 Auxiliary Lanes Project and authorized the Executive Director to execute said Agreement by the following roll call vote:

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda, Joiner,  
Jones, Wilkins

**NOES/ABSTAIN:** None

**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY  
MARKETING PLAN**

*Staff report presented by Mike Costa, Senior Transportation Planner*

Public comment was received from Tink Miller, Placer Independent Resource Services.

Upon motion by Holmes and second by Joiner, the Board directed staff to implement the marketing plan prepared for the Western Placer Consolidated Transportation Services Agency (WPCTSA) by the following roll call vote:

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda,  
Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

**FEDERAL LEGISLATIVE PROGRAM FOR 2023**

*Staff report presented by Matt Click, Executive Director*

Public comment was received from Michael Garabedian, Placer Tomorrow.

Upon motion by Joiner and second by Dowdin Calvillo, the Board adopted the Federal Legislative Program for calendar year 2023 as provided and directed staff and federal advocates to represent these positions by the following roll call vote:

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda,  
Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

**STATE LEGISLATIVE PROGRAM FOR 2023**

*Staff report presented by Matt Click, Executive Director*

Upon motion by Houdesheldt and second by Joiner, the Board adopted the State Legislative Program for 2023 as provided and directed staff and the State Advocate to represent these positions with electeds and agencies in Sacramento by the following roll call vote.

**AYES:** Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Janda,  
Joiner, Jones, Wilkins

**NOES/ABSTAIN:** None

**EXECUTIVE DIRECTOR'S REPORT**

Matt Click reported on the following:

- Confirmed Board Members Holmes and Houdesheldt will continue to serve on CCJPA
- Chair Jones and Matt will be attending Cap-to-Cap. This trip does conflict with our April 26<sup>th</sup> PCTPA Board Meeting. Staff will look into either cancelling or rescheduling depending on anticipated agenda items.

- We are hosting the California Transportation Commission (CTC) today (Jan 25<sup>th</sup>). Matt has an opening presentation in front of the CTC where we will highlight the Third Track Project. The reception starts at 5:00 p.m. Chair Jones, Director Houdesheldt, and Matt will make some opening remarks to welcome the CTC.
- As discussed in David Melko’s presentation, construction bids for the I-80 Auxiliary Lanes Project are due tomorrow (Jan 26<sup>th</sup>).
- Matt reminded the Board that beginning in March the remote options for Board meetings will fall under rules according to AB 2449, which is the latest amendment to the Brown Act.
- Matt reported that we received 18 applications for the CMAQ/STBG funding round. We are waiting until March to bring these before the Board as there is a pending application through SACOG’s ATP grant program that, if approved, would affect the funding distribution of submitted applications.
- Matt explained that there was an FHWA corrective action that was issued to Caltrans in 2021 which disallowed the distribution of CMAQ / RSTBG funding based on population. This is something SACOG has been doing with PCTPA and El Dorado Transportation Commission (EDCTC). This also affected other MPOs in the state who were allocating these funds with a similar methodology. Rather than Placer jurisdictions having an internal process whereby PCTPA prioritizes and selects projects and submit them to SACOG for inclusion in their program of projects, we will now do that in partnership and in collaboration with the six-county SACOG region. The current CMAQ/RSTBG round is not subject to that. It will start in the FY 2027/28 funding round. Matt noted that all six counties will get a funding “target” and PCTPA will have a seat on the funding committee both at a staff and Board level.

**ADJOURN:** The meeting adjourned at approximately 10:15 a.m. A video of this meeting is available online at <https://pctpa.net/agendas-2023/>.

---

Matt Click, Executive Director

---

Suzanne Jones, Chair

---

Solvi Sabol, Clerk of the Board

SS:mbc

**TO: PCTPA Board of Directors**

**DATE: February 22, 2023**

**FROM: Matt Click, Executive Director**

**SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for the February 22, 2023, agenda for your review and action.

1. FY 2022/23 City of Rocklin Claims for Local Transportation Funds (LTF) - \$5,586,487.  
The City of Rocklin has submitted a claim for \$5,586,487 in LTF funds for FY 2022/23. The claim includes \$5,545,874 for Article 8a Local Streets and Roads purposes, \$18,750 for Article 8a Transportation Planning Process, and \$21,863 for Article 8c Contracted Transit Services. The City's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2022, and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
2. FY 2022/23 City of Rocklin Claims for State Transit Assistance (STA) - \$666,719  
The City of Rocklin has submitted claims for \$666,719 in STA funds for FY 2022/23 - entirely for contracted transit services. The City's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
3. FY 2022/23 City of Rocklin Claims for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$70,000  
The City of Rocklin has submitted a claim for \$70,000 in LTF Bicycle/Pedestrian funds for FY 2022/23, to be used for the Sunset Whitney Recreation Area Trail Curb/Gutter/Sidewalk/Drainage Improvements project. The City's claims are in compliance with the approved LTF apportionment. Staff recommends approval.
4. FY 2022/23 City of Lincoln Claims for Local Transportation Funds (LTF) - \$3,990,885  
The City of Lincoln has submitted a claim for \$3,990,885 in LTF funds for FY 2022/23. The claim includes \$3,972,135 for Article 8a Local Streets and Roads purposes and \$18,750 for Article 8a Transportation Planning Process. The City's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2022, and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.

5. FY 2022/23 City of Lincoln Claims for State Transit Assistance (STA) - \$130,581  
The City of Lincoln has submitted claims for \$130,581 in STA funds for FY 2022/23 - entirely for contracted transit services. The City's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

CP:RC:mbc:ss

Exhibit A

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

FROM:

CLAIMANT: City of Rocklin  
ADDRESS: 3970 Rocklin Rd  
Rocklin CA 95677

CONTACT PERSON: Daniel Choe, Deputy Director of Administrative Services  
Phone: 916-625-5024 Email: Daniel.Choel@rocklin.ca.us

The City of Rocklin hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2022/23, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	\$ 0
P.U.C. 99260a, Article 4, Transit Capital:	\$0
P.U.C. 99275, Article 4.5, Community Transit Services	\$0
P.U.C. 99400a, Article 8a, Local Streets and Roads	\$5,545,874
P.U.C. 99402, Article 8a, Transportation Planning Process	\$18,750
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$21,863
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$0
C.C.R. 6648, Capital Reserve:	\$0

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:  
City of Rocklin

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

BY:   
Aly Zimmermann (signature)

TITLE: \_\_\_\_\_

TITLE: City Manager

DATE: \_\_\_\_\_

DATE: 1/17/2023

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Rocklin

Fiscal Year: FY 2022/23

Brief Project Description	Project Cost	Source of Funding & Amount
Purchase of Transit Contract Services FY 22/23	\$810,755	Carryover 6/30/22 Fund Balance \$122,173 STA FY 22/23 \$666,719 LTF Article 8c FY 22/23 \$21,863
Streets and Road Capital Projects FY 22/23 (details in approved CIP)	\$1,660,000	Carryover 6/30/22 Fund Balance \$4,509,213
Streets and Roads Maintenance FY 22/23	\$1,869,300	LTF Article 8a FY 22/23 \$5,564,624
Streets and Roads Payroll & Admin FY 22/23	\$438,900	Interest Earnings \$5,000
Transportation Planning FY 22/23	\$18,750	
Early FY 23/24 Cap Projects & Payroll	\$6,091,887	
<b>Total Streets and Roads</b>	<b>\$10,078,837</b>	<b>Total Streets and Roads \$10,078,837</b>



# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 23-05**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 22, 2023 by the following vote on roll call:

WHEREAS, the Placer County Transportation Planning Agency has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin, in accordance with the Transportation Development Act, as amended; and

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2022/23 fiscal year funds.

- |    |   |              |
|----|---|--------------|
| 1. | To the City of Rocklin for Local Streets and Roads<br>Conforming to Article 8 – Section 99400(a) of the Act:                          | \$ 5,545,874 |
| 2. | To the City of Rocklin for Contracted Transit Services<br>Conforming to Article 8 – Section 99400(c) of the Act:                      | \$ 21,863    |
| 3. | To the City of Rocklin for Projects Conforming to Article 8(a) -<br>Section 99402 of the Act for the Transportation Planning Process: | \$ 18,750    |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 31, 2022, prior to issuance of said instructions to the County Auditor to pay the claimant.

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

RESOLUTION NO. 2022-250

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN  
AUTHORIZING THE CITY MANAGER TO SUBMIT CLAIMS  
FOR TRANSPORTATION DEVELOPMENT FUNDS

WHEREAS, the City of Rocklin desires to submit the annual transportation claims to the Placer County Transportation Planning Agency for funds available from the Transportation Development Act of 1971; and

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizing local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

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

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$5,586,487 of Local Transportation Funds for transit purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code, and for streets and roads purposes authorized by Article 8, commencing with Section 99400; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$666,719 of State Transit Assistance funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5.

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving Bicycle and Pedestrian claims, and for making allocation from the Local Transportation Fund in the amount of \$70,000. These funds can be used for including facilities for the exclusive use of bicycle and pedestrian purposes, as authorized by the California Public Utilities Code Section 99233.3, and by the California Code of Regulations Section 6655.2.

NOW, THEREFORE, the City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin hereby authorizes the City Manager to submit the Fiscal Year 2022/23 transportation claims in substantially the form attached hereto as Exhibit "A", to the Placer County Transportation Planning Agency for a total of \$5,586,487 of Local Transportation Funds, \$666,719 of State Transit Assistance funds, and \$70,000 of Local

Transportation Funds for bicycle and pedestrian purposes; such funds to be used for the purposes indicated in the claims attached hereto as Exhibit "A".

PASSED AND ADOPTED this 13th day of December, 2022, by the following vote:

AYES:	Councilmembers:	Broadway, Gayaldo, Halldin, Janda
NOES:	Councilmembers:	None
ABSENT:	Councilmembers:	None
ABSTAIN:	Councilmembers:	Bass

  
Ken Broadway, Mayor

ATTEST:  
  
Hope Thurburn, City Clerk

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

Attest:   
Deputy City Clerk  
City of Rocklin

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

**FROM:**

**CLAIMANT:** City of Rocklin  
**ADDRESS:** 3970 Rocklin Rd  
Rocklin CA 95677

**CONTACT PERSON:** Daniel Choe, Deputy Director of Administrative Services  
Phone: 916-625-5024      Email: Daniel.Choe@rocklin.ca.us

The City of Rocklin hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$666,719 for Fiscal Year 2022/23, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:


Transit Operations (6730a):	<u>\$0</u>
Transit Capital (6730a):	<u>\$0</u>
Contracted Transit Services (6731b):	<u>\$666,719</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$0</u>

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

**APPROVED:**  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

**APPLICANT:**  
City of Rocklin

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

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

**TITLE:** \_\_\_\_\_  
**DATE:** \_\_\_\_\_

**TITLE:** Aly Zimmermann  
City Manager  
**DATE:** 1/17/2023

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Rocklin

Fiscal Year: FY 2022/23

Brief Project Description	Project Cost	Source of Funding & Amount
Purchase of Transit Contract Services FY 22/23	\$810,755	Carryover 6/30/22 Fund Balance \$122,173 STA FY 22/23 \$666,719 LTF Article 8c FY 22/23 \$21,863
Streets and Road Capital Projects FY 22/23 (details in approved CIP)	\$1,660,000	Carryover 6/30/22 Fund Balance \$4,509,213 LTF Article 8a FY 22/23 \$5,564,624
Streets and Roads Maintenance FY 22/23	\$1,869,300	
Streets and Roads Payroll & Admin FY 22/23	\$438,900	Interest Earnings \$5,000
Transportation Planning FY 22/23	\$18,750	
Early FY 23/24 Cap Projects & Payroll	\$6,091,887	
<b>Total Streets and Roads</b>	<b>\$10,078,837</b>	<b>Total Streets and Roads \$10,078,837</b>

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 23-06**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 22, 2023 by the following vote on roll call:

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

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

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

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

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

assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.

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

Allocation to the City of Rocklin of \$666,719 in State Transit Assistance Funds (PUC 99313) for transit purposes (section 6731b) in FY 2022/23.

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

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

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

RESOLUTION NO. 2022-250

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN  
AUTHORIZING THE CITY MANAGER TO SUBMIT CLAIMS  
FOR TRANSPORTATION DEVELOPMENT FUNDS

WHEREAS, the City of Rocklin desires to submit the annual transportation claims to the Placer County Transportation Planning Agency for funds available from the Transportation Development Act of 1971; and

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizing local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

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

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$5,586,487 of Local Transportation Funds for transit purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code, and for streets and roads purposes authorized by Article 8, commencing with Section 99400; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$666,719 of State Transit Assistance funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5.

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving Bicycle and Pedestrian claims, and for making allocation from the Local Transportation Fund in the amount of \$70,000. These funds can be used for including facilities for the exclusive use of bicycle and pedestrian purposes, as authorized by the California Public Utilities Code Section 99233.3, and by the California Code of Regulations Section 6655.2.

NOW, THEREFORE, the City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin hereby authorizes the City Manager to submit the Fiscal Year 2022/23 transportation claims in substantially the form attached hereto as Exhibit "A", to the Placer County Transportation Planning Agency for a total of \$5,586,487 of Local Transportation Funds, \$666,719 of State Transit Assistance funds, and \$70,000 of Local



Transportation Funds for bicycle and pedestrian purposes; such funds to be used for the purposes indicated in the claims attached hereto as Exhibit "A".

PASSED AND ADOPTED this 13th day of December, 2022, by the following vote:

AYES:	Councilmembers:	Broadway, Gayaldo, Halldin, Janda
NOES:	Councilmembers:	None
ABSENT:	Councilmembers:	None
ABSTAIN:	Councilmembers:	Bass

  
Ken Broadway, Mayor

ATTEST:  
  
Hope Thurburn, City Clerk

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

Attest:   
Deputy City Clerk  
City of Rocklin

**CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS**

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

**FROM:**  
**CLAIMANT:** City of Rocklin  
**ADDRESS:** 3970 Rocklin Rd  
Rocklin CA 95677


**CONTACT PERSON:** Daniel Choe, Deputy Director of Administrative Services  
Phone:916-625-5024      Email:Daniel.Choe@rocklin.ca.us

The City of Rocklin hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$70,000 be approved for Fiscal Year 2022/23 , to be drawn from the Bicycle and Pedestrian Trust Fund.

When approved, this claim will be transmitted to the Placer County Auditor for funds to be reserved. Jurisdictions will receive payment as reimbursement of funds expended in implementing bicycle and pedestrian projects. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

**APPROVED:**  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

**APPLICANT:**  
City of Rocklin

<b>BY:</b> _____ (signature)	<b>BY:</b>  Aly Zimmermann (signature)
<b>TITLE:</b> _____	<b>TITLE:</b> City Manager
<b>DATE:</b> _____	<b>DATE:</b> 1/17/2023

## BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

Briefly describe the project for which you are applying for Bicycle / Pedestrian Funds. Also, identify all funding sources related to the project. The total project cost and total funding source(s) listed below should balance for each project.

Include a location map for the project as appropriate.

Claimant: City of Rocklin

Fiscal Year: FY 2022/23

Brief Project Description	Project Cost	Source of Funding & Amount
Sunset Whitney Recreation Area Trail (SWRA) - Curb/Gutter/Sidewalk/Drainage improvements	\$70,000	LTF Chapter 3 Section 99234 \$70,000

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF BICYCLE  
AND PEDESTRIAN TRUST FUNDS  
TO THE CITY OF ROCKLIN**

**RESOLUTION NO. 23-07**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 22, 2023 by the following vote on roll call:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

**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 29532.1(c) identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, it is the responsibility of PCTPA to review Bicycle and Pedestrian Trust Fund Claims and to take action on such claims; and

**WHEREAS**, all Bicycle and Pedestrian Trust Fund Claims for projects must be consistent with the applicable bicycle plan and with the Regional Transportation Plan.

**THEREFORE, BE IT RESOLVED THAT** the PCTPA has reviewed the claim and makes funds available from both the 2016-2020 5-year Bicycle and Pedestrian Discretionary Allocation and 2021-2025 5-year Bicycle and Pedestrian Cash Management Plan for allocation in fiscal year 2022/23.

To the City of Rocklin for the Sunset Whitney Recreational Trail	\$70,000
– Curb/Gutter/Sidewalk/Drainage Improvements	

**BE IT FURTHER RESOLVED THAT** the funds will be made available to the City on a reimbursement basis.

RESOLUTION NO. 2022-250

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN  
AUTHORIZING THE CITY MANAGER TO SUBMIT CLAIMS  
FOR TRANSPORTATION DEVELOPMENT FUNDS

WHEREAS, the City of Rocklin desires to submit the annual transportation claims to the Placer County Transportation Planning Agency for funds available from the Transportation Development Act of 1971; and

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizing local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

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

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$5,586,487 of Local Transportation Funds for transit purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code, and for streets and roads purposes authorized by Article 8, commencing with Section 99400; and

WHEREAS, the Placer County Transportation Planning Agency has made a finding that there be an apportionment of \$666,719 of State Transit Assistance funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5.

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving Bicycle and Pedestrian claims, and for making allocation from the Local Transportation Fund in the amount of \$70,000. These funds can be used for including facilities for the exclusive use of bicycle and pedestrian purposes, as authorized by the California Public Utilities Code Section 99233.3, and by the California Code of Regulations Section 6655.2.

NOW, THEREFORE, the City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin hereby authorizes the City Manager to submit the Fiscal Year 2022/23 transportation claims in substantially the form attached hereto as Exhibit "A", to the Placer County Transportation Planning Agency for a total of \$5,586,487 of Local Transportation Funds, \$666,719 of State Transit Assistance funds, and \$70,000 of Local

Transportation Funds for bicycle and pedestrian purposes; such funds to be used for the purposes indicated in the claims attached hereto as Exhibit "A".


PASSED AND ADOPTED this 13th day of December, 2022, by the following vote:

AYES:	Councilmembers:	Broadway, Gayaldo, Halldin, Janda
NOES:	Councilmembers:	None
ABSENT:	Councilmembers:	None
ABSTAIN:	Councilmembers:	Bass

  
Ken Broadway, Mayor

ATTEST:  
  
Hope Thurburn, City Clerk

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

Attest:   
Deputy City Clerk  
City of Rocklin

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**

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

**FROM:**

**CLAIMANT:** City of Lincoln  
**ADDRESS:** 600 Sixth Street  
Lincoln CA 95648

**CONTACT PERSON:** Ruthann Codina  
Phone: 916-434-2437 Email: Ruthann.codina@lincolnca.gov

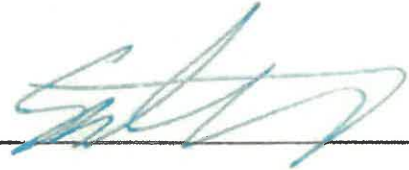
The City of Lincoln hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2022/23, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$3,972,135</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$18,750</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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

**APPROVED:**  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

**APPLICANT:**

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

**TITLE:** \_\_\_\_\_ **TITLE:** City Manager

**DATE:** \_\_\_\_\_ **DATE:** 1/11/23

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Lincoln

Fiscal Year: FY 2022/23

Brief Project Description	Project Cost	Source of Funding & Amount
Contracted Transit Services	\$1,144,766	Prior Year Carryover \$461,872 5307 credit from PCT \$217,606 FTA 5307 COVID Stimulus – Credit from PCT \$255,566 Fare credit from PCT \$17,628 SGR credit from PCT \$61,513 22/23 STA funding \$130,581  22-23 STA funding carryover \$346,243
Streets / Roads	\$5,749,059	Prior year carryover \$3,763,762 Interest \$43,275 22/23 LTF Funding \$1,942,022 Streets/Road Revenue \$5,749,059  Estimate LTF Funding carryover 22/23 \$2,048,863



**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

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

**RESOLUTION NO. 23-08**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 22, 2023 by the following vote on roll call:

WHEREAS, the Placer County Transportation Planning Agency has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin, in accordance with the Transportation Development Act, as amended; and

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2022/2023 fiscal year funds.

1. To the City of Lincoln for Streets and Roads purposes conforming to Article 8 – Section 99400(a) of the Act: \$ 3,972,135
2. To the City of Lincoln for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process: \$ 18,750

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2022, prior to issuance of said instructions to the County Auditor to pay the claimant.

Signed and approved by me after its passage.

\_\_\_\_\_  
Matt Click, AICP  
Executive Director

\_\_\_\_\_  
Chair  
Placer County Transportation Planning Agency

**RESOLUTION 2022 - 261**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN  
APPROVING AND AUTHORIZING THE EXECUTION OF THE 2022/23 LOCAL  
TRANSPORTATION FUNDS AND 2022/23 STATE TRANSIT ASSISTANCE CLAIMS  
TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA).**

**WHEREAS**, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; and

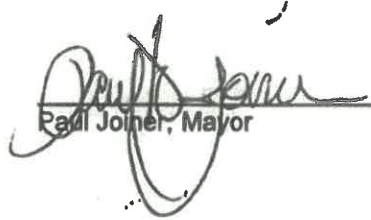
**WHEREAS**, the Placer County Transportation Planning Agency (PCTPA) is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance funds; and

**NOW, THEREFORE BE IT RESOLVED**, that the City Council of the City of Lincoln does hereby approve the 2022/2023 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

**\$130,581 of State Transit Assistance for Transit contracted services; \$3,990,885 of Local Transportation Funds for Streets and Roads purposes for the fiscal year 2021/22. Including \$18,7500 to be paid to PCTPA via invoice as Lincoln's fair share of the 2022 Transportation Funding Strategy Outreach.**

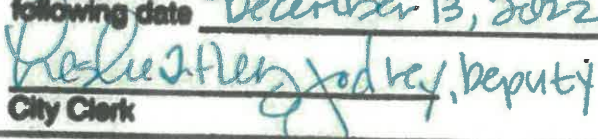
**PASSED AND ADOPTED** this 13th day of December, 2022.

**AYES:** COUNCILMEMBERS: **Andreatta, Karleskint, Brown, Lauritsen, Joiner**  
**NOES:** COUNCILMEMBERS:  
**ABSENT:** COUNCILMEMBERS:

  
Paul Joiner, Mayor

**ATTEST:**

  
Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of  
Resolution 2022-261  
adopted by the City of Lincoln City Council on the  
following date December 13, 2022  
  
Valerie Hines, Deputy  
City Clerk

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM:

CLAIMANT: City of Lincoln  
ADDRESS: 600 Sixth Street  
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina  
Phone: 916-434-2437 Email: Ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$130,581 for Fiscal Year 2022/23, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Contracted Transit Services (6731b):	<u>\$130,581</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

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

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

TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_

TITLE: City Manager  
DATE: 1/11/23

## TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Lincoln

Fiscal Year: FY 2022/23

Brief Project Description	Project Cost	Source of Funding & Amount
Contracted Transit Services	\$1,144,766	Prior Year Carryover \$461,872 5307 credit from PCT \$217,606 FTA 5307 COVID Stimulus – Credit from PCT \$255,566 Fare credit from PCT \$17,628 SGR credit from PCT \$61,513 22/23 STA funding \$130,581  22-23 STA funding carryover \$346,243
Streets / Roads	\$5,749,059	Prior year carryover \$3,763,762 Interest \$43,275 22/23 LTF Funding \$1,942,022 Streets/Road Revenue \$5,749,059  Estimate LTF Funding carryover 22/23 \$2,048,863

## **PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

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

**RESOLUTION NO. 23-09**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 22, 2023 by the following vote on roll call:

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

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

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

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

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

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

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

Allocation to the City of Lincoln of \$130,581 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2022/23.

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

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

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Matt Click, AICP  
Executive Director

**RESOLUTION 2022 - 261**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2022/23 LOCAL TRANSPORTATION FUNDS AND 2022/23 STATE TRANSIT ASSISTANCE CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA).**

**WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; and**

**WHEREAS, the Placer County Transportation Planning Agency (PCTPA) is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance funds; and**

**NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Lincoln does hereby approve the 2022/2023 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:**

**\$130,581 of State Transit Assistance for Transit contracted services; \$3,990,885 of Local Transportation Funds for Streets and Roads purposes for the fiscal year 2021/22. Including \$18,7500 to be paid to PCTPA via invoice as Lincoln's fair share of the 2022 Transportation Funding Strategy Outreach.**

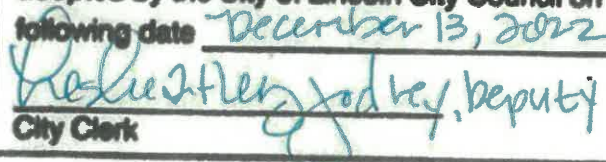
**PASSED AND ADOPTED this 13th day of December, 2022.**

**AYES: COUNCILMEMBERS: Andreaatta, Karleskint, Brown, Lauritsen, Joiner**  
**NOES: COUNCILMEMBERS:**  
**ABSENT: COUNCILMEMBERS:**

  
Paul Joiner, Mayor

**ATTEST:**

  
Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of  
Resolution 2022-261  
adopted by the City of Lincoln City Council on the  
following date December 13, 2022  
  
City Clerk



## *MEMORANDUM*

---

**TO:** Airport Land Use Commission

**DATE:** February 22, 2023

**FROM:** Matthew Click, Executive Director

**SUBJECT:** CONSENT CALENDAR

Below is the Consent Calendar item for the February 22, 2023, agenda for your review and action.

1. Placer County General Plan/Airport Land Use Compatibility Plan (ALUCP) Consistency - Second Extension Request

On December 1, 2021, the Airport Land Use Commission (ALUC) conditionally approved Placer County's General Plan and Zoning Ordinance, Section 17.52.030, Aircraft Overflight and Combining District with the ALUCP, subject to several conditions. The schedule to implement the conditions was six months from the date of the ALUCP adoption on September 22, 2021. The ALUC granted a six-month extension request on August 24, 2022. The County submitted a letter on February 3, 2023, requesting a second six-month extension to complete the environmental review process to rezone 332 parcels and the outreach process to affected property owners to update its General Plan to ensure consistency with the ALUCP (Attachment 1). Staff recommends approval of the County's second extension request.

DM:rc:mbc:ss



February 3, 2023

Mr. Matt Click, Executive Director  
Placer County Transportation Planning Agency  
299 Nevada Street  
Auburn, CA 95603  
mclick@pctpa.net

Subject: 2021 Airport Land Use Compatibility Plan & General Plan Consistency

Dear Mr. Click:

Placer County requests the Placer Airport Land Use Commission (ALUC) grant an extension of time for the Placer County General Plan's consistency determination with the recently adopted 2021 Airport Land Use Compatibility Plan (ALUCP).

To date, Placer County has adopted an update to its Health and Safety Element and made other necessary amendments to various sections of the General Plan, as well as complimentary amendments to the Zoning Code to achieve consistency with the ALUCP.

In order to achieve a consistency determination for the recently adopted 2021 ALUCP, Placer County anticipates that a rezone of approximately 332 parcels near the Auburn Municipal Airport will be needed in order to add the combining -AO (Aircraft overflight) zoning designation to parcels that are newly incorporated into the Auburn Municipal Airport overflight zone. Placer County is in the process of completing the environmental review process and conducting outreach to the affected property owners and anticipates that the aforementioned rezones will be acted upon by the Placer County Board of Supervisors within the next 6 months.

Should you have any questions, please feel free to contact me at (530) 745.3147 or by email at cpahule@placer.ca.gov.

Respectfully,



Christ Pahule  
Planning Director  
Community Development Resources Agency



**TO:** PCTPA Board of Directors **DATE:** February 22, 2023

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

**SUBJECT:** **ANNUAL UNMET TRANSIT NEEDS REPORT AND ASSESSMENT FINDINGS FOR FY 2023/2024**

**ACTION REQUESTED**

Staff recommends that the PCTPA Board of Directors adopt Resolution No. 23-10 making the following findings and recommendations regarding the annual Unmet Transit Needs Assessment pursuant to the Transportation Development Act (TDA):

1. There are no unmet transit needs in FY 2022/23 that are reasonable to meet for implementation in FY 2023/24.
2. The *Annual Unmet Transit Needs Report for Fiscal Year 2023/24* is accepted as complete.

**BACKGROUND**

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of TDA funds, which include Local Transportation Funds (LTF). While LTF is primarily intended to address transit-related expenses, such as operations and/or capital costs, the funding can be used by jurisdictions for other non-transit purposes such as street and road maintenance. Before LTF can be used by any jurisdiction for these non-transit purposes, PCTPA must conduct the annual Unmet Transit Needs Assessment (UTN Assessment) process, and make a finding that there are no unmet transit needs that are reasonable to meet with LTF funds in the year following the assessment (i.e., the next fiscal year). The UTN Assessment process consists of four steps:

1. Soliciting comments regarding potential unmet transit needs that may exist in Placer County, excluding the Lake Tahoe Basin, which is administered by the Tahoe Regional Planning Agency (TRPA),
2. Evaluating potential unmet transit needs in accordance with the PCTPA Board's adopted definitions of "unmet transit needs" and "reasonable to meet" criteria (refer to Attachment 1, Appendix B for PCTPA's definitions and criteria adopted in February 2022),
3. Consulting with PCTPA's Social Services Transportation Advisory Council (SSTAC) regarding the evaluation of comments and staff's recommended finding, and
4. Adopting a finding regarding unmet transit needs that may or may not exist for implementation in the next fiscal year.

If, based on the PCTPA Board's adopted definition and criteria, any unmet transit needs are identified and determined to be reasonable to meet; they must be funded in the next fiscal year prior to any TDA funds being allocated to a jurisdiction for non-transit purposes.

## **DISCUSSION**

For this fiscal year's UTN Assessment, PCTPA solicited comments and input from the public and various stakeholders via the following methods implemented between October 1, 2022, and November 18, 2022.

- An online survey was made available during this period for the public to evaluate existing transit services and identify potential unmet transit needs. PCTPA, its member agencies and partnering social service agency stakeholders promoted the survey via social media, various public newsletters, PCTPA's Constant Contact e-mail list, informational materials placed onboard transit vehicles, and agencies' respective public websites. The survey was translated into Spanish and Tagalog pursuant to PCTPA's Language Assistance Plan and Title VI Program, and a hard copy of the survey was made available to receive via mail from PCTPA's office upon request.
- A public hearing was held by the PCTPA Board of Directors on October 26, 2022, which was noticed in the local newspaper (The Auburn Journal) on September 24, 2022 (refer to Attachment 1, Appendix D).
- PCTPA staff visited the Town/City Council meetings for Loomis, Colfax, Rocklin, Lincoln, and Auburn, the Placer County Board of Supervisors meeting, and the Roseville Transportation Commission meeting during October and November to provide information about the annual UTN Assessment process and solicit public input and comments.
- Information regarding the unmet transit needs assessment process was shared at various local pop-up events that were attended by PCTPA staff between October and November 2022.

Of the 127 comments evaluated, 14 were identified as unmet transit needs. However, based on PCTPA's adopted definitions and criteria, none of these were determined to be "reasonable to meet" in FY 2023/24. A comprehensive analysis of all the comments is contained in Appendix A of the *Annual Unmet Transit Needs Report for FY 2023/24* (refer to Attachment 1). In summary, the following themes were identified from the comments evaluated during this year's UTN Assessment process:

- Similar to previous years, there were many comments submitted pertaining to a request for services that already exist, which reflects a need for more education and outreach regarding current public transit services and other social service transportation programs available in the Placer region. The Western Placer Consolidated Transportation Services Agency (WPCTSA), in partnership with the region's transit operators and social service agency stakeholders, developed a marketing plan that was adopted by the WPCTSA Board of Directors in January 2023. Upon implementation, the marketing plan's strategies will establish a foundation for future outreach and engagement activities that promote the Placer region's public transit services and support current transportation programs provided by the WPCTSA.
- Several comments pertaining to more direct and frequent transit service connections within and between Lincoln, Rocklin, and Roseville, were received and evaluated. These were not identified as unmet transit needs because both Placer County Transit (PCT) and Roseville Transit currently provide multiple fixed-route and dial-a-ride services that could address

the needs identified with transfers between these services. However, PCTPA staff and the respective transit operators will consider and evaluate these comments further as part of the upcoming comprehensive operational analysis (COA) and short-range transit planning (SRTP) efforts anticipated to start in Spring 2023. This planning effort is intended to improve the coordination, delivery, and connection of public transit services provided throughout the South Placer County region.

- Various comments pertaining to interregional service needs were received, which included requests for more direct services from multiple Placer jurisdictions to downtown Sacramento and/or the Watt Avenue/Interstate 80 light rail station where Sacramento Regional Transit District's (SacRT's) bus and light rail services can be accessed to travel throughout the greater Sacramento region, the Bay Area via Capitol Corridor passenger rail services, and to the Tahoe-Truckee and/or Grass Valley/Nevada City areas of Nevada County. Existing public bus and rail services operated by different transit providers can address many of these connections between Placer County and other surrounding regions, which is why these comments were not identified as unmet transit needs. However, the upcoming South Placer Transit Express Service (also known as the Rapid Link) and the Capitol Corridor Third-Track projects may help to improve service frequency and direct connections between these regions upon implementation in the near future. These projects are discussed further in the *Annual Unmet Transit Needs Report for FY 2023/24* included in Attachment 1.
- Several comments pertaining to a lack of public transit services to/from/within unincorporated areas of Placer County, including Sheridan, Foresthill, and Western Placer County outside of Roseville, as well as a lack of any public transit services on Sunday in Placer County (outside of Roseville) were identified as unmet transit needs. However, potential services implemented to address these needs did not demonstrate long-term feasibility and/or address all the PCTPA Board's adopted "reasonable to meet" criteria. Regardless, these unmet transit needs will be further considered and evaluated as part of the upcoming COA/SRTP efforts in coordination with the region's public transit operators.

PCTPA staff presented its evaluation of comments contained in Appendix A of the *Annual Unmet Transit Needs Report for FY 2023/24* and recommended finding to a joint meeting of the Transit Operators Working Group (TOWG) and SSTAC on January 30, 2022. The TOWG/SSTAC concurred with staff's analysis and recommended finding. Subsequently, PCTPA staff presented the UTN report and finding for FY 2023/23 at the February 8<sup>th</sup> Technical Advisory Committee (TAC), which further concurred with staff's recommendations.

MC:rc:mbc:ss



**Placer County  
Transportation  
Planning Agency**



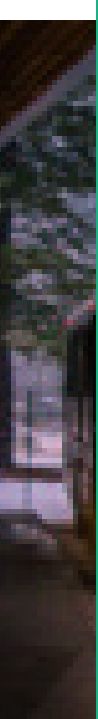
# **Annual Unmet Transit Needs**

**For Fiscal Year 2023/24**

Adopted February 22, 2023



# EXECUTIVE SUMMARY



This year Placer County Transportation Planning Agency (PCTPA) analyzed 127 potential unmet transit needs comments that were received through online survey responses, mail, e-mail, at public events, or at PCTPA's annual public hearing held during the Unmet Transit Needs (UTN) Assessment outreach and engagement period that occurred from October 1, 2022, through November 18, 2022. PCTPA staff also made a concerted effort to meet with respective stakeholders in their local communities by presenting UTN information and providing opportunities for public input at one of each jurisdiction's city/town council meetings, one County Board of Supervisors' meeting, and at various local events held throughout Placer County during the October - November engagement period.

Similar to prior years, many of the comments received pertain to needs that can be met with existing transit services, reflecting a continued need for better education about current public transit services provided in Placer County. Additionally, those who provided input continue to be interested in more intracounty and interregional service options between cities and unincorporated areas in Placer County and to/from locations outside of the County. Some of the more recurring comments about intracounty and interregional travel needs include better services between Lincoln, Roseville, Rocklin and Sacramento. Additionally, there were a few comments received pertaining to a lack of public transit services in the unincorporated rural communities of Sheridan and Foresthill, as well as a lack of Sunday services in certain cities and communities in Placer County. Lastly, several operational and/or service improvement comments were received and will be further evaluated and considered as part of the upcoming comprehensive operational analysis and short-range transit planning efforts anticipated to start in Spring 2023.

In collaboration with the region's transit operators and Social Services Transportation Advisory Council (SSTAC) representatives, staff analyzed all comments received during this year's UTN Assessment per the PCTPA Board's adopted unmet transit needs definitions and criteria (refer to Appendix A for full analysis of comments). **This report finds that there are no unmet transit needs in Fiscal Year (FY) 2022/23 that are reasonable to meet for FY 2023/24.** Staff will continue to work with regional stakeholders to evaluate and address transit service and operational issues as part of ongoing service improvement and planning efforts.



# TABLE OF CONTENTS

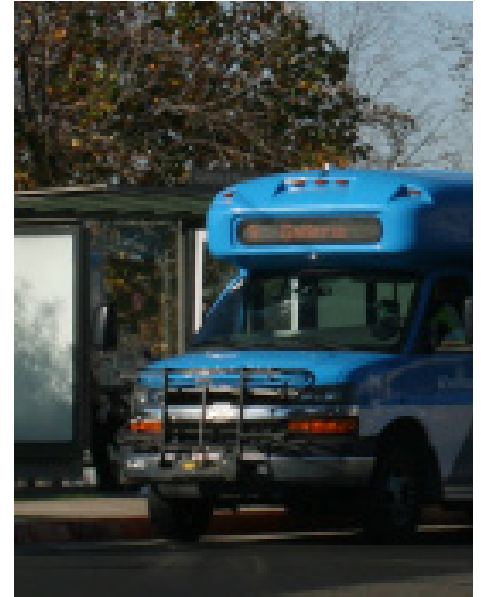
<b>About Unmet Transit Needs .....</b>	<b>4</b>
About PCTPA .....	4
TDA Definitions and Requirements .....	5
Transit Funding .....	6
Outreach Process .....	7
Last Year’s Unmet Transit Needs Assessment .....	7
<b>Existing Transit Service .....</b>	<b>8</b>
Transit Operators .....	8
Transit Planning .....	8
Interregional, Intercity, and Commuter Service .....	9
Local Service .....	9
Demand-Response and Paratransit Service .....	9
<b>Annual Ridership Report - FY 2021/22 .....</b>	<b>10</b>
Placer County Transit .....	10
Roseville Transit .....	10
Auburn Transit .....	10
Ridership Recovery Post COVID-19 Pandemic Impacts .....	11
<b>Analysis and Recommendations .....</b>	<b>12</b>
Official Finding .....	12
Analysis of Comments .....	12
Current Transit Planning Efforts .....	13
<b>Appendices .....</b>	<b>A - F</b>
Appendix A - Public Comments and Responses	
Appendix B - Adopted Unmet Transit Needs Definitions (February 2022)	
Appendix C - Adopted TDA Fare Revenue Ratios	
Appendix D - Copy of Public Hearing Notice and Proof of Publication	
Appendix E - Adopted Unmet Transit Needs Finding for FY 2023/24	
Appendix F - Transit Dependent Analysis	

# ABOUT UNMET TRANSIT NEEDS

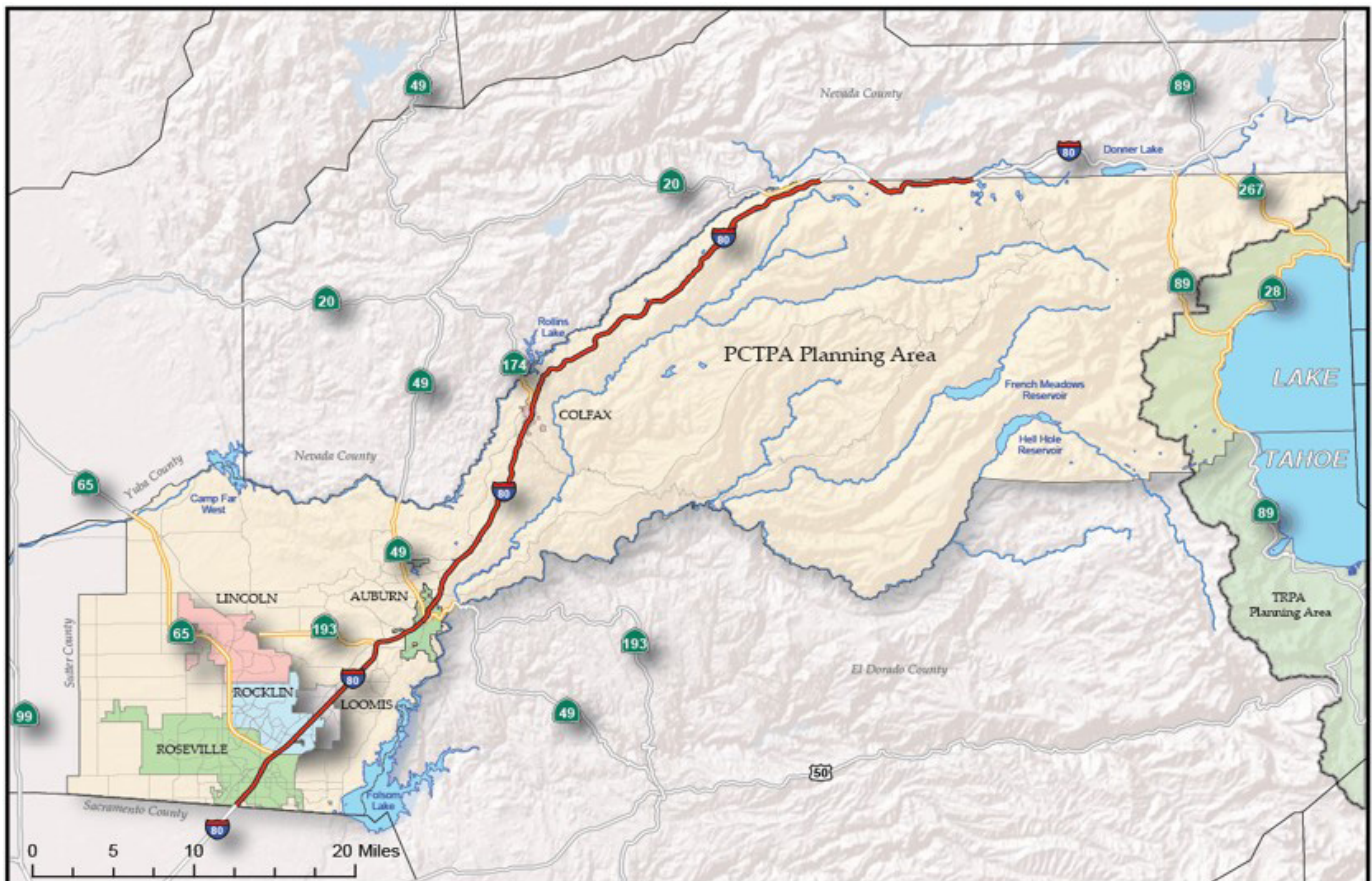
## About PCTPA

Placer County Transportation Planning Agency (PCTPA) is the state-designated Regional Transportation Planning Agency (RTPA) for the western slope of Placer County. PCTPA's jurisdiction includes five cities—Roseville, Rocklin, Lincoln, Auburn, and Colfax,—the town of Loomis, and the unincorporated areas and communities in Placer County. PCTPA's jurisdiction does not include the Tahoe Basin, where the Tahoe Regional Planning Agency (TRPA) serves as the RTPA. References to Placer County within this report refer only to the portion of Placer County that is within PCTPA's jurisdiction unless otherwise noted.

One of PCTPA's duties is to administer the Transportation Development Act (TDA), which makes Local Transportation Funds (LTF) available to Placer's jurisdictions to spend on transportation projects. While LTF revenues are primarily intended to support public transit operations and capital needs, jurisdictions can spend it for other transportation purposes, such as street and road maintenance/repair, so long as PCTPA annually determines that there are no "unmet transit needs". Thus, each year PCTPA conducts the Unmet Transit Needs (UTN) Assessment process to identify and address potential unmet transit needs before any LTF is used by jurisdictions for other, non-transit purposes. This process involves extensive public outreach and collaboration with PCTPA's partnering transit operators, local jurisdictions, and social service transportation agencies.



## PCTPA Jurisdiction Map





## TDA and ADA Requirements

### PCTPA UTN Definition

“An Unmet Transit Needs is defined as a request for transit service that is not currently offered, inclusive of requests that are required to comply with the Americans with Disabilities Act. Transit service is generally assumed to exist if it is within 0.75 miles walking distance of a trip’s starting and end point.”

Adopted in February 2022

Per TDA requirements, PCTPA defines how an unmet transit need is evaluated (refer to Appendix B). The PCTPA Board of Directors establishes an unmet transit need as a “request for transit service that is not currently offered”, including requests for services required pursuant to the Americans with Disabilities Act (ADA). PCTPA further evaluates a service request’s proximity to existing public transit services (both fixed-route and demand response services), and considers an area served if it is either located within a general public demand response service area or if it is within a 0.75 mile walking distance from a fixed-route service.

In addition to meeting the definition, above, a request for transit service must address all of the following “reasonable to meet” criteria:

1. The requested service must meet required farebox recovery ratio standards adopted by the PCTPA Board (refer to Appendix C).
2. Funding needed for the service cannot exceed LTF revenues available to the jurisdiction and must be a reasonable use of taxpayer funds.
3. The requested service has strong and broad community support, which is demonstrated by various local community plans.
4. The requested service must be consistent with the goals of the Regional Transportation Plan (RTP), and
5. The service must be consistent with the goals, intent, and implementation strategy of the applicable Short Range Transit Plan(s) for the jurisdictions where the requested need is located.

These criteria ensure that any requested service that is considered for implementation is both well supported and sustainable if implemented with existing funding available.

ADA regulations require that all public transit buses be accessible to individuals with disabilities and that transit authorities provide origin-to-destination paratransit services to individuals with disabilities within a three-quarter mile boundary around all fixed-route transit services. According to the PCTPA unmet transit needs definition, improvements that are necessary to meet ADA requirements are automatically considered unmet transit needs that are reasonable to meet to comply with these regulations.

Using these established definitions and criteria, PCTPA staff evaluate every public comment received during the annual UTN Assessment process to determine whether the requested service is a) an unmet transit need and b) reasonable to meet. If it is determined that there are any unmet transit needs that are reasonable to meet, the TDA requires that LTF revenues must be used to meet those needs before they can be used for non-transit services. PCTPA periodically re-examines its unmet transit needs and reasonable to meet criteria in coordination with its partnering agencies to ensure their relevancy and support of on-going planning efforts.



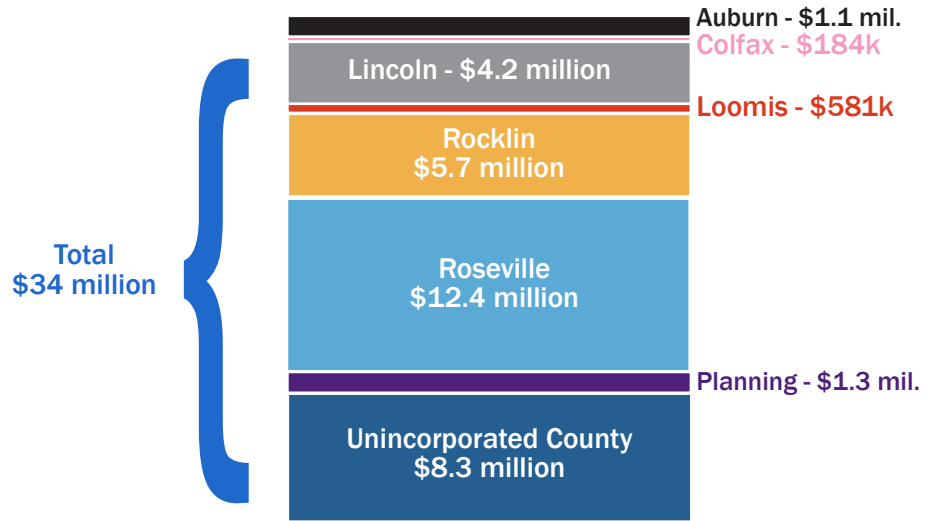
# ABOUT UNMET TRANSIT NEEDS

## Transit Funding

A variety of federal, state and local funding sources support Placer County's public transit operators. TDA funding is the largest source consistently available that includes of not just LTF, but also State Transit Assistance (STA) funds, which are generated from sales tax revenues on statewide fuel and can only be spent on transit-related operations and capital purposes. Because of this, the UTN Assessment process and report only focus on LTF.

As shown in the stacked bar chart on the top right, Placer County jurisdictions received approximately \$34 million of LTF in Fiscal Year (FY) 2021/22. LTF is generated from local sales tax revenues, and apportioned to PCTPA's local jurisdictions based on their respective population share. Each jurisdiction may claim a portion or all of their available LTF for non-transit related purposes, so long as there are no unmet transit needs that are reasonable to meet.

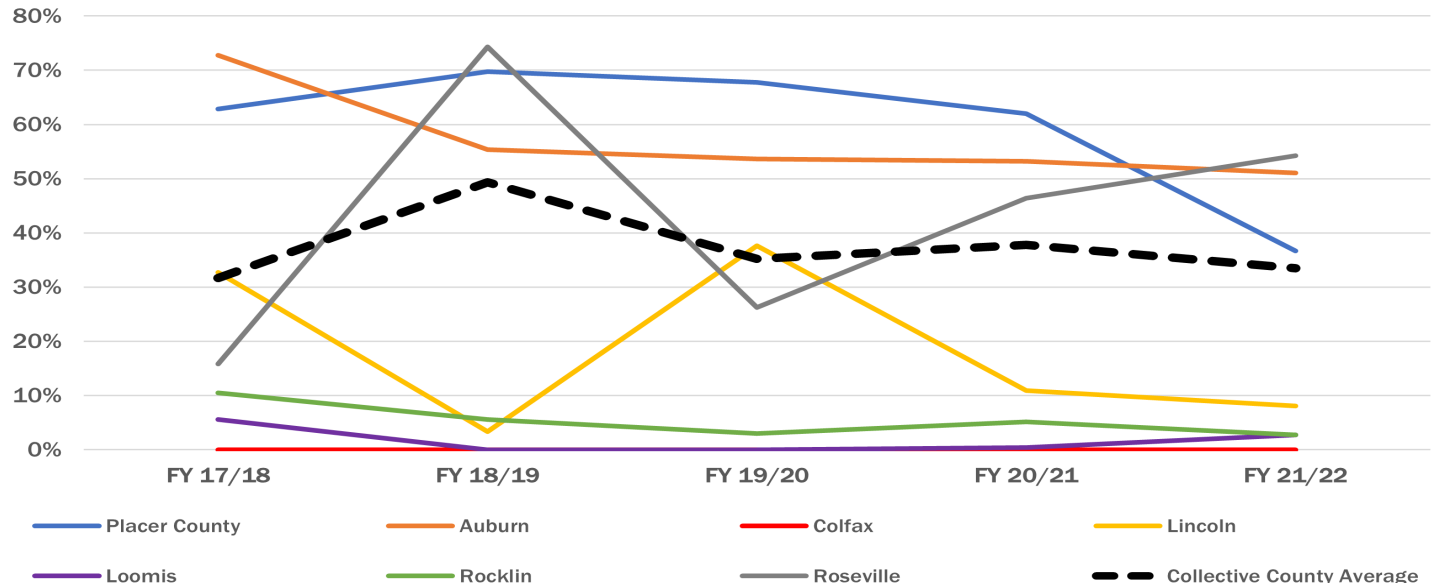
FY 2022 LTF Allocation by Jurisdiction



The proportions of LTF claimed for transit and non-transit purposes vary each year depending on transportation costs, availability of other funding sources, and local spending priorities. As shown in the line graph, below, while Roseville increased its LTF spending on transit this year, all of Placer's remaining jurisdictions decreased LTF spending on transit levels compared to prior years. Cumulatively averaged countywide, approximately 33% of LTF funds were spent on transit in FY 2021/22, down from 38% in FY 2020/21. Countywide transit vehicle service miles also decreased slightly to approximately \$2.2 million, compared to the prior fiscal year's \$2.5 million service miles reported by the transit operators. This decrease can be attributable to the on-going negative impact to transit ridership demand and bus operator resources due to the COVID-19 pandemic.

The proportions of LTF claimed for transit and non-transit purposes vary each year depending on transportation costs, availability of other funding sources, and local spending priorities. As shown in the line graph, below, while Roseville increased its LTF spending on transit this year, all of Placer's remaining jurisdictions decreased LTF spending on transit levels compared to prior years. Cumulatively averaged countywide, approximately 33% of LTF funds were spent on transit in FY 2021/22, down from 38% in FY 2020/21. Countywide transit vehicle service miles also decreased slightly to approximately \$2.2 million, compared to the prior fiscal year's \$2.5 million service miles reported by the transit operators. This decrease can be attributable to the on-going negative impact to transit ridership demand and bus operator resources due to the COVID-19 pandemic.

Percentage of LTF Spent on Transit Annually by Jurisdiction



## Outreach Process

### Top Survey Participant Zip Codes

95677: Central Rocklin - 8%
95603: Auburn area - 9%
95765: Rocklin 12%
95678: Roseville - 12%
95747: Placer County/ West Roseville- 13%
95648: Lincoln - 17%
Various Zip Codes - 29%

Following the success of online surveys in prior years, PCTPA administered and promoted an online survey to solicit a majority of the potential unmet transit needs comments during this year's UTN Assessment process. Social media platforms, local agency electronic newsletters, onboard flyers, and press releases served as the primary methods for promoting the survey and solicitation process. The survey and some outreach materials were also made available in Spanish and Tagalog languages to better gather input from some of the larger limited English proficient (LEP) communities in the Placer region. With the ease of the COVID-19 pandemic and return to in-person events, PCTPA further presented the UTN Assessment as an informational item and solicited public comments at least one city/town council meeting in each jurisdiction, one Placer Board of Supervisors meeting, and at various local events held throughout Placer County. Lastly, PCTPA held one public hearing to gather comments, conducted by the PCTPA Board on October 26 2022, pursuant to TDA requirements. The majority of the 127 comments received were a result of the online survey. Approximately 16% of the comments were received via e-mail, or submitted either verbally or in writing at PCTPA's public hearing or at the various other local governing authority meetings and events held throughout Placer County during the engagement period.

## Last Year's Unmet Transit Needs Assessment

The FY 2021/22 UTN Assessment found that there were no unmet transit needs that were reasonable to meet in FY 2022/23. In addition to these findings made by the PCTPA Board, new definitions and criteria were adopted for future UTN Assessments, starting with this year's process, which are being considered in this report. These definitions and criteria (contained in Appendix B) provide some examples for what may constitute an unmet transit need. Additionally, operational needs, which are not considered unmet transit needs, are defined to support the evaluation of unmet transit needs comments. Defined operational needs that are not unmet transit needs, include: more bus stops along existing routes, onboard bus features/design, bus stop amenities, minor bus route, stop, and/or schedule changes, school transportation, service reliability, and vague comments that cannot specify a clear transit need. While these operational comments are not considered unmet transit needs, they are provided to the transit operator for review and consideration as part of on-going system and service planning and improvement efforts.



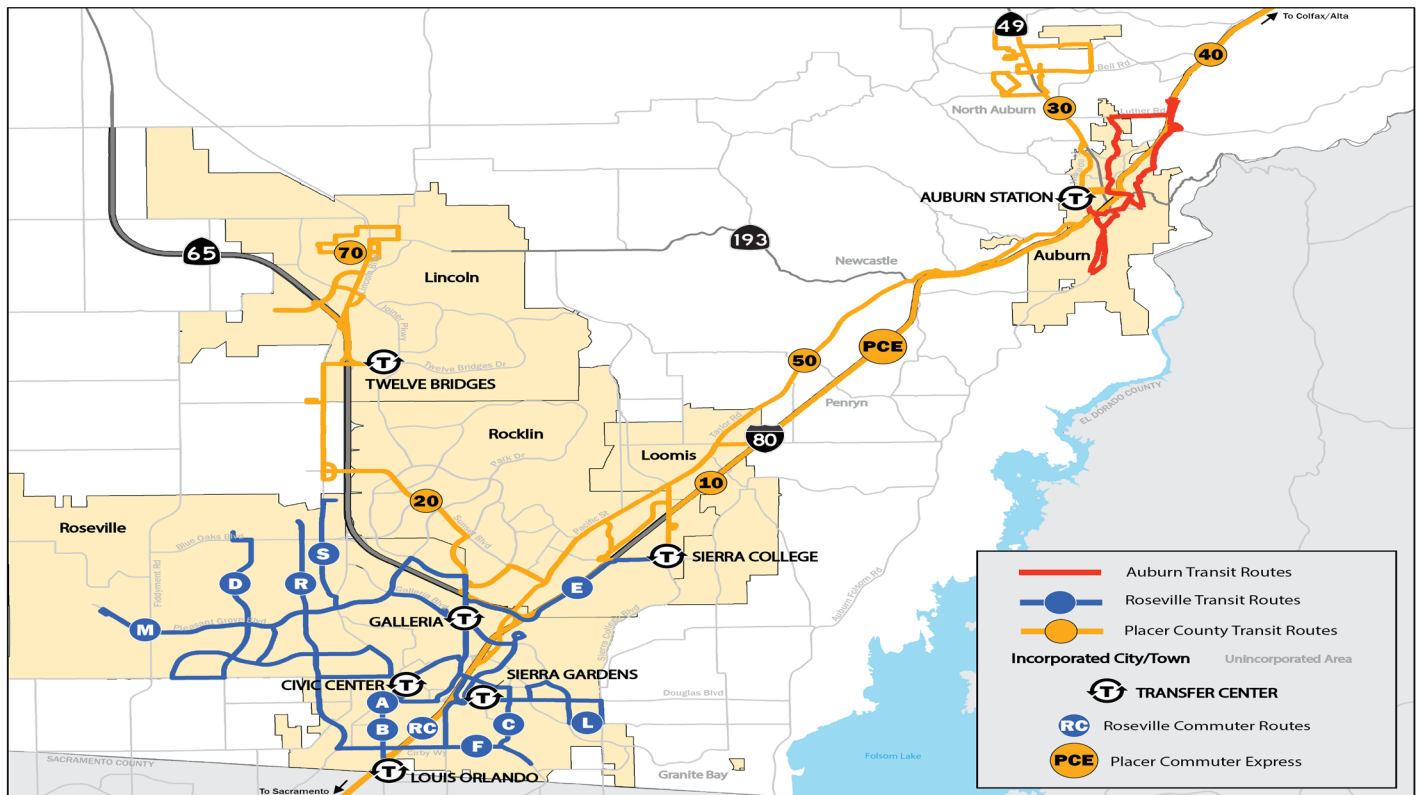
Similar to last year's UTN Assessment process, and per TDA requirements, this report analyzes the locations and demographics of residents who may be transit dependant. "Transit dependent" populations generally include youth, seniors, persons with disabilities, low-income residents, and households without access to vehicles. These factors weigh heavily into the development of transit services. The 2018 Short Range Transit Plans highlighted the following transit dependency characteristics:

- Senior Population (age 60+): 24% of South Placer Population
- Low Income: 9% of South Placer Population
- Persons with a Disability: 5% of South Placer Population
- Zero Vehicle Households: 3% of South Placer Population

Updated data regarding these populations from the 2021 American Community Survey (ACS) is further discussed and illustrated in maps contained in Appendix F.

# EXISTING TRANSIT SERVICE

## Fixed Route Service in South Placer County



### Operator Websites

- Placer County Transit  
[placer.ca.gov/1776/Transit](http://placer.ca.gov/1776/Transit)
- Auburn Transit  
[auburn.ca.gov/192](http://auburn.ca.gov/192)
- Roseville Transit  
[roseville.ca.us/transit](http://roseville.ca.us/transit)
- Tahoe Truckee Area Transit  
[tahoetruckeetransit.com](http://tahoetruckeetransit.com)
- Western Placer CTSA  
[pctpa.net/transit/244](http://pctpa.net/transit/244)
- Capitol Corridor  
[capitolcorridor.org](http://capitolcorridor.org)

### Transit Operators

Placer County is served by five transit operators: Roseville Transit, Placer County Transit (PCT), Auburn Transit, Tahoe Truckee Area Regional Transit (TART), and the Capitol Corridor rail service. The Western Placer Consolidated Transportation Services Agency (WPCTSA) provides additional programs to complement transit services in the County. While this section summarizes the types of transit services offered in Placer County and the ridership on those services, more detailed route and service information can be found on the operators' respective websites listed to the left.

### Transit Planning

Improvements to transit service in Placer County are governed by three transportation planning documents: the Regional Transportation Plan (RTP), the Long Range Transit Master Plan (LRTMP), and the Short Range Transit Plans (SRTPs). Because the RTP, LRTMP, and SRTPs outline transit service goals and improvement project priorities for Placer County, they are referenced frequently in the evaluation of unmet transit needs comments.

The SRTPs were last completed in 2018, and provide an important reference for evaluating potential unmet transit needs. They are available for download at [pctpa.net/transit-planning](http://pctpa.net/transit-planning). There are also two transit studies referenced in the responses to comments: the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015). These documents are also available for download from the link above.

## Interregional, Intercity, and Commuter Service

Roseville Transit, PCT, and Capitol Corridor collectively provide transit service between cities and regions. Roseville Transit offers commuter bus service between various pickup locations in Roseville and Downtown Sacramento, as well as a Gameday Express service to the Golden One Arena in Sacramento. PCT's Auburn/Light Rail route (10), Alta/Colfax route (40), Taylor Road Shuttle (50), and Sierra College/Rocklin/Lincoln route (20) all provide connections between different cities and towns in Placer County, while PCT's Placer Commuter Express routes provide commuter service between pickup locations along Interstate 80 and Downtown Sacramento. Capitol Corridor provides train and thruway bus service from the Auburn, Rocklin, and Roseville stations to Sacramento and the Bay Area. As reflected in Appendix A, despite the COVID-19 pandemic's impact on general commuter services, there is still a need and demand for more interregional service.



## Local Service

Local bus route service is available within Roseville, Lincoln, Auburn, and in the Tahoe Truckee area. Roseville Transit provides 10 different bus routes that service the City. PCT's Lincoln Circulator (70) provides local bus within Lincoln while the Highway 49 bus route (30) provides service to the unincorporated North Auburn and Auburn area. Limited Rocklin bus service is provided through PCT's Sierra College/Rocklin/Lincoln bus route (20) and the Taylor Road Shuttle (50). Auburn Transit operates one deviated bus route loop within Auburn and an app-based on-demand service provided within and immediately adjacent to the City's jurisdictional boundaries. TART operates three fixed bus routes: the Highway 267 service between Truckee and Kings Beach, the Highway 89 service between Truckee and Tahoe City, and the Mainline Bus service along Lake Tahoe from Incline Village to Sugar Pine. Several important transfer locations existing within Roseville, Lincoln, Rocklin, and Auburn to connect local services to the interregional services provided by PCT and neighbouring transit operators such as Nevada County Connects and Sacramento Regional Transit (SacRT).



## Demand-Response and Paratransit Service

Each transit operator provides some form of demand-response bus service where riders can pre-schedule pickups and drop-offs from locations other than the fixed route bus stops. While some operators offer this service to the general public, riders with disabilities who require paratransit service are given priority in these services. PCT offers general public Dial-A-Ride and paratransit service in Lincoln, Rocklin, Granite Bay, Loomis, and anywhere within a three-quarter mile of Taylor Road or Highway 49. Roseville Transit offers general public Dial-A-Ride and paratransit service across the City. Auburn Transit provides an app-based general public demand response and paratransit service within and immediately adjacent to the City's jurisdictional limits. TART, through TART Connects, also provides an app-based on-demand and paratransit service within the North Tahoe area that compliments the TART fixed-route services.

The WPCTSA, through a partnership with Seniors First, provides a trip reimbursement and last resort ride program called Placer Rides. Residents who are 60 years or older, individuals with disabilities, and low income residents who do not have another means to take essential trips or access public transit are eligible for this program. Riders recruit their own volunteers to provide the ride and the program reimburses the rider up to 200 miles per month (based on Internal Revenue Service (IRS) mileage standards) that they can use to pay their driver.

# ANNUAL RIDERSHIP REPORT - FY 2021/22

## Placer County Transit

Placer County Transit operates five fixed route buses connecting south Placer's cities, four general public Dial-A-Ride areas, and two (formerly four pre-pandemic) Placer Commuter Express weekday peak hour buses to downtown Sacramento.

### Operating Subsidy per Trip

Operating Cost: \$7,578,668  
 Fare Revenue: \$193,115  
 Operating Subsidy: \$7,385,553  
 Total Trips: 189,205  
 Subsidy per Trip: \$39.03

### Annual Trips per Hour

Total Trips: 189,205  
 Vehicle Revenue Hours: 48,951  
 Trips per VRH: 3.87  
 Change from Prior Year: +18%

## Roseville Transit

Roseville Transit operates 10 fixed-route buses within the City limits, a general public Dial-A-Ride service within the city limits, and 13 weekday peak hour commuter buses between Roseville and downtown Sacramento.

### Operating Subsidy per Trip

Operating Cost: \$7,386,350  
 Fare Revenue: \$486,322  
 Operating Subsidy: \$6,900,028  
 Total Trips: 144,346  
 Subsidy per Trip: \$47.80

### Annual Trips per Hour

Total Trips: 144,346  
 Vehicle Revenue Hours: 52,485  
 Trips per VRH: 2.75  
 Change from Prior Year: -2.48%

## Auburn Transit

Auburn Transit operates one deviated fixed-route service that can deviate up to 0.75 of a mile, and an app-based, on-demand service that operates within Auburn and provides service to adjacent unincorporated areas of the County.

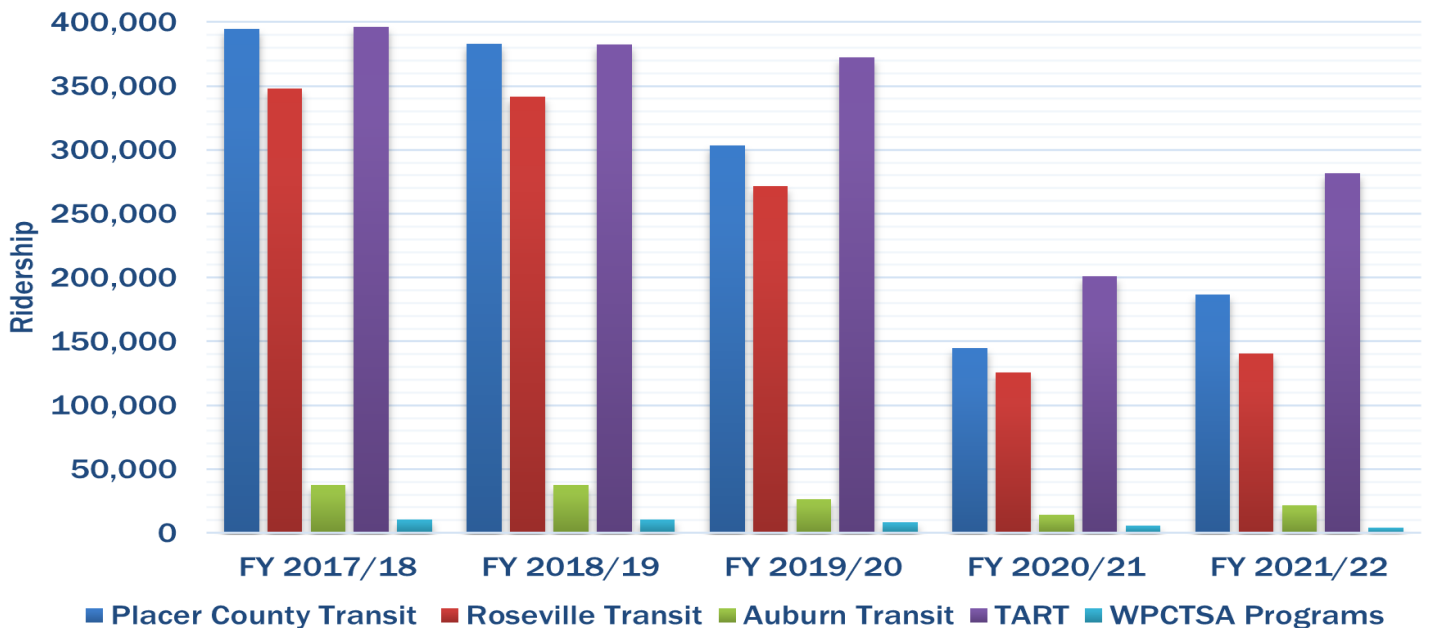
### Operating Subsidy per Trip

Operating Cost: \$668,548  
 Fare Revenue: \$33,574  
 Operating Subsidy: \$634,974  
 Total Trips: 21,497  
 Subsidy per Trip: \$29.54

### Annual Trips per Hour

Total Trips: 21,497  
 Vehicle Revenue Hours: 8,990  
 Trips per VRH: 2.39  
 Change from Prior Year: -24%

## Annual System-wide Transit Ridership (FYs 2017/18 - FY 2021/22)



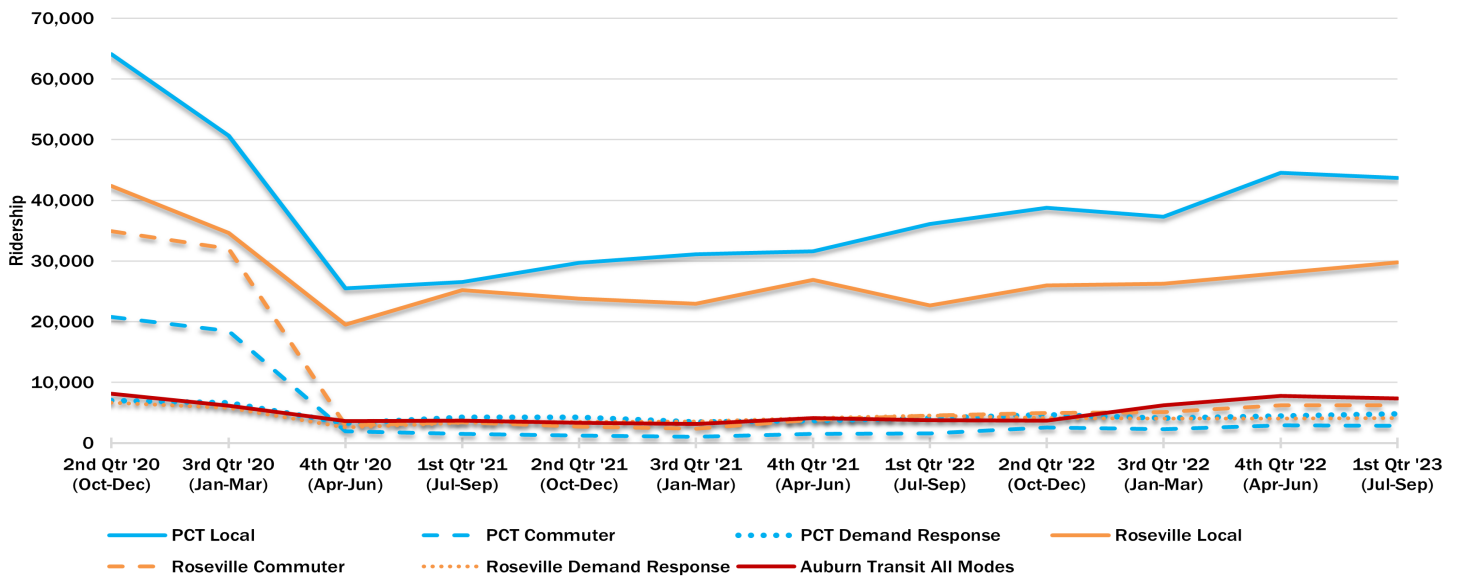
Note: Does not include Capitol Corridor ridership  
 Source: Annual Quarterly Reported Transit Operator Data

## Ridership Recovery Post COVID-19 Pandemic

The COVID-19 pandemic accelerated ridership loss and demand for public transit services in Placer County, which further led to some of the operators reducing fixed-route local and commuter services provided in FYs 2019/20 and 2020/21. Service levels were also constrained from an on-going shortage of bus operators, which continues nationwide. However, as the pandemic's restrictions and impacts started to ease at the beginning for FY 2021/22, overall system-wide transit ridership and overall demand has slowly started to return, as seen in the figure at the bottom of the previous page.

Staff continues to monitor ridership by mode provided from each transit operator on a quarterly basis. As seen in the figure, below, since the fourth quarter of FY 2019/20 (4th Qtr '20), which was the peak of the COVID-19 pandemic, to the first quarter of FY 2022/23 (1st Qtr '23), ridership on all modes of transit for each operator has either leveled off or started to increase. Cumulative local bus service ridership has grown approximately 66% since the pandemic's peak (4th Qtr '20), recovering to almost 71% of pre-pandemic (2nd Qtr '20) levels. However, commuter and demand response service ridership have been slower to recover, with commuter ridership only recovering to 58%, and demand response ridership recovering to 65%, of pre-pandemic (2nd Qtr '20) levels. PCTPA and other planning partners in the greater Sacramento region are continuing to monitor ridership trends and how employees are returning to in-office work settings post pandemic. Commuter services, which previously had constituted a large portion of both Roseville Transit's and PCT's ridership, are heavily dependent on return to office practices. Many of the region's largest employers and state offices continue to work on a hybrid home/office work schedule, with some agencies transitioning fully to remote work following the pandemic. PCTPA is coordinating with the Sacramento Area Council of Governments (SACOG), El Dorado County Transportation Commission (EDCTC), Valley Vision, and other regional partners to evaluate available information and return to work trends to help estimate future transit ridership and demand.

### Quarterly Transit Ridership by Mode (2019/20 Qtr 2 - FY 2022/23 Qtr 1)



Source: Annual Quarterly Reported Transit Operator Data

Although, transit services and operations are not back to pre-pandemic levels, the Placer region's transit operators are continually evaluating their respective services and considering innovative solutions to generate more demand. In addition to the launches of app-based on-demand (microtransit) services by Auburn Transit and the expansion of TART Connects in 2021, PCT and Roseville Transit are considering more app-based on-demand solutions to better serve historically low ridership suburban areas in the Placer region. Through collaborative efforts between PCTPA and the region's transit operators, a joint comprehensive operational analysis and new short-range transit plan effort that examines opportunities for better intercity, intracounty, and interregional services and transfers will start in Spring 2023. These efforts are further being complemented by a regional marketing campaign led by the WPCTSA that is designed to bring a greater awareness to public transit services and transportation programs in Placer County. More information about these efforts can be found under Current Transit Planning Efforts on Page 13.

# ANALYSIS AND RECOMMENDATIONS

## Staff Recommendation Finding

PCTPA staff analyzed comments and developed the following recommended findings according to PCTPA's adopted unmet transit needs definitions:

1. There are no unmet transit needs in FY 2022/23 that are reasonable to meet for implementation in FY 2023/24.
2. The Annual Unmet Transit Needs Report for FY 2023/24 is accepted as complete.

The SSTAC concurred with the recommendations, above, at their January 30, 2023 meeting.

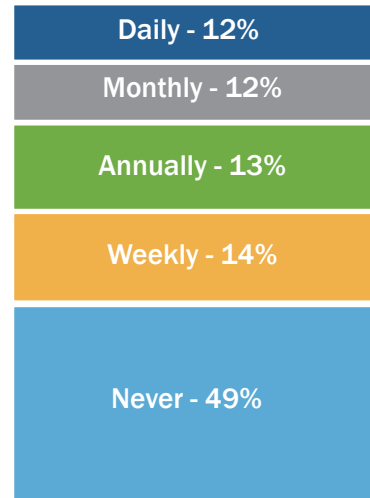
## Analysis of Comments

As previously identified, PCTPA solicited a majority of potential unmet transit needs during this year's UTN Assessment engagement period through a survey. In addition to questions regarding unmet transit needs, the survey solicited respondents to provide general transit usage information, which is summarized in the figures located to the top, center, and bottom right of this page. A majority of survey respondents who used transit, utilized the local route services, with only 49% of those respondents indicating that they did not ride local transit. Of the respondents asked if they used either commuter or demand response services, a majority responded that they never used either those services. These responses somewhat correlate to overall ridership trends analyzed previously in this report, which indicate that local bus route services are the primary mode of service by transit riders in the Placer County region.

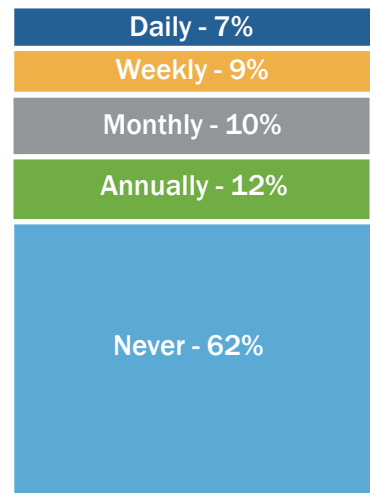
Of the 127 potential unmet transit needs comments analyzed during this UTN Assessment (refer to Appendix A), 14 were identified as potential unmet transit needs that were subsequently determined to not be reasonable to meet. Approximately 65% of the comments received pertained to intracounty, intercity, and interregional services, while the remaining comments were related to intracity services, miscellaneous operational issues, or were too vague to determine a specific transit need. The following list summarizes the general themes pertaining to the comments received during this year's UTN Assessment process:

- Better connections needed between transit services and areas in Lincoln, Rocklin, and Roseville for shopping and/or medical reasons,
- More frequent connections needed to Sacramento light rail services and to other transit services in Sacramento,
- Transit service needed in Lincoln and Rocklin on Sundays,
- Fixed-route transit services needed for Rocklin High School (adult program),
- Transit services needed in Foresthill or from Foresthill to Auburn,
- Transit services needed in Sheridan or from Sheridan to Lincoln,
- Need for new or better transit services to connect Colfax, Auburn, and Nevada County,
- More bus and/or train services needed between Auburn, Roseville, Sacramento and the Bay Area, and
- Expand Granite Bay dial-a-ride or other transit services to the Galleria.

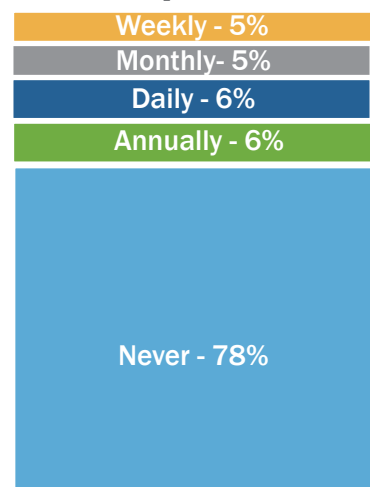
### How Often Do You Ride Local Transit?



### How Often Do You Ride Commuter Transit?



### How Often Do You Ride Demand Response Services?

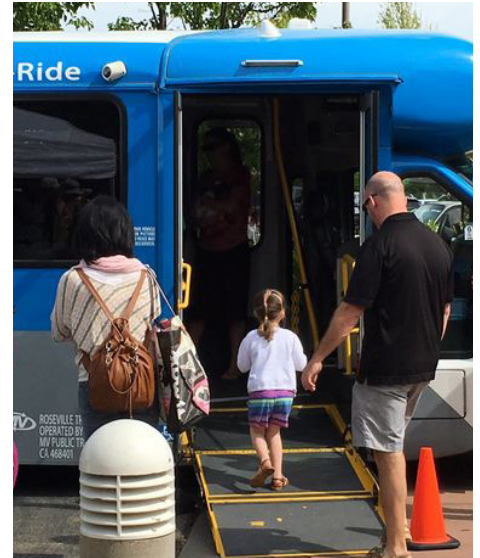




## Current Transit Planning Efforts

### Regional Marketing Plan

As made evident by many of this year's UTN Assessment comments, there is a great lack of awareness regarding general public transit services and transportation programs available in the Placer region. To address this, the WPCTSA and its partnering transit operators and social service agencies have collectively drafted a marketing plan, which broadly defines strategies to promote public transit service and WPCTSA program awareness moving forward. The marketing plan complements transit service coordination and operational improvement efforts that will be addressed collectively with the region's transit operators as part of an upcoming Comprehensive Operational Analysis (COA) / Short-range Transit Plan effort, which is anticipated to start in Spring 2023.



### Comprehensive Operational Analysis and Short-Range Transit Plan

With the collapse of public transit service ridership brought on by the COVID-19 pandemic, on-going bus operator resource issues, and a concurrent recognition that service improvements are needed for Placer's three public transit systems to remain effective and efficient at serving the South Placer region's transportation needs, PCT, Roseville Transit, Auburn Transit, and the WPCTSA are collectively administering a comprehensive operational analysis (COA) and short-range transit plan (SRTP) effort that will start in FY 2022/23. The COA/SRTP will re-examine the design of existing public transit services in South Placer County and provide effective, efficient, and relevant service solutions to address current transportation access and operational issues within the region's public transportation system. Unlike previous SRTPs that focused on each individual operator and their respective service area, this COA/SRTP will combine all transit systems and services into one plan to be implemented collectively by each respective transit operator based on their ability and resources to effectuate the plan. Planning efforts will involve extensive public outreach and stakeholder engagement throughout the process, which will last into FY 2024/25. Public comments regarding transit services and operational issues made during this year's and previous UTN Assessment processes will be heavily evaluated and potentially addressed through this COA/SRTP.

### Sierra College Fare Free Student Transit Pass and TNC Ride Subsidy Pilot Program



In August 2022, after extensive collaboration between the WPCTSA, Sierra College and transit operators in both Placer and Nevada counties, the Ride Free with Your Sierra College ID pilot program was launched. This program provides college students with a free ride on PCT, Roseville Transit, Auburn Transit, and Nevada County Connects fixed-route services for any purpose as long as the student is actively enrolled at Sierra College. A second component of this pilot program, which will provide a discounted ride subsidy on a transportation network company (TNC) service (i.e., Uber, Lyft, or something similar) to/from a college campus during the evening hours when public transit service is not available, is still in development and anticipated to launch in 2023. This pilot program is not only designed to increase access to transportation for many transit-dependent populations, but will also serve to help generate more transit demand for existing public transit services post-COVID-19 pandemic. Staff will continue to evaluate and market this program during its three-year pilot period.

## **Current Transit Planning Efforts Continued...**

### **Piloting Microtransit in Placer County**

Placer County's TART and Auburn Transit both launched app-based on-demand (microtransit) services in 2021. In 2022, PCT, Roseville Transit, and Auburn Transit jointly procured a vendor, Spare, to implement additional app-based on-demand services in other areas of Placer County. Both Roseville Transit and PCT are anticipating to launch microtransit services within their existing dial-a-ride service areas in Roseville, Lincoln, and Rocklin in early 2023, which will use a common platform called GO South Placer On-Demand to provide access to the microtransit services. Auburn may subsequently launch additional microtransit services using the same platform, after their current microtransit service ends. Piloting these additional microtransit services in the South Placer region will help the region's transit operators evaluate microtransit's ability to efficiently and effectively address suburban ridership demand in the post COVID-19 pandemic era. In addition, the microtransit service expansions planned by PCT and Roseville Transit provide an opportunity for further coordinated transit services to address some of the transportation requests identified during this year's UTN Assessment process.

### **South Placer Transit Project (known as Rapid Link)**

The South Placer Transit Project (known as Rapid Link) was part of a comprehensive program of projects identified in the Placer-Sacramento Gateway Plan to reduce regional traffic congestion on the Highway 65 and Interstate 80 corridors. The project received a \$65 million competitive grant award from the Senate Bill 1 funded Solutions for Congested Corridors Program, and will provide 30-minute weekday transit service between Lincoln, Roseville, Rocklin (through connections with PCT at the Roseville Galleria), and Sacramento (via connections to the SacRT bus and light rail services provided at the Watt Avenue/I-80 light rail station). The new service is 100% electric using zero emission technology, and will be administered by Roseville Transit in partnership with PCT, Kaiser and Sutter hospitals, and the United Auburn Indian Community. Rapid Link will ultimately provide faster, cleaner intercity and interregional public transit service that may potentially address some of the regional service demand requests received during this year's UTN Assessment process. It is anticipated that the service will start in FY 2023/24, pending post-pandemic bus purchase and supply chain matters being resolved.

### **Reno Rail Service Planning**

The California Department of Transportation (Caltrans) is currently administering a feasibility study regarding the types of improvements necessary to extend the Capitol Corridor passenger rail service from its current terminus in Auburn, CA to Reno, NV. To support this effort, PCTPA is conducting a complementary study looking at first/last mile connections to six rail stations along the corridor, as well as releasing a public interest survey about the potential service extension. These studies are high-level, and intended to support future planning efforts for potential Reno rail service extension, if deemed feasible. These planning efforts complement overall transit service planning efforts for the areas of Placer County (between Auburn, Colfax, and the Tahoe Basin) that are rural and currently have limited intracounty service.

# APPENDIX A: PUBLIC COMMENTS & RESPONSES

The tables provided in this appendix identify every comment received during the Unmet Transit Needs Assessment outreach and engagement period, which occurred from October 1, 2022, through November 18, 2022. The table's first column includes the comment received from the public. In most cases the comment is printed exactly as received, but in some cases the original comment has been summarized and/or paraphrased to save space, remove personal information, remove expletives, and/or correct grammar and spelling to accurately describe the potential need. The second column includes one of three findings: this is not an unmet transit need, this is an unmet transit need that is not reasonable to meet, or this is an unmet transit need that is reasonable to meet. The third column includes an explanation for how or why PCTPA and the SSTAC determined whether or not a request was an unmet transit need that was reasonable to meet. In many cases the explanations refer to various transit plans, all of which are available on the PCTPA website [pctpa.net/transit-planning](https://pctpa.net/transit-planning). The fourth column lists the jurisdictions relevant to each comment's requested service or where the comment originated from based on the respondent's zip code provided.

The comments are further categorized by tables identified under following five categories:

1. Intracity comments pertaining to services within one incorporated city/town,
2. Intercity comments pertaining to services between incorporated cities/towns within Placer County,
3. Intracounty comments pertaining to services between incorporated and/or unincorporated areas within Placer County,
4. Interregional comments pertaining to services requests extending beyond Placer County into either neighbouring counties or to regions outside of the greater Sacramento area, and
5. Miscellaneous comments pertaining to general statements about operations and/or other non-transit service related issues that do not identify a specific transit need.

## INTRACITY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
1	No transfer trip from Roseville Square to/from Galleria Mall, weekly around 10 a.m. and 3 p.m. for social/shopping purposes	This is not an unmet transit need	Roseville Transit provides weekday service from Roseville Square to the Galleria Mall several times daily on Routes L and B. This comment lacks sufficient detail to identify an unmet transit need.	Roseville
2	Need more Dial-a-Ride buses in Rocklin area.	This is not an unmet transit need	Placer County Transit (PCT) currently provides general public Dial-a-Ride service in the City of Rocklin as a shared-ride, origin to destination service, scheduled based on request. Increased requests for additional buses are an operational matter that is not considered an unmet transit need. PCT monitors the service consideration with the City of Rocklin to ensure there are not excessive service denials.	Rocklin
3	There are no buses that come out to North Fiddymont Road right now. Closest one is route M down on Pleasant Grove Blvd. I need to go from my house to the Galleria area once a month.	This is not an unmet transit need	This area of Roseville is currently served by the Roseville Transit Dial-a-Ride. A transfer from Dial-a-Ride to Route D @ Diamond Creek Blvd. will provide a connection to Route M, which provides service to the Galleria.	Roseville
4	I am teaching in an adult special education transition program that is community-based. We are located on Rocklin High School campus (Monday through Friday, 8:00 a.m., 9 a.m., 12 p.m. and 1 p.m.). Currently we are unable to access the city bus because we do not have a bus stop near enough. Our students need access to local businesses to work in the community. They are unable to drive and this is their only way to get to work and Sierra College. Please add a bus stop near the Save Mart located on Park and Stanford Ranch Road or anywhere you can near Rocklin High School. Thank you!!	This is not an unmet transit need	Placer County Transit (PCT) currently serves this area of Rocklin with the Rocklin Dial-a-Ride. The Short-Range Transit Plan and Rocklin Community Transit Study do not recommend expanding fixed-route service in Rocklin at this time. However, Rocklin High School will also be served by PCT's app-based, on-demand service (microtransit) anticipated to start in 2023. Transit service in Rocklin will also be re-evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023.	Rocklin
5	We are in an active senior residential area, but we are all becoming older and would like to use short bus rides to grocery stores, banks physician services etc. I also understand that senior apartments are being built at the end of Pleasant Grove. Small buses with specific limited rides (say no more than 60 to 90 minutes to reach destinations) would be a valuable service to the growing number of seniors moving in this area, weekdays, 7 a.m. to 7 p.m.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Roseville Transit provides Dial-a-Ride service within the City of Roseville that could potentially accommodate these needs.	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
6	Starting in downtown Roseville on Vernon Street. Heads down Douglas Blvd. All the way to Beale pointe. Then for it to turn around and go back. You need to add more transit service along that corridor, daily at least 30-minute frequency. More lanes on roads aren't going to help. Douglas Blvd is the major road that leads Roseville to its biggest recreation area in the Sacramento region. The fact that there's no bus service giving access Roseville to Folsom Lake.	This is not an unmet transit need	Roseville Transit's Short Range Transit Plan does not recommend adding fixed-route service directly to Folsom Lake. However, connections from the Placer County Transit's (PCT's) Granite Bay Dial-a-Ride service to Roseville Transit's fixed-route and Dial-a-Ride services can be made at certain transfer locations.	Roseville
7	Have an actual weekend schedule for Roseville Transit. No Sunday service is the worst thing a transit service can do.	This is not an unmet transit need	Roseville Transit's Short Range Transit Plan does not recommend adding fixed-route Sunday service. However, Roseville Transit Dial-a-Ride services are available for any general public trip made within the city limits on Saturdays and Sundays, 8:00 a.m. to 5:00 p.m.	Roseville
8	Civic Center, 5 days per week, 3:30 p.m. - 10:30 p.m. for work. As the city of Roseville is growing, it would be nice if the public transportation system could expand to meet the needs of the population.	This is not an unmet transit need	The comment lacks sufficient detail to identify a specific service request. Roseville Transit currently provides fixed-route and Dial-a-Ride services within the City limits to/from the City's Civic Center.	Roseville
9	It would be good to have transportation available from Sierra College to Rocklin train station.	This is not an unmet transit need	Fixed-route services between Sierra College and the Rocklin train station are provided weekdays by Placer County Transit (PCT) via Routes 20 and 10 (transfer required) or through the Rocklin Dial-a-Ride service provided by PCT.	Rocklin
10	Roseville buses do not go out of Roseville very much for the local transit, so people have to take different types of transit services to get to places in Roseville, once or twice a week around 6 a.m., 7 a.m., or 8 a.m. for shopping	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Placer County Transit (PCT) connects with Roseville Transit and can provide transit service connections outside of Roseville.	Roseville
11	Home to park or grocery store, once a week in the morning.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville Transit provides fixed-route and dial-a-ride services within the City of Roseville that could potentially accommodate these needs.	Roseville
12	Start at my home in Lincoln Hills and end at my church Lincoln Community Church, three times a week, and specifically at 9:30 a.m. on Sundays (for church) and 12:30 p.m. (for card making class) and 3rd Wednesday on (2nd Thursday and 3rd Wednesday) (for sewing group) of the month for going to. I use a walker and any type of transportation that is accessible for me would help. I would	This is an unmet transit need that is not reasonable to meet	Placer County Transit (PCT) currently provides Dial-a-Ride service in Lincoln and Lincoln Hills Mondays through Fridays, 6:30 a.m. through 6:35 p.m., and Saturdays, 8:20 a.m. through 4:20 p.m., with no service on Sundays. The 2018 Short-Range Transit Plan for PCT did not recommend Sunday service as ridership projections for this service are too low to sustainably support the cost	Lincoln

Comment #	Comment	Finding	Explanation	Jurisdiction
	need to have pickup back to my home, too.		for service implementation. Placer Rides, which provides a reimbursable ride for passengers that find a driver may accommodate the Sunday transit need. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500.	
13	From Lincoln High School to neighboring areas and to the South end of Lincoln. I'd like to see more public transportation to the Twelve Bridges area, four days a week before and after school. To get to school for Lincoln High School and Twelve Bridges High School. Our town is growing quickly. We need to see wider route coverage, more often picking up and drop off.	This is not an unmet transit need	Service between Lincoln High School and Twelve Bridges High School is available via Placer County Transit's (PCT's) fixed-route (Route 70) and Dial-a-Ride services that further cover the Twelve Bridges area and southern portion of Lincoln.	Lincoln
14	We need a bus stop at Rocklin High School in Rocklin. We are unable to take the bus to or from Rocklin High School. This bus stop would be used every day, Monday through Friday, various times between 8 a.m. and 2 p.m. I am a teacher at the Adult Transition Program for disabled young adults at Rocklin High School. Our program is designed to teach community and life skills through real-life experiences. We need access to public transportation to teach students how to access public transportation. Currently, the two closest bus stops involve walking up a big hill or over a mile. The majority of the students have physical disabilities that make walking long distances challenging. A closer bus stop will be helpful. We need more bus stops that are closer to residential neighborhoods.	This is not an unmet transit need	This area of Rocklin is currently served by Rocklin Dial-a-Ride provided by Placer County Transit (PCT). The Short-Range Transit Plan and Rocklin Community Transit Study do not recommend expanding fixed-route service in Rocklin. However, Rocklin High School will also be served by PCT's app-based, on-demand service (microtransit) anticipated to start in 2023. Fixed-route transit service in Rocklin will be evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023.	Rocklin
15	RHS community services for special needs children, two times a day. Will give the special needs children the chance to become more independent in life. Please provide bus stop closer to the places that special needs children will go to. Thank you! •	This is not an unmet transit need	This area of Rocklin is currently served by Rocklin Dial-a-Ride provided by Placer County Transit (PCT). The Short Range Transit Plan and Rocklin Community Transit Study do not recommend expanding fixed-route service in Rocklin. However, Rocklin High School will also be served by PCT's app-based, on-demand service (microtransit) anticipated to start in 2023. Fixed-route transit service in Rocklin will be evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023.	Rocklin

Comment #	Comment	Finding	Explanation	Jurisdiction
16	<p>There appears to be an old turn out for a bus near Rocklin High School (5301 Victory Lane, Rocklin, CA) and I am really hoping we could potentially resume that public transit stop so our students could access public transportation from our site since they go out frequently in the community and also to Sierra College. We have two classes (soon to be three classes in the fall) each ranging from 7-12 adults with disabilities (ages 18-22) and 4-5 adult staff that support in each of the three classrooms. So for this year if two classes were to go visit the library for example, that would be 25 adults needing to ride public transit. Currently the classes rely on school busses or vans to get out in the community (which is a higher cost), but given they are learning how to transition to life after high school, public transit is an important part of the process. All the students do attend Sierra College so they have bus passes to ride, but it is a challenge given our location. Currently these students use the school busses or vans every day either to go to Sierra College twice weekly, or work experience or field trips so I can confidently say it would be used at least twice daily M-F (for pick up and drop off) to get out in the community. Is this something that may be possible within walking distance to Rocklin High School? Our original hope was to have our classes located somewhere near public transit and more central to the community, but the cost of leases and given the declining enrollment projections for the high school currently, we will need to stay at that location. The students do use dial a ride as well.</p>	<p>This is not an unmet transit need</p>	<p>This area of Rocklin is currently served by Rocklin Dial-a-Ride provided by Placer County Transit (PCT). The Short Range Transit Plan and Rocklin Community Transit Study do not recommend expanding fixed-route service in Rocklin at this time. Rocklin High School will be served by PCT's app-based, on-demand service (microtransit) anticipated to start in 2023, which could effectively accommodate some of this need. However, fixed-route transit service in Rocklin will also be evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023.</p>	<p>Rocklin</p>

## INTERCITY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
17	<p>Lincoln to Roseville and back, once a week. I need to go to class on Sundays. 12 noon to get to Roseville and 6pm to return to Lincoln. I need to there to be public transportation in</p>	<p>This is an unmet transit need that is not</p>	<p>There is currently no Sunday service and the Placer County 2018 Short Range Transit Plan (2018 SRTP) does not recommend adding such a service at this time. Ridership is not anticipated to be high enough to sustain a Sunday and/or</p>	<p>Lincoln, Roseville</p>

Comment #	Comment	Finding	Explanation	Jurisdiction
	Lincoln California on Sundays and in the evenings.	reasonable to meet	evening service. However, the Placer Rides program may be able to provide reimbursable trips for eligible participants to reimburse their driver to accommodate this need.	
18	We would like to try and use the local transit service just to get started from Lincoln Hills to the Galleria, but we do not know where to get it, how much it costs, etc. Also do not know if one just wait at the bus stop for these services? Is there something in writing either in hardcopy or online to tell us how to use the services? We are getting to an age where much driving will no longer be possible although we still both can walk well. In the bay area we did use buses and BART for many years, then just for convenience but now up here getting to be more of a necessity to get around safely.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Placer County Transit (PCT) provides both Dial-a-Ride and fixed-route service (via Route 20), between Lincoln Hills and the Galleria. Information regarding PCT transit services can be found by calling the South Placer Transit Information Center at (916) or (530) 745-7560, or visiting PCT's website <a href="https://www.placer.ca.gov/1768/Placer-County-Transit">https://www.placer.ca.gov/1768/Placer-County-Transit</a> . Additionally, the South Placer Transit Project (aka Rapid Link) will provide higher frequency service between Lincoln and the Galleria upon implementation in FY 2023/24.	Lincoln, Roseville
19	Colfax to Auburn more frequently (3 times per week, 10 a.m. and 6 p.m.) for work	This is an unmet transit need that is not reasonable to meet	Placer County Transit's Route 40 provides daily service from Colfax to Auburn at 8:20 a.m. and 4:35 p.m. The 2018 SRTP does recommend providing a mid-day Colfax/Alta service run one day per week. However, the service is not anticipated to achieve the necessary ridership to be feasibly sustained at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which will begin in 2023.	Colfax, Auburn
20	Sacramento Street in Auburn to Main Street in Colfax on a monthly-basis to visit friends, shops, and restaurants	This is not an unmet transit need	Placer County Transit's Route 40 provides daily service from Colfax to Auburn at 8:20 a.m. and 4:35 p.m., and this comment lacks additional information to identify a specific transit need. The 2018 SRTP does recommend providing a mid-day Colfax/Alta service run one day per week. However, the service is not anticipated to achieve the necessary ridership to be feasibly sustained at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort that will begin in 2023.	Auburn, Colfax
21	To/from Fairway @ Sunset and Costco/99Cent Store and Safeway on Sunset at least once per week during mid-day.	This is not an unmet transit need	Placer County Transit (PCT) Route 20 currently provides fixed-route service to some of these during the mid-day, in addition to the Rocklin Dial-a-Ride services provided by PCT throughout the City of Rocklin and into this area within the City of Roseville.	Rocklin, Roseville



Comment #	Comment	Finding	Explanation	Jurisdiction
22	Start close to my house. At Granite Oaks Middle School or Rocklin High and terminate at Kaiser Roseville 1600 Eureka Rd. five days per week around 7 to 7:30 a.m. for work	This is not an unmet transit need	This area of Rocklin is currently served by the Rocklin Dial-a-Ride, provided by Placer County Transit (PCT), with transfer opportunities to PCT's Route 20 fixed-route service to the Roseville Galleria. Transfer opportunities are available at the Roseville Galleria to Roseville Transit's fixed-route and Dial-a-Ride services that provide service to Kaiser Roseville medical facilities in Roseville. This area is also anticipated to be serviced by app-based on-demand service (microtransit) in early 2023, which could afford more transfer opportunities between these two service areas.	Rocklin, Roseville
23	Lincoln, Rocklin, Roseville, and Highway 65 corridor, three times a week in the mornings and afternoons, for shopping and dining. After returning from Europe, it is a stark reminder about the lack of any type of mass transit available in our area.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Existing fixed-route and Dial-a-Ride transit services are available in Lincoln, Rocklin, Roseville and on SR 65, provided by either Roseville Transit and/or Placer County Transit (PCT). Transfers may be required between services to travel to specific locations within the jurisdictions.	Lincoln, Rocklin, Roseville
24	I live in a forgotten pocket. There is no bus service near me. I use dial-a-ride but it is a point a to point b. If I want to visit several places I am unable. Please help me expand my life. Whitney Ranch Parkway to connect to bus routes. Currently the bus stop is two miles away going each way for Bus (Route) 20 and Bus (Route) 70, for days a week in the afternoons and late mornings for shopping, dental, medical, and personal needs.	This is not an unmet transit need	The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Dial-A-Ride service is available to all locations within the City of Rocklin, provided by Placer County Transit (PCT). Transit service in Rocklin will be re-evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (S RTP) effort, which begins in 2023.	Rocklin
25	Dial-A-Ride being about to go from city to city. IE: Lincoln into Roseville and not just staying in one city area, several times a week during the daytime hours. I am in a wheelchair and have limited transportation. The bus stop isn't near my home. The one that is closest doesn't have a shade covering for sun or rain. It takes 2 buses to get from Lincoln to Roseville Galleria Mall. Then try to get a 3rd bus to get somewhere near my doctors offices. Or anywhere else. I'd be happy to pay a bit more to be able to have that independence of having door to door service like an ambulatory person has with an Uber	This is not an unmet transit need	Currently the Dial-a-Ride services provided by Placer County Transit (PCT) and Roseville Transit do not cross jurisdictional service areas (except for Americans with Disabilities Act eligible riders between the Lincoln and Rocklin/Loomis Dial-a-Ride zones) and there are no recommendations to do so in the Short Range Transit Plans. However, passengers can connect between the Lincoln and Rocklin/Loomis Dial-a-Ride zones and Roseville Transit Dial-a-Ride service area at various transfer locations. Operational issues associated with bus stops coverings are not considered an unmet transit need. However, these issues are provided to the transit operators for consideration as	Lincoln, Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
	service. Due to my powerchair, I don't get that ability.		part of overall system and service improvements.	
26	Downtown Lincoln to Kaiser Hospital and Kaiser Medical Offices twice a week during work hours (7 a.m. - 6 p.m.) for medical appointments. I used to ride transit often. There is a bus stop near me but it has no place to sit and no shelter from rain or sun. There is no route from Lincoln straight to Kaiser Roseville hospital or Kaiser Roseville medical offices and I feel like that is a big need for myself and others. Also a route from Lincoln to Amtrack would be beneficial.	This is not an unmet transit need	Service between Downtown Lincoln to Roseville is possible with transfers on Placer County Transit fixed-route (Routes 70, 20, and 10) service, that connect with Roseville Transit at the Galleria, which enables a transfer and service to Kaiser via the Roseville Transit fixed-route and/or Dial-a-Ride service. Additionally, the South Placer Transit Project (aka Rapid Link) will provide higher frequency service between Lincoln and the Kaiser Hospital/Medical Center in Roseville upon implementation in FY 2023/24.	Lincoln, Roseville
27	It would start at Whitney Ranch Blvd and Wildcat Blvd in Rocklin, or within a few blocks of it. It would end at Galleria Mall Transit Center, daily, for doctor appointments, shipping, senior activities, connecting to other transit. It provides wonderful service (and I have ridden public transit all my life throughout the United States and Western Europe.) But it does not provide service to West Rocklin (i.e.) via Wildcat Blvd. and on to Lincoln. This is a major issue and there are all sorts of new stores and housing developments going in. We need service in this area. East Rocklin has service, it is only fair that we have it, too. All taxpayers are equal.	This is not an unmet transit need	The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin. Transit service in Rocklin will be re-evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023.	Lincoln, Rocklin, Roseville
28	I recently retired but would have been interested in a bus from Lincoln to Roseville when I was working. I previously rode Caltrain and MUNI when living in the Bay Area. Both use the Clipper Card. Does Placer County have plans to incorporate the Clipper Card?	This is not an unmet transit need	Placer County Transit (PCT) provides fixed-route service from Lincoln, via Route 20, to the Roseville Galleria, which affords transfers to Roseville Transit services, and utilizes the Connect Card that enables electronic fare payment similar to the Clipper Card.	Lincoln, Roseville
29	Start near Sierra College, end at Sutter Roseville medical center, about once a week between 9 a.m. and 5 p.m. for medical appointments. Current routes are not very direct. I live near enough to the College to use that as a starting / ending point. I do not know if there are on-demand services available for this.	This is not an unmet transit need	Transit services provided by Placer County Transit's (PCT's) Routes 10 or 20, with potential transfers to (or between) Roseville Transit's Routes A, B, or M, currently enable connections between Sierra College and the Sutter Roseville medical center.	Rocklin, Roseville
30	I start at the Walmart store in Lincoln, where I get the bus to travel to the Roseville Galleria to transfer to Roseville Transit to go to the Sutter hospital for my doctor's appointment. The other destination is Walmart,	This is not an unmet transit need	Placer County Transit (PCT) provides Dial-a-Ride service within both and between Lincoln and Rocklin, with transfer opportunities to Roseville's Dial-a-Ride service at specific locations. Additional Americans with Disabilities	Lincoln, Roseville, Rocklin

Comment #	Comment	Finding	Explanation	Jurisdiction
	Rocklin California. I noticed that the fixed bus route on Joiner Parkways goes on to Nicholas Rd. and does pass my street, Q St. It's the same bus driver where I catch bus at the Walmart store on 2nd St. This is really unfair very discriminating against the disabled.		(ADA) eligible riders can ride on PCT's Dial-a-Ride services, without transferring, between Lincoln and Rocklin.	
31	From Sun City Lincoln Hills to Kaiser Hospital in Roseville, monthly, anytime between 7 a.m. and 5 p.m. for medical reasons.	This is not an unmet transit need	Placer County Transit (PCT) provides Dial-a-Ride service in Lincoln Sun City area, which can connect passengers to the PCT Route 20 service that connects to the Roseville Galleria and Roseville fixed-route (Routes B and L) and/or Dial-a-Ride services that provide service to the Kaiser Hospital in Roseville.	Lincoln, Roseville
32	Would like Placer County bus service thru Sun City Lincoln Hills. Use transfer passes at any stop... not just at major transfer areas like at Roseville Galleria. You can bring a dog on the bus but cannot take a cat on the bus - why? A cat is inside a cage. I wanted to go to the SPCA to adopt a cat and was told that I could not ride the bus home if I had a cat.	This is not an unmet transit need	Placer County Transit (PCT) provides Dial-a-Ride service in Lincoln Sun City area, with transfer options at various locations in Lincoln. Policies regarding transfer passes and animals on the bus are operational issues and not considered unmet transit needs. PCT currently allows service animals for eligible riders.	Lincoln, Roseville
33	Rocklin and Kaiser in Roseville, for doctor's appointments, preferably in the morning but any time. It would be great if the bus went to Roseville as well. I have my hairdresser in Roseville as well. I would love for the bus to run on Sundays.	This is an unmet transit need that is not reasonable to meet	Placer County Transit (PCT) provides fixed-route and Dial-a-Ride services in Rocklin that connect with Roseville Transit fixed-route and Dial-a-Ride services, which serve the Kaiser hospital in Roseville (requires a transfer from one system to the other). However, no PCT services are provided on Sundays. The 2018 Short-Range Transit Plan for PCT did not recommend Sunday service in Rocklin as ridership projections for this service are too low to sustainably support the cost for service implementation. Placer Rides, which provides a reimbursable ride for passengers that find a driver may accommodate the Sunday transit need. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500.	Rocklin, Roseville
34	Need more Dial-a-Ride service from Loomis to Rocklin, particularly for seniors	This is not an unmet transit need	This comment lacks sufficient information to identify a service request. There currently is Dial-a-Ride service provided by Placer County Transit (PCT) in Loomis and Rocklin.	Loomis, Rocklin

## INTRACOUNTY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
35	More door-to-door support for the physically disabled	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Dial-a-Ride service is available with a reservation both within Placer County, and on-demand service is available within Auburn. The Placer Rides trip reimbursement program may also be an option for those who are traveling between cities and unable to use local transit.	Auburn, Placer County
36	From Granite Bay to Roseville, Folsom Light Rail Station, or Amtrak Station in Roseville for doctor's appointment. Please provide an option to have public transit from Granite Bay. The Dial-A-Ride from Granite Bay to Galleria Mall is not available anymore when I tried to book a trip. Please make this available again.	This is not an unmet transit need	Placer County Transit (PCT) provides Dial-a-Ride service in Granite Bay to Roseville. Depending on where the medical appointment is, passengers can also use the Granite Bay Dial-A-Ride and transfer to Roseville Transit Dial-a-Ride, which can provide connections to the Galleria and Louis Orlando transfer locations. Some fixed-route services provided by PCT (via Route 20) and Roseville Transit, connect to Sacramento Regional Transit (SacRT) bus and light-rail services from these transfer locations.	Granite Bay, Roseville
37	Brockway Road to Palisades without switching buses two times a week around 7 a.m. to 8 a.m. for skiing	This is not an unmet transit need	This comment pertains to potential services that are outside PCTPA's jurisdiction and can potentially be accommodated by TART Connect. This comment will be forwarded to the Tahoe Regional Planning Agency and TART for further consideration.	Tahoe, Placer County
38	Foresthill to Auburn, everyday morning and afternoon for work and commuting. Foresthill does not currently have any sort of public transportation system. Many in our community need rides to get to Auburn for medical appointments and other needed services that we don't have here in our community.	This is an unmet transit need that is not reasonable to meet	There are no public transit services in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service on a consistent basis at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTTP) effort, which will begin in 2023. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500.	Foresthill, Auburn
39	Roseville to Alta, round-trip, once per month, late Friday evening or early Saturday morning. I have friends that	This is an unmet transit	Placer County Transit's Short Range Transit Plan does not recommend implementing weekend service for	Roseville, Alta

Comment #	Comment	Finding	Explanation	Jurisdiction
	live in Dutch Flat, and it is not possible to take the Capitol Corridor once-daily train to Colfax for this trip, and Placer County Route 40 does not provide service on weekends.	need that is not reasonable to meet	Route 40. The potential service is not anticipated to generate sufficient ridership to maintain its feasibility at this time.	
40	Foresthill to Auburn, two to three times per day for appointments. Currently, there is no transit service that services the town of Foresthill. The community needs transit options!!	This is an unmet transit need that is not reasonable to meet	There are no public transit services in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service on a consistent basis at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTTP) effort, which will begin in 2023. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500.	Auburn, Foresthill
41	With such a large county, using transit rarely meets my needs. Transit service to Thunder Valley Casino would be helpful.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Placer County Transit (PCT) currently provides fixed-route service, via Route 20, to Thunder Valley.	Lincoln
42	Foresthill to Auburn and back, weekly and daily, during midday and weekday mornings. We have a young man who is blind living with us in Foresthill. He can take transit from Auburn to other locations but cannot get from Foresthill to Auburn. He is hoping to attend Sierra college in 2023, but transportation issues will impact his ability to do so. There are currently no transit options in Foresthill and limited if any ride-share options. This is a real need for our community.	This is an unmet transit need that is not reasonable to meet	There are no public transit services in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service on a consistent basis at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTTP) effort, which will begin in 2023. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500.	Foresthill, Auburn
43	Sheridan to Lincoln, three days a week, 8 a.m., for errands. A elderly woman hitchhikes from Sheridan to Lincoln and back. Numerous times a week. Very dangerous. The weather and time change will only make it that much harder for her. If there was a bus a couple times a week that	This is an unmet transit need that is not reasonable to meet	There is currently no transit service to Sheridan. While the Short-Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service. This issue may be re-examined as part of the comprehensive operational analysis	Sheridan, Lincoln

Comment #	Comment	Finding	Explanation	Jurisdiction
	comes out to Sheridan and has a return trip later that day that would be amazing! Thank you!		(COA) / short-range transit plan (SRTP) effort, which will begin in 2023.	
44	Sheridan, CA to Lincoln, twice a week, mid-mornings to late afternoons. Not so much for me, but for several senior citizens who have to beg to ride or hitchhike to get to Lincoln. Senior citizens need to get to Lincoln to get food from the Food Bank and their grocery stores for supplies. I would ride transit more often if it was available. I have to drive into Lincoln to catch a bus, so I might as well keep driving my car.	This is an unmet transit need that is not reasonable to meet	There is currently no transit service to Sheridan. While the Short-Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which will begin in 2023.	Sheridan, Lincoln
45	I live on Whirlabout St. in Roseville, nearest bus stop to me is the one near CVS on Pleasant Grove and Fiddymont, which is almost a mile away from me. I will be 65 in January 2023, and that mile as a walk takes a lot out of me. Need transportation at least weekly, but weekend options are nice too, for doctor's visits, haircut appointments, and shopping. I have moved from Marin County, CA and for local routes that have less people they use shorter buses.	This is an unmet transit need that is not reasonable to meet	Whirlabout St. is located in the Palisade Village at Sierra Vista development, which is located outside of the Roseville city limits in Placer County. There are currently no public transit services (fixed-route and Dial-a-Ride) provided in this location by either Placer County Transit (PCT) or Roseville Transit. It would not be feasible to implement fixed-route transit services in this area as ridership demand would potentially be very low at this time to sustain the service. However, PCTPA, in partnership with the transit operators, will be conducting a Comprehensive Operational Analysis (COA) and developing a Short-Range Transit Plan, beginning in 2023, to assess the future transportation services needed for this developing portion of unincorporated Placer County. Additionally, the Placer Rides program serves eligible clients including seniors who need transportation and are unable to pay fares. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500.	Placer County
46	My husband and I recently moved to Foresthill area in May of this year. We are on the divide in Monte Verde estates. We moved with 2 adult kids with disabilities and they are in need of transportation. I was very surprised to find that there are no transit services available. My son is high functioning Autism and got a job within 60 days moving here but	This is an unmet transit need that is not reasonable to meet	There are no public transit services in Foresthill and while the Short-Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service on a consistent basis at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which will begin in 2023.	Foresthill, Auburn

Comment #	Comment	Finding	Explanation	Jurisdiction
	<p>Lyft/Uber drivers do not come here, there is no Paratransit bus, or Dial A Ride equivalent? My husband and I are retired as we are older and he retired disabled so I have my hands full supporting and taking care 3 disabled adults in different capacities. I have a lot of medical care needed and one on one care for my daughter so being sole transportation provider on a daily basis is very challenging. I have exhausted every resource with Seniors first, Alta regional, and Placer County and was told to follow up with you as there is an upcoming meeting for Placer County transportation and what is needed. Foresthill and the Divide need disabled transportation services (i.e., a paratransit bus/Dial-a-ride service) so disabled adults can have access to getting groceries, getting to and from a job, and access to attending church services etc. Please present this need at Placer County transportation meeting and update me with any means that will be able to be provided for my Adult Disabled kids.</p>		<p>In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500.</p>	
47	<p>What is the status of the unmet transit needs in Sheridan?</p>	<p>This is an unmet transit need that is not reasonable to meet</p>	<p>There is currently no transit service to Sheridan. While the Short-Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (S RTP) effort, which will begin in 2023.</p>	<p>Sheridan</p>
48	<p>Is there any plan to improve the dial-a-ride service in Granite Bay? The service to go to the mall directly is no longer available. Thank you.</p>	<p>This is not an unmet transit need</p>	<p>While there is no fixed-route service provided directly from Granite Bay to the Roseville Galleria, Placer County Transit (PCT) provides Dial-a-Ride services in Granite Bay that connect with Roseville Transit fixed-route and Dial-a-Ride services at certain transfer locations, which provide connections to the Galleria.</p>	<p>Granite Bay, Roseville</p>
49	<p>There is an unmet transit need in Auburn for middle school children since the local school bus service has recently been eliminated, especially for potential passengers living in the unincorporated Placer County/North Auburn region coming into Auburn for school and/or other purposes.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient information to identify a service request. However, while Dial-a-Ride and app-based on-demand services are provided in both North Auburn and Auburn by both Placer County Transit (PCT) and Auburn Transit, the upcoming Comprehensive Operational Analysis (COA) and Short-Range Transit Plan will further examine any additional areas in Auburn and the</p>	<p>Auburn, Placer County</p>

Comment #	Comment	Finding	Explanation	Jurisdiction
			unincorporated Placer County adjacent to Auburn where transit services could feasibly address demand.	
50	Service between Incline Village and Olympic Valley, every day at 7 a.m. and 5 p.m. for work. Inconsistency with bus schedules. Some drivers wait past the hour, some do not. Sometimes the bus is there and sometimes not. Wish they can do real-time announcement since NextBus is not working.	This is not an unmet transit need	Operational matters such as bus schedule inconsistencies are not unmet transit needs. However, the comments will be provided to TART staff for review and consideration.	Placer County, Incline Village, Olympic Valley

## INTERREGIONAL COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
51	From Auburn to various Bay Area locations [Emeryville, Santa Clara County, San Jose] on a monthly-basis for medical appointments.	This is not an unmet transit need	Capitol Corridor has daily service from Auburn to Emeryville, Santa Clara, and San Jose. This comment lacks sufficient detail to identify an unmet transit need.	Auburn, Bay Area
52	Roseville to San Francisco on weekends for entertainment.	This is not an unmet transit need	Capitol Corridor provides weekend bus and train service to San Francisco. This comment lacks sufficient detail to identify an unmet transit need.	Roseville, Bay Area
53	I take the Roseville Commuter departing Sunsplash at 7:23. It makes 1 stop before heading to Sacramento. At this stop there is 0-3 people. Why isn't that stop made before the Sunsplash stop? This way when our bus leaves from Sunsplash it can go directly to Sacramento and hopefully arrive on time.	This is not an unmet transit need	Operational issues like service to specific bus stops, are not considered an unmet transit need. However, this comment will be provided to Roseville Transit for consideration as part of on-going system and service improvements.	Roseville, Sacramento
54	Service to the Tahoe / Reno area makes total sense and would reduce traffic (I-80) / emissions.	This is not an unmet transit need	The Short-Range Transit Plans do not recommend adding service between South Placer and the Tahoe Area. PCTPA has partnered with Caltrans and other agencies to evaluate first/last mile connections to Amtrak through the Reno Rail Extension Study, which is intended to determine the feasibility of additional rail service between Sacramento, Tahoe and Reno.	Sacramento, Sacramento County
55	It should be possible to take quality public transit around Lake Tahoe a few times a week. The traffic due to private cars around Lake Tahoe is insane and there is no alternative available.	This is not an unmet transit need	This comment pertains to possible services that are outside PCTPA's jurisdiction. This comment will be shared with the Tahoe Regional Planning Agency.	Tahoe, Placer County, El Dorado County
56	There needs to be better connections across counties other than just within Placer County. Transit needs to work regionally.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. PCTPA staff and the region's transit operators are continuing to work with	Truckee, Placer County



Comment #	Comment	Finding	Explanation	Jurisdiction
			the Sacramento Area Council of Governments (SACOG) and other regional transit providers to examine opportunities for more service connections across the region.	
57	I've been taking the PM 9 commuter bus home but it is frequently late because it leaves Roseville at 4:15 but gets stuck in westbound traffic on the way downtown. Would it be possible for the bus to leave Roseville earlier so as to be on time at the downtown stops? With the way downtown is now, it is a safety issue to be standing alone in the dark until the bus arrives 20 minutes after its scheduled time.	This is not an unmet transit need	Operational issues such as bus stop locations and schedule timing are not an unmet transit need. However, these issues are provided to Roseville Transit for consideration as part of overall system and service improvements.	Roseville, Sacramento
58	I live in Lincoln, but work in Sacramento on Madison Ave./North Highlands area weekdays	This is not an unmet transit need	While there is no direct service from Lincoln to North Highlands, Placer County Transit's (PCT's) Routes 20 and 70 provide local services in Lincoln with Route 20 serving Roseville Galleria, which further afford transfers to the Route 10 and/or Roseville Transit Route B providing service from the Galleria to the Louis Lane & Orlando transfer station in Roseville. Transfers to Sacramento Regional Transit (SacRT) service that provide service to North Highlands are available at the Louis Orlando station.	Lincoln, Sacramento
59	When I used to take Amtrak to LA or the Bay Area, returning trips were too infrequent with little choice	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request.	Rocklin
60	I ride Placer County buses from Louis & Orlando to Watt/I-80 (light rail) to catch light rail. A second bus during the day on the half hour span between the current schedules would be beneficial when it's necessary to get home or when there is one of the increasingly frequent light rail delays. Other than that, the buses are clean, on-time, and the drivers are very courteous to other riders and to me.	This is not an unmet transit need	The Short-Range Transit Plans do not recommend adding additional service at the Louis and Orlando stop at this time. However, adjustments to current Placer County Transit (PCT) service schedules may be considered as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) efforts, which are anticipated to begin in 2023.	Roseville, Sacramento
61	Roseville - Davis, Roseville to Sac State, three times per week around 8 a.m. and 6 p.m. for work	This is not an unmet transit need	Capitol Corridor currently provides train and bus services from Roseville to Davis. Placer County Transit (PCT) provides service from the Galleria and the Louis and Orlando transfer stops to the Watt Avenue / I-80 light rail station (via Route 10), which provides connections with Sacramento Regional Transit (SacRT) light rail services provided to Sacramento State University.	Roseville, Davis, Sacramento

Comment #	Comment	Finding	Explanation	Jurisdiction
62	Increase Auburn stop like they used to have before pandemic to Sacramento.	This is not an unmet transit need	The comment lacks sufficient detail to identify a specific transit service request.	Auburn, Sacramento
63	I would like more commuter times between 4:30 and 5:30 for the commuter bus. There are not enough buses at peak commute time. Please reinstate Bus 8.	This is not an unmet transit need	Commuter PM Route 8 was suspended during the COVID-19 pandemic due to significant ridership loss. While the route has not yet resumed normal operations, Roseville is continuing evaluate its reinstatement pending resources and ridership demand following the pandemic.	Roseville, Rocklin, Sacramento
64	Light rail from Rocklin and Roseville to downtown Sac, during weekdays, 7 a.m. and 6 p.m. for work.	This is not an unmet transit need	Placer County Transit (PCT) currently operates fixed-route service, via Route 20, from Rocklin and Roseville to the Watt Avenue / I-80 Light Rail Station, which provides connections to Sacramento Regional Transit's light rail service to downtown Sacramento, Mondays through Saturdays.	Rocklin, Roseville, Sacramento
65	To use dial-a-ride from city to city (i.e., Lincoln to Roseville or Lincoln to Sacramento) several times a week during business hours for doctor's appointments, visiting stores, shopping. When I call Placer transit or talk to the drivers, I get different answers to the same questions. I'd like to be able to know what is the real answer to the 1 <sup>st</sup> question that I have? Can you get everyone of your employees on the same page?	This is not an unmet transit need	Currently the Dial-a-Ride services provided in Lincoln (by PCT) and Roseville (by Roseville Transit) require a transfer to cross jurisdictional borders at key locations, which can be coordinated by the South Placer Transit Information Center. In addition, Roseville's Dial-a-Ride service connects to Sacramento Regional Transit's paratransit services at the Louis Orlando transfer stop. There are no recommendations in the current Short Range Transit Plans for cross-jurisdictional service. However, this may be explored further in future planning efforts. This comment regarding customer service will also be provided to PCT staff for consideration.	Lincoln, Roseville, Sacramento
66	Between Woodcreek Oaks & Pleasant Grove, and Roseville Amtrak, monthly, 6:30 a.m. and 6:30 p.m. To be able to take public transit to/from the Roseville Amtrak and my family's house. D line would make a perfect fit for this trip, but it doesn't run early/late enough and it doesn't run on Sundays at all. I take the Capitol Corridor to/from Davis about once or twice a month to visit my family. The train leaves Roseville around 7am and arrives in Roseville at about 6:30pm. PCTPA needs to push harder to create funding for the Capitol Corridor third track project. Having only one Capitol Corridor trip daily is not enough to reliably commute to Sacramento or the Bay	This is not an unmet transit need	Operational issues such as bus stop locations and time of stops is not an unmet transit need. This comment will be shared with Roseville Transit. PCTPA and the Capitol Corridor Joint Powers Authority are currently working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.	Roseville, Davis

Comment #	Comment	Finding	Explanation	Jurisdiction
	Area. If you miss your train, you're doomed.			
67	Dial-A-Ride from Lincoln to other cities, such as Roseville or even to Sacramento, daily, during business hours and evenings for doctor's appointments, shopping and visiting friends and family. I wish that the drivers and the staff in the office were on the same page when I ask a question. I get conflicting answers from them and don't know what the truth is.	This is not an unmet transit need	Placer County Transit (PCT) provides fixed-route service, via Route 20, from Lincoln to Roseville Galleria, which affords transfers to Roseville Transit that provides both fixed-route and Dial-a-Ride services throughout the City of Roseville.	Lincoln, Roseville, Sacramento
68	Would like to get to Pollock Pines without taking all day, one or two times a month during the morning and afternoon to see my family. Placer buses need an update.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Pollock Pines is not in the PCTPA boundaries served through this UTN process. This will be forwarded to El Dorado Transit for consideration.	Pollock Pines
69	I previously commuted to and from my job in Downtown Sac from Auburn for 12 years before retiring in 2012. While I no longer take the train, I have stayed in contact with fellow riders and am very disappointed that Cap Corridor has eliminated the early train from Auburn from their schedule. This has dramatically decreased ridership and I have noticed just a sprinkling of car in the Auburn Station Parking Lot compared to when I rode, the lot then was full, including the upper parking area.	This is not an unmet transit need	Operational issues such as bus and train schedules are not considered unmet transit needs. The revised Capitol Corridor train schedule is designed to meet the current needs of commuters traveling to Sacramento and the Bay Area. However, this comment can be provided to the Capitol Corridor Joint Powers Authority (CCJPA) for further consideration.	Auburn, Sacramento
70	Rocklin to Truckee, four times a year at 10 a.m. for leisure travel.	This is not an unmet transit need	This interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by the CCJPA between Roseville and Truckee (with varying supporting Placer County Transit and Roseville Transit bus connections between Rocklin and Roseville), or daily rail service via the California Zephyr. The Short-Range Transit Plans do not recommend adding transit and/or additional train service between South Placer and Truckee at this time. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno.	Rocklin, Truckee
71	Roseville to Truckee, monthly and daily for recreation and students. The schools do a terrible job providing bus services for students. Maybe the county can partner with schools to	This is not an unmet transit need	This interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by the CCJPA. The Short-Range Transit Plans do not recommend adding	Roseville, Truckee

Comment #	Comment	Finding	Explanation	Jurisdiction
	increase bus options. My son spent the summer in Germany and loved the independence public transportation offered. There needs to be more funding for active transit: biking and walking. We live in a beautiful region. The best way to get people out of their cars is to provide trails like in Folsom.		transit and/or train service between South Placer and Truckee at this time. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno.	
72	Start: Auburn-Folsom/Indian Hill Rd. End: downtown Davis, twice a week in mid-morning. I work twice a week in Davis, usually from about noon to 8pm.	This is not an unmet transit need	Train schedules and service improvements are not unmet transit needs and will be forwarded to the Capitol Corridor Joint Powers Authority (CCJPA) for consideration. While existing interregional bus and train services are provided between Roseville and Sacramento, PCTPA and the CCJPA are also currently working to deliver the Third Track project, which will bring two additional daily roundtrip trains between Roseville and Sacramento. This effort may provide more opportunities for connections between Auburn and Davis in the future.	Auburn, Davis
73	I'd like to also be able to hop on the train mid-day to get to the Bay Area, rather than relying only on the commuter service. People work jobs outside of the 9-5 hours. People should be able to get to the malls, city centers, and courthouses on public transit. When I had jury duty, I noticed there was no way to get there except by car.	This is not an unmet transit need	Train schedules and service improvements are not unmet transit needs and will be forwarded to the Capitol Corridor Joint Powers Authority (CCJPA) for consideration. While existing interregional bus and train services are provided between Roseville and Sacramento, PCTPA and the CCJPA are also currently working to deliver the Third Track project, which will bring two additional daily roundtrip trains between Roseville and Sacramento. This effort may provide more opportunities for connections between Auburn and the Bay Area in the future.	Auburn, Bay Area
74	I hope the commuter can reactivate the cancelled routes soon.	This is not an unmet transit need	Placer Commuter Express has been operating 50% of the schedule due to significantly reduced ridership due to the COVID 19 pandemic and partial office closures in downtown Sacramento. The County is monitoring ridership and intends to restore service once ridership warrants.	Placer County
75	The end of the M line to the Watt I-80 Station, one to five times a week in the mornings and evenings.	This is not an unmet transit need	The comment lacks sufficient detail to identify a specific transit service request. Comment will be forwarded to Roseville Transit for consideration.	Roseville, Sacramento
76	More daily train service from Roseville, CA to Sacramento, CA. Once a day is not enough. The timing is wrong for my needs. I would love multiple daily trains to Sacramento from Roseville, weekly around noon	This is not an unmet transit need	Train schedules and service improvements are not unmet transit needs and will be forwarded to the Capitol Corridor Joint Powers Authority (CCJPA) for consideration. While existing interregional bus and train services are	Roseville, Sacramento

Comment #	Comment	Finding	Explanation	Jurisdiction
	or 3 p.m. to visit Old Town in Sacramento. For example, today my husband and I will be going to Old Town for Dinner. A train leaving Roseville around three PM would be perfect, then a train returning to Roseville around 8 PM. Not having to drive in traffic is the goal. More train service like European cities. More times to catch trains would build ridership.		provided between Roseville and Sacramento, PCTPA and the CCJPA are also currently working to deliver the Third Track project, which will bring two additional daily roundtrip trains between Roseville and Sacramento.	
77	Start in Connections from Rocklin to Roseville and Central Sacramento, daily, during commuter times 7:30 a.m. - 9 a.m. and 5 p.m. - 7 p.m. Working hybridized schedule. Current model of transit from Rocklin to West Sac has required 5 transfers and 2 ½-hour commute for a trip that could take 30 mins.	This is not an unmet transit need	Placer County Transit (PCT) currently provides hourly service between Rocklin/Roseville to the Watt Avenue / I-80 light rail station, via Route 20 and a transfer to the Route 10 at the Roseville Galleria, which further connects with Sacramento Regional Transit's light rail service to provide a transit service connection to downtown Sacramento. Additional transit service connections are available to West Sacramento in downtown Sacramento.	Rocklin, Roseville, Sacramento
78	Commuter bus to Rocklin, Roseville, Sacramento, West Sacramento, and Elk Grove	This is not an unmet transit need	Placer County Transit (PCT) currently provides hourly service between Rocklin/Roseville to the Watt Avenue / I-80 light rail station, via Route 20 and a transfer to the Route 10 at the Roseville Galleria, which further connects with Sacramento Regional Transit's light rail service to provide a transit service connection to downtown Sacramento and South Sacramento, where additional transit service connections are available to West Sacramento and Elk Grove.	Rocklin, Roseville, Sacramento County, and Yolo County
79	Sun City Lincoln to the Sacramento International Airport, a couple times a year for travelers.	This is not an unmet transit need	Placer County Transit's Short Range Transit Plan does not recommend direct service to Sacramento International Airport. However, there are current public transit options available from Lincoln to the Sacramento Airport via Placer County Transit (PCT) Route 10, which connects to the Sacramento Regional Transit (SacRT) light rail services at Watt Avenue / I-80 light rail services, which further provides connections to downtown Sacramento and SacRT's Route 142 that serves the airport from downtown Sacramento.	Lincoln, Sacramento County
80	My house in Truckee to the Reno Airport, a couple times a year at various times	This is not an unmet transit need	This potential trip is outside of PCTPA's planning boundary. This comment will be forwarded to the Nevada County Transportation Commission and Washoe Regional Transportation Commission for further consideration.	Truckee, Reno

Comment #	Comment	Finding	Explanation	Jurisdiction
81	Need commuter rail to downtown Sacramento.	This is not an unmet transit need	Current weekday train service, provided by the Capitol Corridor Joint Powers Authority (CCJPA), exists between Roseville and Sacramento, along with commuter services provided by Placer County Transit and Roseville Transit to downtown Sacramento. This comment lacks sufficient detail to identify a specific service request.	Granite Bay, Sacramento
82	Direct route to the light rail and home again. Sierra Gardens and Douglas Boulevard, varies daily, mornings and afternoons. I am active in legislation for my profession. I also want to visit the state library at will, for genealogy research. I am a legally blind and hearing-impaired senior. I cannot drive nor can I afford to use Uber or Lyft on a regular basis. It costs \$60 to Uber back and forth to Sacramento! The current bus routes can take 2 hours to get to light rail.	This is not an unmet transit need	Roseville Transit currently provides fixed-route and Dial-a-Ride services to the Sierra Gardens and Douglas Boulevard area within Roseville. These services provide connections to Sacramento Regional Transit District, and Placer County Transit (PCT), which connects to light rail service to Sacramento.	Roseville, Sacramento
83	Tahoe City - South Lake, once every couple of months during normal operating hours. South Lake Tahoe has amenities that North Lake does not. Stores, health care, entertainment, etc.	This is not an unmet transit need	This comment is outside PCTPA's jurisdiction. This comment will be shared with the Tahoe Regional Planning Agency.	Tahoe City, South Lake Tahoe
84	The greatly reduced Commuter Bus schedule has had a huge impact on my ease of using the schedule to get to work. I would greatly benefit from more bus routes and Capitol Corridor runs to get from Roseville to Downtown Sacramento.	This is not an unmet transit need	PCTPA and Capitol Corridor are currently working to deliver the Third Track project, which will bring two additional daily roundtrip trains between Roseville and Sacramento. Both Placer County Transit (PCT) and Roseville Transit provide commuter services to downtown Sacramento. This comment lacks enough detail to identify a specific transit request. Placer Commuter Express has been operating 50% of the schedule due to significantly reduced ridership due to the COVID 19 pandemic and partial office closures in downtown Sacramento. PCT is monitoring ridership and intends to restore service once ridership warrants. In addition, Roseville Transit monthly commuter passes are accepted on the Capitol Corridor train service between Roseville and Sacramento, which could provide additional access to downtown when using Capital Corridor passenger rail services and Roseville Transit commuter services interchangeably.	Roseville, Sacramento
85	601 N 7th Street, Sacramento Ca 95811, 5 days a week, Mondays - Fridays. I work at the California Highway Patrol headquarters and	This is not an unmet transit need	Current transfer opportunities exist between Placer County Transit (PCT) bus services and Sacramento Regional Transit (light rail services) from Lincoln	Lincoln, Roseville, Sacramento

Comment #	Comment	Finding	Explanation	Jurisdiction
	currently there is no convenient transit service out there. There is the SacRT green line every 30 minutes and Route 33. Both of those routes would take me over an hour to get to work from the Roseville area. Although I do not live in Placer County, I do a lot of my business in Placer County and would love to support the local transit agencies. If either Roseville or Placer County Transit had a commuter route that serviced Richards Blvd., it would greatly benefit the employees at my department.		to Roseville, to downtown Sacramento, and Richards Boulevard in Sacramento. The Short-Range Transit Plans do not recommend any direct service from Lincoln to Richards Boulevard at this time. However, the South Placer Transit Service project (aka Rapid Link) is anticipated to provide better service connections between Lincoln, Roseville, and the Watt Avenue / I-80 light rail station beginning in FY 2023/24, which could potentially shorten existing trip times to the Richards Boulevard area.	
86	Colfax to Sacramento, five times a week, during business hours for work. There is no reliable bus or train service in Colfax to service commuters	This is an unmet transit need that is not reasonable to meet	Placer County Transit's Route 40 provides daily service from Colfax to Auburn at 8:20 a.m. and 4:35 p.m. The 2018 Short Range Transit Plan does recommend providing a mid-day Colfax/Alta service run 1 day/week. However, the service is not anticipated to achieve the necessary ridership to be feasibly sustained at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTTP) effort, which will begin in 2023.	Colfax, Sacramento
87	Rocklin, CA to Sacramento, CA, twice each weekday, 10 a.m. and 6 p.m. I live in Rocklin and work in Sacramento, and I am not aware of any reasonable public transit options.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit need that is not currently being addressed. Placer County Transit (PCT) provides both fixed-route (Route 20) and Dial-a-Ride service through Rocklin, with connections to other PCT services that connect to Sacramento Regional Transit services that serve Sacramento. Placer Commuter Express also currently provides two morning and two afternoon trips between Rocklin and Sacramento.	Rocklin, Sacramento
88	Beginning in local (Auburn, Rocklin, Lincoln, Roseville) communities ending in Sacramento County (Citrus Heights) for medical appointments, weekly. Most clients are unable to drive or need specialized transport due to equipment needs and frailty. Health care services, especially specialized care, is often not available within the county or local community. Better information regarding services and how to access them geared to individuals with disabilities and seniors.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Placer County Transit (PCT), Roseville Transit, and Auburn Transit provide fixed-route and Dial-a-Ride services in Auburn, Rocklin, Lincoln, and Roseville, with connections to Sacramento Regional Transit services that serve Sacramento County.	Auburn, Rocklin, Roseville, Placer County, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
89	Roseville to downtown Sacramento, twice per week, midday, for early morning or afternoon appointments.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Connections can be made from various locations in Roseville, served by Roseville Transit, to the Roseville Galleria with transfers available to Placer County Transit (Route 10), which provides connections to Sacramento Regional Transit services at the Watt Avenue / I-80 light rail station that provides service to downtown Sacramento throughout the day, six days a week. In addition, the South Placer Transit Service project (aka Rapid Link) is anticipated to provide 30-minute frequency service between Lincoln, Roseville, and the Watt Avenue / I-80 light rail station beginning in FY 2023/24, which will provide more service options between Roseville and Sacramento during the weekday.	Roseville, Sacramento
90	After 14 yrs. on Amtrak's Capitol Corridor #529 & #536 routes, (Roseville/Sacramento) Amtrak's management decided to accommodate Bay Area whiners. Their post pandemic solution is not doable for 8-5 employees. We worked really hard to get the right schedule 25 yrs. ago, and they abandon us at the station.	This is not an unmet transit need	Operational issues like interregional train service schedule adjustments are not considered an unmet transit need. There are current commuter services provided by Roseville Transit to Sacramento during the weekday, which could potentially address additional service demand between Roseville and Sacramento.	Roseville, Sacramento
91	Start closer to my home in Roseville to downtown Sacramento, very occasional, for leisure and commuting. I wish we had light rail. That would help immensely!	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Connections can be made from various locations in Roseville, served by Roseville Transit, to the Roseville Galleria with transfers available to Placer County Transit (PCT) Route 10 service that provides connections to Sacramento Regional Transit services at the Watt Avenue / I-80 light rail station, which provides service to downtown Sacramento Monday – Saturday.	Roseville, Sacramento
92	Placer County needs to be better connections to downtown Sacramento, the Folsom area, and Davis/Wheatland area.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. There are existing transit services, with transfers available, that can provide connections between Placer County, downtown Sacramento, Folsom, and Davis. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which will begin in 2023.	Placer County, Sacramento County, Yolo County
93	Needing more direct, daily commuter service between Lincoln and	This is not an unmet	Current fixed-route service provided by Placer County Transit (PCT), via Route 20, provides daily service between	Lincoln, Sacramento



Comment #	Comment	Finding	Explanation	Jurisdiction
	Sacramento, possibly from the Lincoln park-and-ride lot.	transit need	Lincoln and Sacramento's Watt Avenue / I-80 light rail station, providing further service connections via Sacramento Regional Transit (SacRT) to downtown Sacramento. However, the South Placer Transit Service project (aka Rapid Link) is anticipated to provide 30-minute frequency service connections between Lincoln and the Watt Avenue / I-80 light rail station beginning in FY 2023/24.	
94	Lacking transit services between Colfax, Grass Valley, and Nevada City so that there can be regional connections to the Colfax train depot/service.	This is not an unmet transit need	This is an interregional service that could potentially be accommodated by using PCT services from Colfax to Auburn, which connect with Nevada County Connects for service to Grass Valley and Nevada City. It is unknown what specific service is needed and/or how feasible and sustainable a direct service between Colfax, Grass Valley, and Nevada City would be based on unknown ridership/demand for the interregional service. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which will begin in 2023.	Colfax, Nevada County
95	It would be beneficial if there was train service between Colfax, Auburn and Sacramento	This is not an unmet transit need	Placer County Transit (PCT) currently provides limited fixed-route bus services (via Routes 40 and 10) between Colfax, Auburn, and Sacramento. The California Zephyr passenger rail service also provides one daily train in each direction between Colfax and Sacramento. There may additional opportunities to examine the future feasibility of expanded rail services between Colfax, Auburn and Sacramento through the current Reno Rail Extension Study, which is intended to determine the feasibility of additional rail service between Sacramento, Tahoe and Reno.	Colfax, Auburn, Sacramento
96	Expand TART Connect for Reno to Olympic Valley (Palisades and Alpine Meadows) service, seven days per week during normal business hours, for work. He is speaking on behalf of commuting employees, of which 25 live in the Reno area. The resort operates an employee shuttle that has an estimated 15 people that use it daily.	This is not an unmet transit need	Reno is located outside of PCTPA's jurisdiction, and this is an interregional service that cannot be considered an unmet transit need for Placer County. Currently TART Connects and Mountaineer provide service within the Olympic Valley region. Service to residents in the Reno area would be at least partially the responsibility of Washoe Regional Transportation Commission.	Reno, Olympic Valley
97	Truckee to Olympic Valley, arriving at 8:20 a.m. at Creekside Charter School, and departing at 2:50 p.m., four days a week, for school. More	This is not an unmet transit need	Operational matters such as bus schedules are not unmet transit needs. However, the comments will be provided to TART staff for review and consideration.	Truckee, Placer County, Olympic Valley

Comment #	Comment	Finding	Explanation	Jurisdiction
	transportation options from Prosser Lakeview.			
98	Truckee to Olympic Valley, leaving Truckee before 8 a.m. for drop-off at Creekside Charter School, and pickup at Olympic Valley at 2:50 p.m. for return to Truckee, Mondays - Thursdays during Creekside Charter School academic year. The morning TART schedule isn't well aligned for the school time, and the afternoon pickup time also requires kids to leave school 10 minutes early (resulting in lost learning time).	This is not an unmet transit need	Operational matters such as bus schedule inconsistencies are not unmet transit needs. However, the comments will be provided to TART staff for review and consideration.	Truckee, Placer County, Olympic Valley

## MISC COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
99	Pre-covid: space availability on commuter bus sometimes tight. Driver sometimes does not want [expects me to do it] open under-carriage luggage hatch to collect my roll bag. I don't expect the driver to handle my roll bag other than pull it forward with a hook for me to grab it. I don't think passengers should be messing with opening or closing the hatch - it's the driver's responsibility to ensure his vehicle is in proper order.	This is not an unmet transit need	Operational issues associated with bus mechanics / operations are not considered unmet transit needs. However, these issues are provided to the transit operators for consideration as part of overall system and service improvements.	Nevada County
100	Need maps, benches, codes and better signals	This is not an unmet transit need	Operational issues like bus stop stops, marketing, and passenger fares are not considered an unmet transit need. However, these issues are provided to the transit operators for consideration as part of overall system and service improvements.	Auburn, Placer County
101	Please work in concert with law enforcement to ensure bus stops are not encroached upon by non-transit users. When vagrants hang out at and foul (urinate, vomit trash) bus stops and their vicinities, it is intimidating and gross and hampers use of the service by those individuals that the service is intended for - bus riders.	This is not an unmet transit need	Operational issues, like bus stop security and cleaning issues are not considered unmet transit needs. However, these issues are provided to Roseville Transit for consideration as part of on-going system and service improvements.	Roseville
102	When evaluating how to assist my parents when they are no longer able to drive, I found that the buses don't come often and also stop close to where they need to be, unless I am	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Information regarding transit services and fares can be obtained by calling the South Placer Transit Information Center	Rocklin

Comment #	Comment	Finding	Explanation	Jurisdiction
	mistaken. Also, I would want to pay for them to have unlimited rides or a certain # of rides per month in advance.		at (916) or (530) 745-7560. The Mobility Training Program, administered by Roseville Transit, can also provide training opportunities for how to ride and use all three public transit systems (Auburn Transit, Roseville Transit, and Placer County Transit). More information regarding this program can be obtained by calling the South Placer Transit Information Center.	
103	You did not mention bicycle. I bike to downtown Sacramento in the a.m. and there are no bike trails until I hit Cherry Island, which is Sac County. You really could use a bike trail to Wallerga and then across the Riolos at the Farm over to Watt Ave.	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville, Sacramento County
104	There are no covered bus stops and no bus stops in the new development I moved into. Taking a bus is not easy or convenient to get to.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request. Operational issues associated with bus stops are not considered unmet transit needs. However, these issues are provided to the transit operators for consideration as part of overall system and service improvements.	Lincoln
105	Winter operations are generally unreliable in Tahoe. The services to the resorts are not frequent enough. Sometimes buses don't show and there is no way to know. The app that tracks the buses mostly doesn't show the bus on it. I can't reliably get to my job like this.	This is not an unmet transit need	This comment pertains to potential services that are outside PCTPA's jurisdiction and can potentially be accommodated by TART Connect. This comment will be forwarded to the Tahoe Regional Planning Agency and TART for further consideration.	Tahoe, Placer County
106	Most needs are better service area and frequency. Thank you for all you do!	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request.	Sacramento County
107	Please strive towards a more ped/bike-friendly city. Divided, elevated, and protected thoroughfares are all great ways to make people safe from cars and more likely to walk or use micro mobility options. Allow bodegas and other small services in suburban developments to encourage local errands, etc.	This is not an unmet transit need	The comment lacks sufficient detail to identify a specific transit service request and is not considered an unmet transit need.	Roseville
108	TART Connect in our region with more connection to other areas like Truckee would be helpful.	This is not an unmet transit need	The comment lacks sufficient detail to identify a specific transit service request.	Tahoe, Placer County, Nevada County
109	There are many trips I'd like to take by foot or bike in the City of Auburn's downtown and old town areas that have very poor sidewalks. Often lacking an ADA on/off ramp which	This is not an unmet transit need	This comment does not contain a specific transit service request. However, these comments will be shared with the City of Auburn for further review and consideration as part of their on-going	Auburn

Comment #	Comment	Finding	Explanation	Jurisdiction
	make it difficult for my neighbor in a wheelchair to join me as well as my children on bikes and scooters. This also ultimately impacts our ability to safely get to bus stops to expand our journeys as well. I don't know if this can be considered, but we'd appreciate it - thank you!		infrastructure planning and maintenance efforts.	
110	In general, it is difficult to piece together the schedules of various transit authorities to form a trip itinerary. Particularly difficult is coordinating between Roseville, Auburn, and Placer County schedules when trying to head up the hill. In the entire metro area, the easiest schedule is SacRT light rail, which provides reliable service from 5 AM to 11 PM most days. Hence no real need to check a timetable. Smaller buses should be used to provide wider hours and weekend service.	This is not an unmet transit need	This comment does not contain a specific transit service request. Cross-jurisdictional service connections and transit improvements will be evaluated as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023.	Roseville
111	Commuter ridership is increasing after covid. Our afternoon rides home can be very crowded. We'd like Commuter 5 to come back daily.	This is not an unmet transit need	At the time this comment was made, Roseville Transit was operating Commuter Routes 5 and 6 in a combined manner due to operational resource constraints from the COVID-19 pandemic. Commuter Route 5 has since resumed normal operations.	Roseville
112	Can't get across town in less than about 3 hours due to transfer points and scheduling misses, weekly for business. Compared to what I am used to in Europe the transit systems are very disconnected, hard to join up, and hard to transfer between, but generally better locally in Roseville than in other cities around.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request.	Roseville
113	I believe the current buses are too big. I'm alongside of them often and I have never seen one even at 50% capacity. I think the district should consider smaller coaches and more frequent stops with a wider influence into residential areas. I have never seen a transit system unless it's in a very heavily populated area such as San Francisco or Oakland that is efficient and works best for the public and the riders. There has never been a bus system that turns a profit. Sadly they don't work well.	This is not an unmet transit need	Operational issues like bus sizes are not an considered an unmet transit need.	Roseville, Placer County
114	It would be nice if you didn't have to go through a loud tunnel to get from the Civic center to the Amtrak Station on a road that is supposedly	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
	shareable with bikes but with cars going 60mph			
115	The newer commuter buses have steps on the buses that are annoying and the older commuter buses are too hot in the summer. They do not cool off enough with so many people on the bus.	This is not an unmet transit need	Operational issues like bus designs and operational features are not considered an unmet transit need. However, this comment will be provided to Roseville Transit for further consideration.	Roseville
116	Transit is just too inconvenient and I never use it. I'd rather you invest the money into better roads.	This is not an unmet transit need	This comment does not contain a specific transit service request.	Granite Bay
117	Buses should be cleaned more frequently by the bus drivers.	This is not an unmet transit need	This comment does not contain a transit service request. Operational issues like bus cleanliness are not considered an unmet transit need. However, this comment will be forwarded to Placer County Transit (PCT) for further consideration.	Lincoln
118	I believe we should find a way to increase ridership between the north shore and the ski resorts (Palisades, Alpine, and Northstar). IMHO, the best way to do this is make it faster AND easier, but mostly faster, to ride the bus than it is to drive. If the bus and passenger vehicles are in the same line of traffic, there isn't much of an incentive to give up the freedom of taking your own vehicle to the mountain. How this can be done, I don't know for sure, but it has to be possible.	This is not an unmet transit need	This comment does not contain a specific transit service request.	Tahoe City, Placer County
119	Please do not add bus service to Foresthill. We have no law enforcement based here – PCSO can take 30 minutes to arrive after calling – and we do not want transients to have easy access to our community. Transients would pose a grave threat to our community; unfortunately their untreated drug, alcohol and mental illness issues could cause fires and crime. With no on-site law enforcement, this community simply cannot handle an influx of people with these issues.	This is not an unmet transit need	This comment does not contain a transit service request.	Foresthill
120	Would start somewhere and end up anywhere. Not enough buses, not enough routes. Public transit is useless in Placer County if you really need it for complicated routes. Only good for a simple trip to the mall.	This is not an unmet transit need	This comment lacks sufficient detail to identify a specific transit service request.	Rocklin
121	Roseville's Commuter lines are creaky old buses with no free Wi-Fi. Never know if they'll show up, or	This is not an unmet transit need	Operational issues like bus amenities and on-time performance are not considered an unmet transit need. However, this comment will be	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
	arrive timely, nor the heat/AC will work.		forwarded to Roseville Transit for further consideration.	
122	I live in Rocklin and enjoy rail whenever it works. Recently heard on public radio that you are soliciting public support for increased rail to the Tahoe basin. I unequivocally support increased rail service to Truckee and Reno as part of the Capitol Corridor system. I also wish to complement the TART system as a reliable source for transportation from the Truckee real station. Ski trains and Tahoe trains might need to have additional features such as bike and Ski storage on board.	This is not an unmet transit need	This not a specific request for service and operational matters related to onboard bus amenities are not considered unmet transit needs.	Rocklin, Tahoe, Truckee, Reno
123	Continuing implementation of the PCTPA Marketing and Public Outreach Plan is essential to build confidence in using our transit services, especially among older adults, to increase ridership.	This is not an unmet transit need	This is not a specific request for service. However, PCTPA will continue to engage with its public transit operators and partnering social service agencies through the WPCTSA to collaboratively promote and address transportation service issues and program awareness opportunities for Placer County.	Placer County
124	Agency on Aging/Area 4 and PIRS are Core Partners in the Placer Aging and Disability Resources Connection (ADRC). Our Extended Partners include Placer HHS, Seniors First and Del Oro Caregivers. Our Advisory Council includes representatives from many agencies, public and private, including PCTPA. We jointly have been engaged for several months in an extensive interview and survey process to gather feedback from seniors in Placer County about their unmet needs in all aspects of life. Seniors were gathered in focus groups from across the County including the full spectrum of diversity and other marginalized segments of our population. Their top three needs are affordable accessible housing, healthcare, and social isolation. In all cases, they specifically pointed out that access to Transportation is key to addressing each of those critical needs. Specifically, this includes transit to access resources like food, healthcare services, and community activities that prevent isolation. The negative impacts of isolation and the resulting physical and mental decline in health and functionality are thoroughly documented. To have	This is not an unmet transit need	This is not a specific request for service. However, PCTPA will continue to engage with its public transit operators and social service agencies to collaboratively support feasible transportation services and accessible mobility options for Placer County residents, including those who are most dependent upon them.	Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
	vibrant healthy thriving seniors, access to transit service is essential.			
125	Streamline connectivity of transit services across jurisdictional lines to minimize transfers and other disruptions that often make trips unmanageable for seniors and people with significant disabilities.	This is not an unmet transit need	This is not a specific request for service. However, PCTPA, in partnership with the transit operators and social service transportation agencies, will be conducting a Comprehensive Operational Analysis (COA) and developing a Short-Range Transit Plan, beginning in 2023, to assess connectivity and streamlining of public transit services throughout Placer County.	Placer County
126	Continue exploration, implementation and expansion of pilot programs for alternative transit such as Auburn Transit's On Demand Service, TNG vouchers, and Transit-operated shuttles for remote communities that bring passengers to and from a safe well-lit transfer hub.	This is not an unmet transit need	This is not a specific request for service. However, PCTPA, in partnership with the transit operators and social service transportation agencies, will be conducting a Comprehensive Operational Analysis (COA) and developing a Short-Range Transit Plan, beginning in 2023, to assess appropriate and feasible public transit services and/or alternative transportation program options that can address remote and/or rural Placer County communities.	Placer County
127	As Placer is a designated "Age-Friendly County", PCTPA needs to ensure WPCTSA is adequately funded to support and serve people with disabilities and our rapidly expanding senior population, who are at significant risk of developing one or more disabilities as they age.	This is not an unmet transit need	This is not a specific request for service. The WPCTSA is not anticipated to lose any future funding currently allocated through the Transportation Development Act claims process to sustain continued operations.	Placer County

**Page Left Intentionally Blank**



# APPENDIX B: ADOPTED DEFINITIONS

This appendix contains the latest adopted definitions and criteria established for “unmet transit needs” and “reasonable to meet”, which were established by PCTPA’s Board of Directors in February 2022. These definitions and criteria were formulated through extensive collaboration and input with PCTPA’s transit operators and the Social Services Transportation Advisory Council (SSTAC).

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Amended 2/23/22

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

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

### Unmet Transit Need

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

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

### Reasonable To Meet

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

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

---

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

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

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

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

Common examples of unmet transit needs could include:

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

### **Operational Comments**

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

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

**Page Left Intentionally Blank**

# APPENDIX C: TDA FARE REVENUE RATIOS

This appendix contains the latest adopted farebox recovery ratios for each transit operator, which were last adopted PCTPA's Board of Directors in September 2016. Farebox recovery is used as part of evaluating unmet transit needs and whether or not requested services to address these needs are reasonable to meet (i.e., can achieve farebox recovery among other service efficiency standards).

## TDA FARE REVENUE RATIOS FOR PUBLIC TRANSIT OPERATORS SERVING WESTERN PLACER COUNTY

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

**Amended and Effective September 28, 2016**

Public Transit Operator	Systemwide Fare Revenue Ratio	Findings	PUC Section
Auburn Transit	10%	Serves the City of Auburn located within the non-urbanized area of western Placer County; a county which has a population of less than 500,000.	99268.2
<del>Lincoln Transit</del>	<del>10% until July 2016 - 15% post July 2016</del>	<del>Serves the City of Lincoln located within the Sacramento urbanized area of western Placer County; a county which has a population of less than 500,000. TDA allows PCTPA to grant a transit operator within a new urbanized area five years from July 1 of the year (2011) following the Census (2010) before the transit operator is subject to urbanized fare revenue ratio requirements. Therefore, it is recommended that until July 2016, the fare revenue ratio for Lincoln Transit remain at 10 percent.</del>	<del>99268.2, 99268.12 &amp; 99270.2</del>
Placer County Transit (PCT)	<del>13.2%</del> <b>12.94%</b>	Serves both the Sacramento urbanized area ( <del>64%</del> ) <b>(58.8%)</b> and the non-urbanized area ( <del>36%</del> ) <b>(41.2%)</b> of western Placer County; a county which has a population of less than 500,000. The service area includes contract services provided for the cities of Colfax, <b>Lincoln</b> and Rocklin and the Town of Loomis.	99268.2, 99268.12 & 99270.1
Roseville Transit	15%	Serves the City of Roseville located within the Sacramento urbanized area in western Placer County; a county which has a population of less than 500,000.	99268.12
Tahoe Area Regional Transit (TART)	10%	Serves the north Lake Tahoe area located within the non-urbanized area of unincorporated Placer County, and excludes that portion of the TART service area that is within the jurisdiction of the Tahoe Regional Planning Agency (TRPA).	99268.2
Western Placer CTSA (WPCTSA)	10%	Serves both the Sacramento urbanized area and the non-urbanized areas of western Placer County for the exclusive use of elderly and disabled individuals; a county which has a population of less than 500,000.	99268.5(c)(4)

### Notes:

1. The systemwide ratio applies to a public transit operator's entire service area, including areas served under contract service. The systemwide ratio is calculated combining fixed route and dial-a-ride services, as applicable.
2. The Sacramento urbanized area is defined per the 2010 federal census. Definitions for urbanized and non-urbanized areas are consistent with TDA.
3. Western Placer County excludes the Tahoe Basin within Placer County, as defined by the State Department of Finance.
4. The State Department of Finance estimates the population for western Placer County, excluding the Tahoe Basin, as of ~~January 1, 2012, at 344,730.~~ **January 1, 2016, at 363,377.**

# APPENDIX D: PUBLIC HEARING NOTICE

Pursuant to the TDA regulations, PCTPA must conduct at least one public hearing during the annual UTN Assessment process, which must be noticed at least 30 days prior to the hearing date in a publication of general circulation. PCTPA noticed its October 26, 2022 public hearing date in the Auburn Journal, which was published on September 24, 2022.

NOTICE OF PUBLIC HEARING

94698

PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
299 Nevada Street, Auburn, CA 95603  
NOTICE OF PUBLIC HEARING  
UNMET TRANSIT NEEDS

NOTICE IS HEREBY GIVEN that Placer County Transportation Planning Agency (PCTPA) will hold a public hearing to accept testimony identifying or commenting on "unmet transit needs" that may exist, which may further be determined as "reasonable to meet," pursuant to the definitions enacted by PCTPA in accordance with the Transportation Development Act (TDA) regulations. When assessing any unmet transit needs, PCTPA must consider the adequacy of existing transportation for groups such as the elderly, persons with disabilities, and low-income populations. Both public and private transportation services will be evaluated. Prior to allocating TDA funds for purposes other than transit, such as streets and roads repair/maintenance projects, PCTPA must make a finding that there are either "no unmet transit needs" or there are "no unmet transit needs that are reasonable to meet", per PCTPA's adopted definitions. The public hearing will be held on:

WEDNESDAY, OCTOBER 26, 2022, at 9:00 AM.  
(or as close to this time as possible)

Placer County Board of Supervisors Chambers (The Domes)  
175 Fulweiler Avenue, Auburn, CA 95603

The public may participate in the PCTPA/WPCTSA Board of Directors Meeting, including this public hearing, by accessing the following web link: <https://placer-ca-gov.zoom.us/j/98129121973> or by calling +1 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free), and entering Webinar ID:981 2912 1973.

All members of the public shall be allowed to address the Board on any item that is regarded as a public hearing item on the agenda. The Board may limit any person's input to not more than three minutes. Any person may provide a written statement in lieu of or in supplement to any oral statement made during a public hearing. Written statements shall be submitted to the Board Secretary at [ssabol@pctpa.net](mailto:ssabol@pctpa.net). For more information about PCTPA's unmet transit needs process, visit [www.pctpa.net/utn2](http://www.pctpa.net/utn2).

PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 24, 2022

The above space is reserved for Court/County Filed Date Stamp

PROOF OF PUBLICATION  
(2015.5 C.C.P.)

STATE OF CALIFORNIA  
County of Placer

I am a citizen of the United States and employed by a publication in the County aforesaid. I am over the age of eighteen years, and not a party to the mentioned matter. I am the principal clerk of **The Auburn Journal**, a newspaper of general circulation, in the **City of Auburn**, which is printed and published in the **County of Placer**. This newspaper has been judged a newspaper of general circulation by the Superior Court of the State of California, in and for the **County of Placer**, on the date of May 26, 1952 (Case Number 17407). The notice, of which the attached is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

SEPTEMBER 24, 2022

I certify, under penalty of perjury, that the foregoing is true and correct.

*Kaela L. Roumage*  
\_\_\_\_\_  
KAELA L. ROUMAGE

Dated in Auburn, California

SEPTEMBER 24, 2022

PROOF OF PUBLICATION  
AUBURN JOURNAL  
1030 High Street  
Auburn, CA 95604



# APPENDIX E: UTN FINDINGS FOR FY 2023/24

On February 22, 2023, the PCTPA Board of Directors adopted the UTN Assessment finding that there are no unmet transit needs that are reasonable to meet in FY 2023/24, which is contained in this appendix.

**Board Resolution to Be Added After  
Board Action on February 22, 2023**

# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

## Transit Dependency in Placer County

Transit planners consider the location of existing residents and activity centers and the likely users when developing transit routes and systems. Transit system ridership is drawn largely from various groups of persons who make up what is often referred to as the “transit dependent” population. The 2018 Short Range Transit Plan for Placer County transit operators evaluated the location and density of groups that may have a higher likelihood of using transit as a mobility option, which helped establish an appropriate service plan.

Per TDA requirements, the Unmet Transit Needs Assessment process must identify and analyze the size and location of groups that may be transit dependent and the general services provided to them. 2021 American Community Survey (ACS) data for each of the following groups is summarized on the subsequent pages of this appendix:

- **Senior Population (60+):** As residents age, they may become more likely to depend on public transit for shopping trips, medical appointments, and other activities.
- **Low-Income Residents:** Individuals with limited means may have a higher reliance on biking, walking, and transit for daily activities due to the maintenance and operating costs of personal vehicles.
- **Persons with a Disability:** Certain types of disabilities may limit the mobility of individuals and/or prevent them from driving, thus requiring assistance from others or reliance on public or other specialized transit services.
- **Zero Vehicle Households:** Zero vehicle households may be the greatest indicator of transit dependency in suburban communities due to their lack of a personal vehicle.

# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

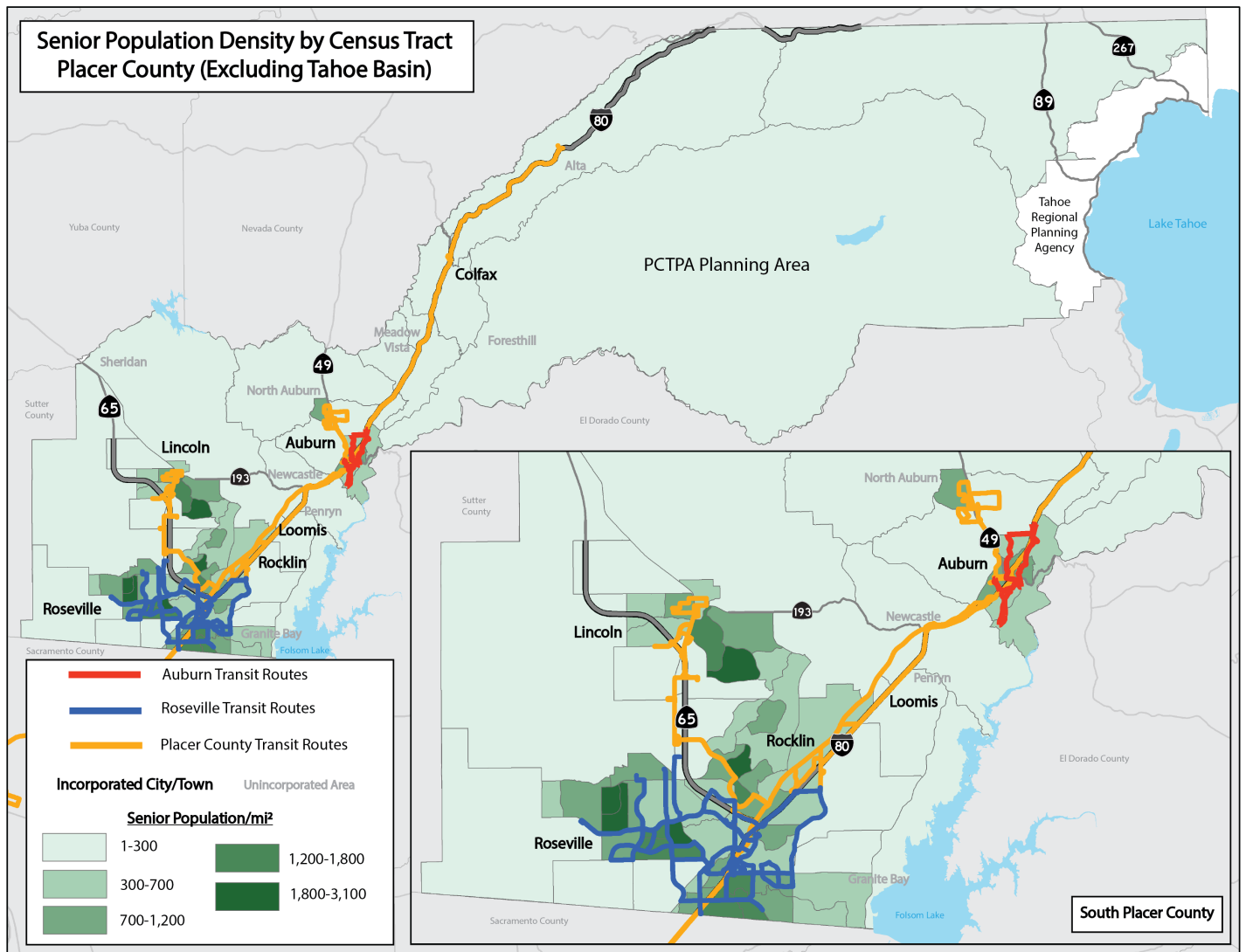
## Senior Population Location and Density

Seniors, 60 years or older, total 101,260 individuals in the South Placer region, representing approximately 26% of the region's population.

For PCT's service area, the largest concentrations of seniors are located in the unincorporated North Auburn area adjacent to the Highway 49 corridor (700 - 1,200 seniors per square mile), in the residential tracts of the City of Lincoln along Sun City and Del Webb boulevards, and in the northwestern portion of the City of Rocklin (1,200 - 1,800 seniors per square mile). Some of these senior populations in Lincoln and Rocklin are located close to existing PCT fixed route services, but some are over a one mile walk away. General public on-demand dial-a-ride and paratransit services are provided in many of these areas by PCT where fixed-route services are not available, and will further be served by anticipated app-based on-demand services (microtransit) planned for implementation in the near future.

Central Auburn has more than 1,200 seniors per square mile (most of which is within the ¾ mile deviation boundary for the Auburn Circulator and app-based on-demand service).

In Roseville the greatest number of seniors per square mile are found in western and southern regions of the City, adjacent to the unincorporated South Placer County and Granite Bay areas (1,800 to 3,100 seniors per square mile). These areas are served by both Roseville fixed-route and general public on-demand services.



# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

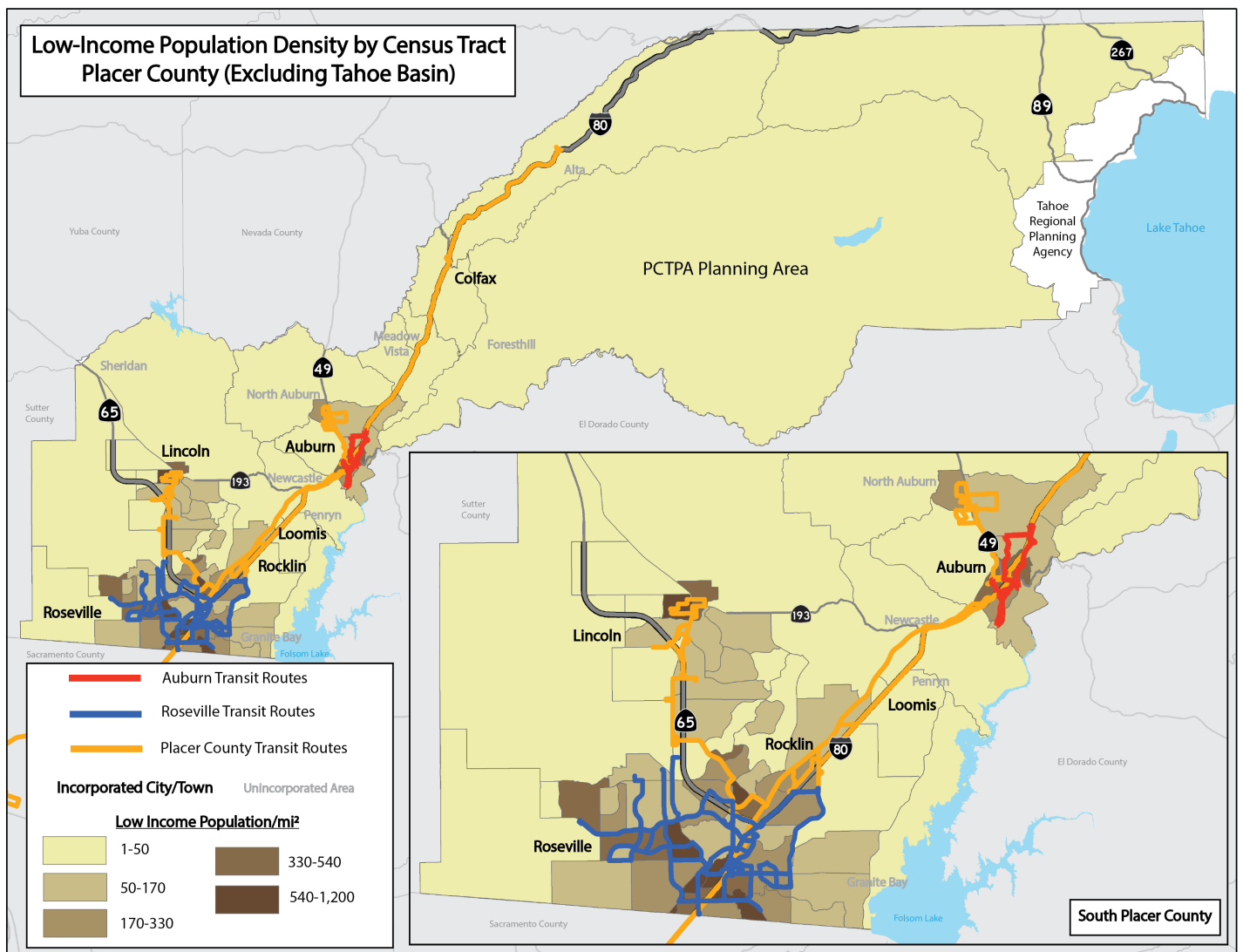
## Low-Income Population Location and Density

Approximately 26,800 households, or 7%, of the population in the South Placer County region area are living below the poverty line as of 2021. There is likely significant overlap between low-income households and zero vehicle households.

For PCT's service area, Central Lincoln has the greatest concentration of low-income individuals (540 - 1,200 low income persons per square mile) followed by an area in central Rocklin north of Sunset Boulevard. These areas are served by both local fixed-route and general public on-demand dial-a-ride and paratransit services, with an anticipation to further serve the areas with planned app-based on-demand services (microtransit) implemented the near future.

Central Auburn has the largest concentration of low-income individuals (330 - 540 persons per square mile) living in the Auburn Transit area, followed by areas in North Auburn, adjacent to the Highway 49 corridor. These areas are served by both the City of Auburn and PCT fixed-route and on-demand services.

Within the Roseville Transit service area there are multiple concentrations of low-income populations (330 - 1,200 persons per square mile) within the central, southern and western areas of the City: between Dry Creek and Cirby Way, near Eastwood Park and in the Enwood area south of Atlantic Avenue. If not served by fixed-route services, these areas within Roseville are served by the City's general public on-demand service.



# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

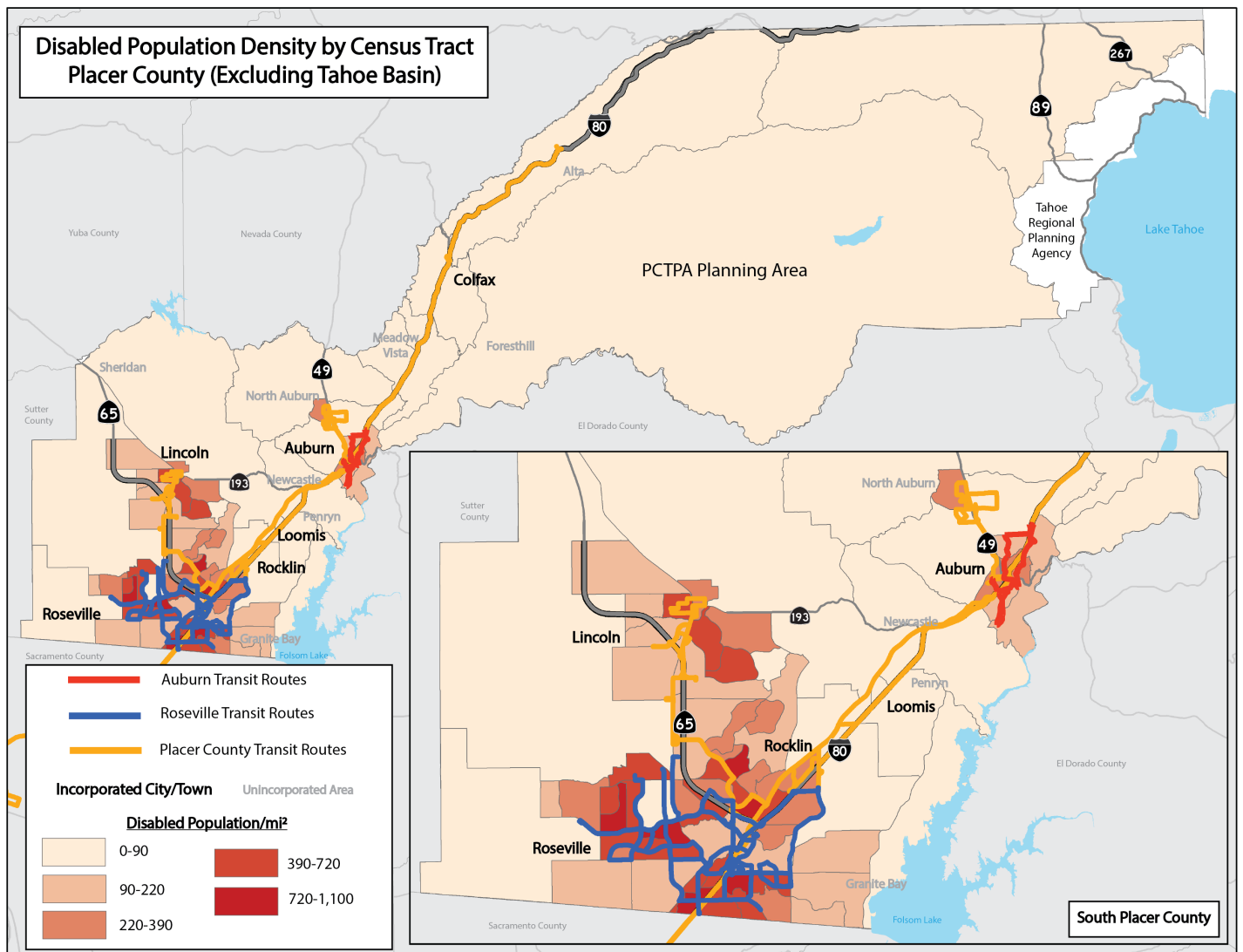
## Persons with a Disability Location and Density

Persons with a disability make up 42,152, or approximately 11%, of the South Placer region's population.

For PCT's service area, the census tracts with the greatest concentration of disabled residents (720 - 1,100 disabled residents per square mile) are located in the City of Rocklin (central area north of Sunset Boulevard and west of I-80 and south of Rocklin Road) and the City of Lincoln (both central and eastern areas). Some PCT fixed-routes provide service to these areas, while all of these areas are served by PCT's on-demand dial-a-ride and paratransit services provided in Rocklin and Lincoln.

Central Auburn near Lincoln Way has the largest concentration of disabled residents with respect to the Auburn Transit service area (220 - 390 disabled residents per square mile). Areas in North Auburn, along the Highway 49 corridor, also have a concentration of disabled resident similar to central Auburn. Both of these areas are served by either Auburn Transit or PCT fixed-route and/or on-demand and paratransit services.

In the Roseville Transit service area, a large concentration of disabled population resides in the western, central, and southern portions of the City (720 - 1,100 residents per mile). These areas are served by both the City's fixed-route and general public on-demand and paratransit services.



# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

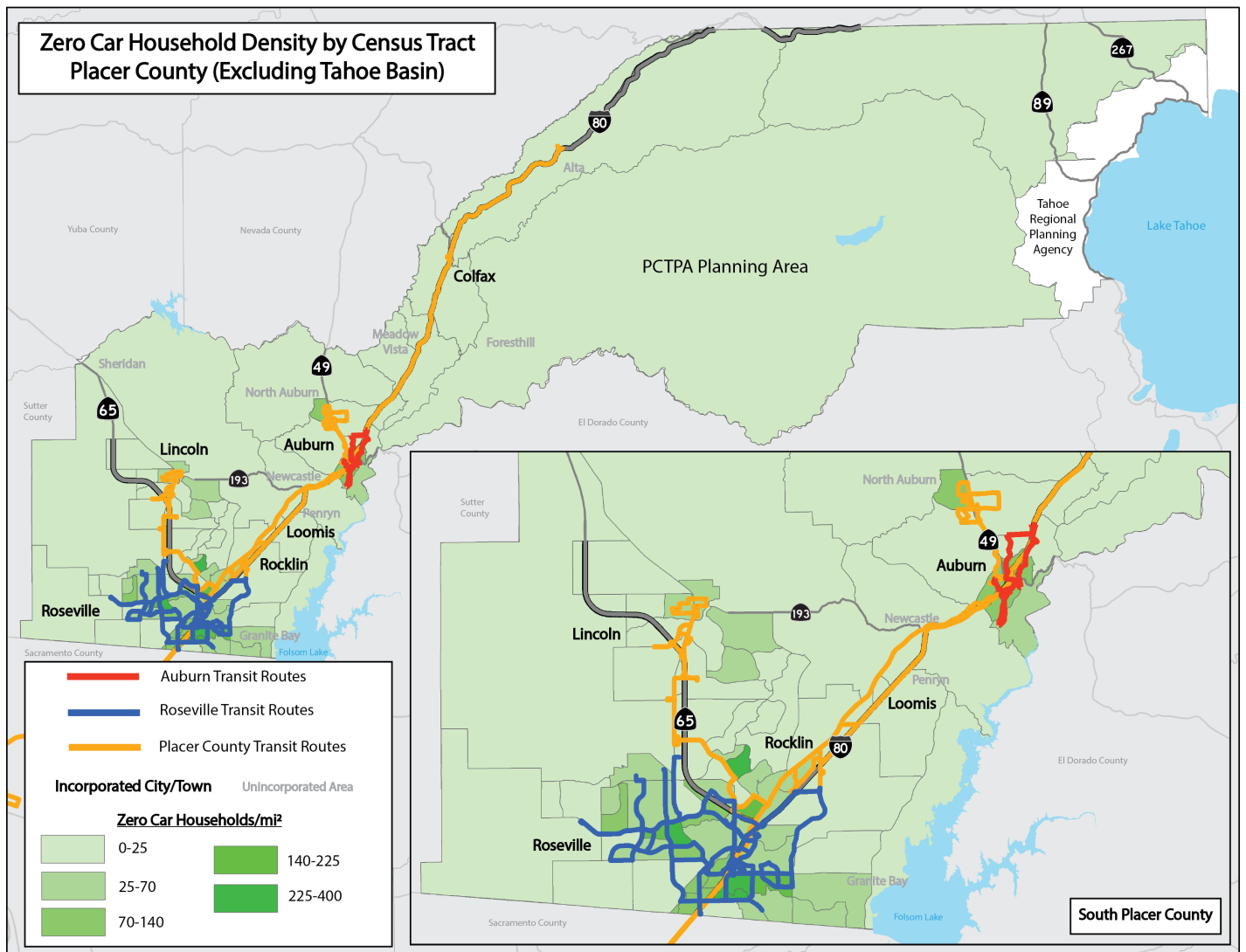
## Zero Vehicle Households Location and Density

Perhaps the greatest indicator of transit dependency is households with no vehicle available. The South Placer region has 5,191 zero vehicle households, or 4% of the region's total households. The census tracts with the largest concentration of zero vehicle households (225 - 400 zero vehicle households per square mile) in the region are found in Roseville and Rocklin.

With respect to the PCT service area, central and eastern Lincoln and the commercial core area of Rocklin north of Sunset Boulevard have the highest concentrations of zero vehicle households. These areas are served by either PCT's fixed-route or general public on-demand dial-a-ride and paratransit services.

For the Auburn Transit service area, central and North Auburn have the greatest concentration of zero-vehicle households (70-140 households per square mile).

In the Roseville Transit area, concentrations of zero vehicle households can be found near the Terraces of Roseville retirement community, Eastwood Park, and in other areas in the western and southern portions of the City. A majority of these areas are well served by the City's fixed-route and/or general public on-demand transit services making it possible for residents to live in these areas without having a vehicle.







# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: A RESOLUTION  
MAKING FINDINGS REGARDING THE ANNUAL  
UNMET TRANSIT NEEDS ASSESSMENT  
IN PLACER COUNTY**

**RESOLUTION NO. 23-10**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 22, 2023 by the following vote on roll call:

AYES:

NOES:

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 29532.1(c) identifies PCTPA as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, pursuant to Public Utilities Code, Section 99401.5(d), PCTPA must adopt by resolution a finding on unmet transit needs prior to allocating Transportation Development Act (TDA) funds for non-transit purposes in the next fiscal year; and

**WHEREAS**, PCTPA has solicited testimony regarding unmet transit needs from social service agencies, transit users, and the general public via a public hearing and a survey promoted at local governing body meetings and various pop-up events held throughout the Placer County region, distributed through PCTPA's e-mail contact list, and through various newsletters, online websites and other social media platforms;

**WHEREAS**, each item of testimony received was analyzed and compared with the definitions of "unmet transit need" and "reasonable to meet" as adopted by the PCTPA Board of Directors on February 23, 2022, and is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2023/24*; and

**WHEREAS**, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 30, 2023 regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

**NOW, THEREFORE, BE IT RESOLVED** that the Placer County Transportation Planning Agency Board of Directors, upon completion of this year's Unmet Transit Needs Assessment, makes the following findings:

1. There are no unmet transit needs in Fiscal Year (FY) 2022/23 that are reasonable to meet for implementation in FY 2023/24.
2. The *Annual Unmet Transit Needs Report for FY 2023/24* is accepted as complete.

Signed and approved by me after its passage:

---

Suzanne Jones, Chair  
Placer County Transportation Planning Agency

---

Matt Click, AICP  
Executive Director



**TO:** WPCTSA Board of Directors **DATE:** February 22, 2023

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

**SUBJECT:** **UPDATE REGARDING THE SIERRA COLLEGE FARE FREE STUDENT TRANSIT PASS AND TRANSPORTATION NETWORK COMPANY RIDE SUBSIDY PILOT PROGRAM**

**ACTION REQUESTED**

None. For information only.

**BACKGROUND**

In June 2022, the Western Placer Consolidated Transportation Services Agency (WPCTSA) Board of Directors adopted the WPCTSA’s FY 2022/23 Budget, which contained a \$200,000 funding commitment to support the first year of the three-year Sierra College Fare Free Student Transit Pass and TNC Ride Subsidy pilot program. The WPCTSA’s funding commitment offsets a portion of the anticipated expenses associated with implementing the pilot program, which are further addressed by contributions from the participating public transit operators in Placer County, Nevada County, and the Sierra Joint Community College District (Sierra College). Subsequently, in August 2022, the WPCTSA Board approved a Memorandum of Understanding (MOU) with Sierra College to specify the pilot program’s funding, reimbursement, and administrative terms, and establish Sierra College as the lead administrative agency for the program. As the lead administrative agency, Sierra College has separate fare reimbursement and program administrative agreements with each of the participating transit operators and is responsible for establishing a trip subsidy reimbursement agreement with one or more TNC vendors (i.e., Uber, Lyft, or a similar vendor) to implement the pilot program.

The pilot program was collectively established to help mitigate future traffic impacts and provide equitable transportation access opportunities for Sierra College’s developing campuses and student population. Additionally, the program was designed to help promote and generate ridership demand for existing public transit services in the Placer and Nevada County regions.

**DISCUSSION**

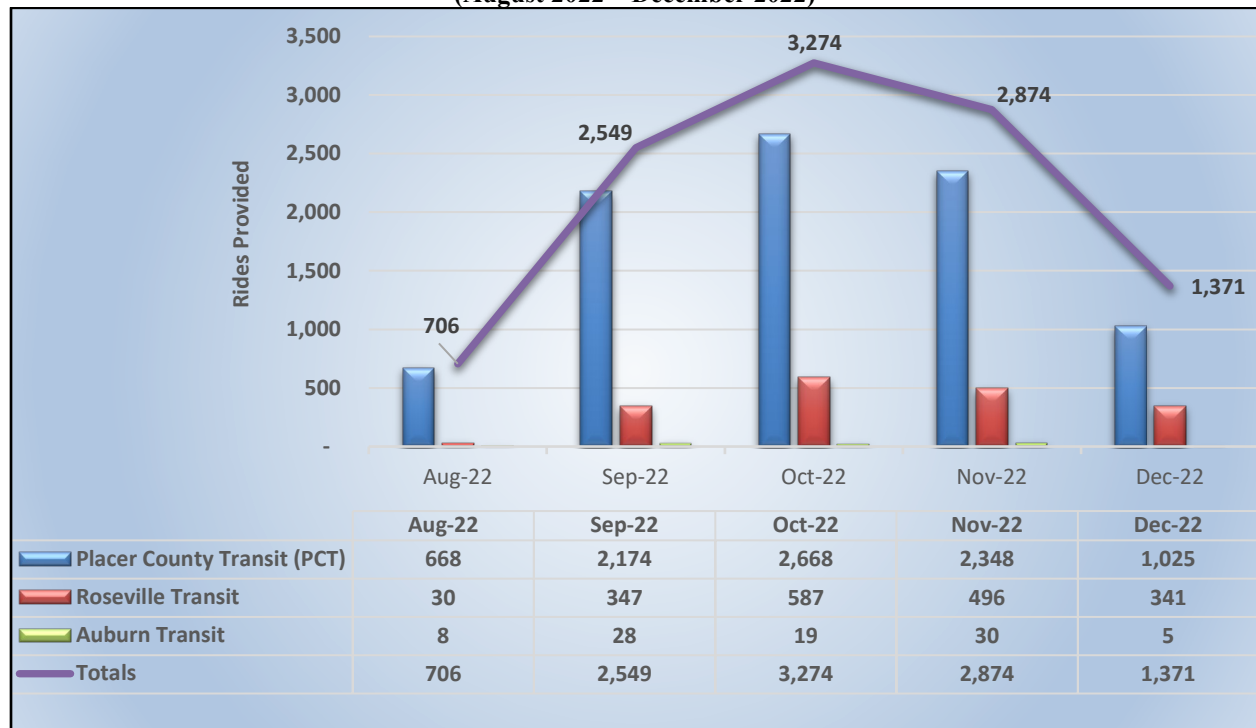
The pilot program consists of two program components:

1. A transit pass program that allows actively enrolled Sierra College students to board any Nevada and/or Placer County fixed-route public transit service (i.e., Roseville Transit, Placer County Transit, Auburn Transit, Tahoe-Truckee Area Transit, and Nevada County Connects) for free during any day of the week if they show their college ID when boarding (known as the “Ride Free with Your Sierra College ID” program), and
2. A TNC discounted ride subsidy program that will be available for enrolled Sierra College students to use on Uber and/or Lyft when traveling to or from a Sierra College campus during the evening hours when public transit services are not available.

***Ride Free with Your Sierra College ID Program Update***

The Ride Free with Your Sierra College ID program launched at the start of Sierra College’s academic Fall semester in August 2022. Since its launch, 10,774 free student rides have been collectively provided by Placer County’s three public transit operators. The chart, below, illustrates the respective Sierra College monthly student ridership on each of the Placer County’s fixed-route services since the program’s implementation.

**Ride Free with Your Sierra College ID Monthly Ridership**  
**(August 2022 – December 2022)**



The steady increase in participating student riders illustrates the program’s successful growth in the first few months following its launch. However, due to the November holidays and end of the Fall academic semester in early December, student ridership and program participation declined in those respective months. Most of the student ridership gained by each transit operator correlates to participants accessing the routes that directly serve a Sierra College campus. However, the transit operators have also observed students using multiple fixed-routes throughout their respective transit systems, potentially indicating that participants are using the fare free transit pass for other purposes aside from traveling to/from campus for class. Since the pilot program allows students to use the fare free transit pass for any reason if they are actively enrolled at Sierra College (i.e., the pass can be used to travel for employment, recreation/leisure, and/or any other personal reasons), the pilot program’s partners will continue to monitor ridership and evaluate future opportunities for maintaining sustained participation from actively enrolled students both during and in between academic semesters.

In addition to this performance monitoring effort, the pilot program’s partners have been actively promoting the program through the following means:

- Sierra College has created large posters and flyers that have been placed or distributed throughout the various Placer and Nevada County campuses to promote the pilot program and direct students to the specific transportation webpage that provides program usage information,
- The City of Roseville has produced and placed some flyers and posters at key bus stops and transfer locations,
- E-mails and newsletters promoting the pilot program have been released by Sierra College and some of the participating transit operators to their respective stakeholders on an on-going basis,
- Printed and/or electronic information about the pilot program has been provided onboard the partnering transit operators' buses and/or displayed as an advertisement on the outside of the transit vehicle (Roseville Transit buses only)
- Press notices and news articles, some involving direct promotion from locally elected officials, have been released to publications of general circulation, including the Gold County Media publication and other local news networks, and
- Sierra College and the participating transit operators have created and released on-going social media posts on various platforms to advertise the program to students, riders, and the general public.

Lastly, in late November 2022, the pilot programs' partners jointly created a student survey that was directly administered by Sierra College to its 16,450 enrolled students. The survey was designed to be brief and provide an initial gauge of students' awareness and use of the pilot program. Of the 157 students that completed the survey in its entirety, approximately 27% identified that they used the program. Approximately 32% of survey respondents were not even aware of the program at all. Of those student respondents that were aware of the program but did not use it, their reasons for not using public transit resulted from existing fixed-route services either not going to where they needed or not being frequent and/or convenient enough to use. Approximately 52% of the student respondents that were aware of the program learned about it through the Sierra College transportation webpage, e-mail newsletters, and word of mouth. While there appears to be a general awareness of the program, some of the potential challenges that impede student participation include the proximity and convenience of public transit services to the students' transportation needs and the relative ease for students to use their personal vehicles to access the Sierra College campuses.

Overall, these initial survey results and student participation/ridership data illustrate a continued need for the pilot program's partners to further expand promotional efforts for the Ride Free with Your Sierra College ID. Collective discussions have already begun regarding the strategic engagement of other stakeholders that could help promote the program, including the Roseville Galleria (a partner with Sierra College for student employment), on-campus student residents, low-income students and other disadvantaged communities, and the student body government. The student body government is an important stakeholder that must be further engaged in these

**WPCTSA Board of Directors**

**Sierra College Student Fare Free and TNC Ride Subsidy Pilot Program Update**

**February 22, 2023**

**Page 4**

efforts as it is anticipated that the program's implementation after the pilot period concludes will depend on the student body's support for directly funding the program moving forward (through student fees). WPCTSA staff will also work with the transit operators, through the upcoming Comprehensive Operational Analysis (COA) and Short-range Transit Plan (SRTP) efforts, to evaluate available services to/from the College and determine what alternative transit routes and/or sustainable service opportunities may exist to better address access and convenience issues.

***TNC Discounted Ride Subsidy Program Update***

Over the past several months, the pilot program's participating transit operators and Sierra College staff have focused available resources on successfully implementing the Ride Free with Your Sierra College ID program. WPCTSA and Sierra College staff have had some initial discussions with both Uber and Lyft about providing a discounted ride subsidy, which would be administered directly with Sierra College, that would be available to students traveling to/from campus in the evening when public transit options are not available. While these discussions have been positive, Sierra College staff has identified some liability concerns and insurance issues with directly administering the program. WPCTSA staff is leading collaborative efforts between Sierra College and the TNC vendors to address these issues over the next couple of months, with the intent to launch this program component during the Spring 2023 academic semester.

MC:RC:mbc:ss

**TO:** PCTPA Board of Directors

**DATE:** February 22, 2023

**FROM:** Cory Peterson  
Senior Transportation Planner

**SUBJECT:** FISCAL YEAR 2023/24 PRELIMINARY FINDINGS OF APPORTIONMENT FOR THE LOCAL TRANSPORTATION FUND AND STATE TRANSIT ASSISTANCE/STATE OF GOOD REPAIR FUND ALLOCATION ESTIMATES

**ACTION REQUESTED**

Approve the FY 2023/24 Preliminary Findings of Apportionment for the Local Transportation Fund (LTF), Preliminary State Transit Assistance (STA) Fund Allocation Estimate, and the Preliminary State of Good Repair (SGR) Fund Allocation Estimate.

**BACKGROUND**

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 through the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide, and the State Transit Assistance (STA) fund derived from the statewide sales of diesel fuel. LTF funds make up a significant share of PCTPA’s member agency revenues and are the primary funding source for PCTPA. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for alternative transportation modes, streets, and roads. The passage of Senate Bill 1 (SB 1) added the State of Good Repair (SGR) program, which funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair.

Below is a table showing the FY 2023/24 preliminary apportionments for each fund compared to the final apportionments from FY 2022/23, adopted by the Board of Directors in August 2022.

<u>Fund Source</u>	<u>FY 23/24 Preliminary Apportionment by PCTPA</u>	<u>FY 22/23 Final Apportionment by PCTPA</u>	<u>Percent Change</u>
<b>LTF</b>	\$31,217,742	\$32,407,648	-3.7%
<b>STA</b>	\$4,391,748	\$4,443,182	-1.2%
<b>SGR</b>	\$589,952	\$560,793	5.2%

**Local Transportation Fund Revenue Trends**

Placer County’s sales tax revenue has continued to grow since the initial shelter in place order of March 2020 that slowed the economy. The initial impact resulted in a FY 2019/20 LTF revenue decline of 5.6 percent below the adopted revenue estimate of \$26.4 million. FY 2020/21 saw strong growth that resulted in sales tax receipts of approximately \$29.6 million, or 18.5 percent

**PCTPA Board of Directors**  
**FY 2023/24 PRELIMINARY FINDINGS OF APPORTIONMENT**  
**February 22, 2023**  
**Page 2**

higher, than the prior year. FY 2021/22 saw continued growth with revenues reaching \$33.1 million.

In the first five months of FY 2022/23, revenues have started to slow with three out of the five months seeing decreases in revenue when compared to the same month in FY 2021/22. Overall, revenues in the first five months of FY 2022/23 have decreased by 2% compared to the same five months in the prior year. The FY 2022/23 adopted revenue estimate is \$33.3 million.

**State Transit Assistance and State of Good Repair**

STA funds are dedicated to public transit operations and capital uses. The funds are distributed on a population basis (section 99313) to each jurisdiction and on a fare revenue basis (section 99314) to those jurisdictions operating a public transit service. An estimated \$935 million will be available statewide in FY 2023/24.

Senate Bill 1 (SB 1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB 1. A statewide total of \$125 million is estimated to be available for FY 2023/24 to eligible recipients according to State Transit Assistance (STA) program statutes.

**DISCUSSION**

**Local Transportation Fund**

Through past consultation with HdL Companies, they noted several large tax payments in the large retailer category that exceed recent trends. The payments total approximately \$1 million and it is likely that the California Department of Tax and Fee Administration will likely correct the overpayments in the coming quarters, reducing future LTF payments to Placer County. Based on this information, HdL estimated that \$40,000 should be reduced from the FY 2023/24 apportionment to cover potential overpayment corrections.

PCTPA staff reviewed projections of sales tax revenues statewide and found that HdL is projecting a revenue increase of 0.4% in FY 2023/24. Given concerns over a potential recession, staff set the growth rate of the sales tax revenue estimate in the FY 2023/24 preliminary apportionment to match this projection.

The preliminary apportionment by PCTPA of \$31.2 million assumes the following:

- An estimated FY 2022/23 fund balance of approximately \$1.2 million
- Approximately \$40,000 in downward adjustments to Placer County LTF receipts will occur in FY 2023/24
- An effective 0.4% growth rate over FY 2022/23 revenues

The FY 2023/24 Preliminary Findings of Apportionment for LTF are attached to this staff report and shows a total balance of \$34.5 million, \$31.2 million of which is available to West Slope jurisdictions (apportioned by PCTPA), and \$700,420 available to the Tahoe Basin (apportioned



**PCTPA Board of Directors**  
**FY 2023/24 PRELIMINARY FINDINGS OF APPORTIONMENT**  
**February 22, 2023**  
**Page 3**

by the Tahoe Regional Planning Agency). This represents a 3.7% decrease from FY 2022/23 apportionments due to a lower carryover amount for FY 2023/24. The remaining balance is apportioned to PCTPA administrative costs, County Auditor administrative costs, Bicycle/Pedestrian allocation, and Community Transit Service Article 4.5 allocation.

**State Transit Assistance and State of Good Repair**

The State Controller's Office (SCO) released the preliminary State Transit Assistance estimate for FY 2023/24 on January 31, 2023. The preliminary fund estimate totals \$4.3 million and the jurisdictional distributions should be used for budgeting purposes. This is a 1.2% decrease in estimated revenue compared to the FY 22/23 final revenue estimate. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August.

At the same time, the State Controller's Office released Allocation Estimates for the State of Good Repair program for FY 2023/24. Placer County's share of the statewide total is \$589,000, a 5% increase over FY 2022/23's final revenue estimate. The attached fund allocation identifies the formula allocation of funds for use in budgeting purposes. Since the inception of the program, the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for preventive bus maintenance associated with contracted services. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August and will fully identify the projects to be funded pending the release of Caltrans SGR Program Guidelines.

**Recommendation**

Staff recommends that the Board approve the attached FY 2023/24 Preliminary Finding of Apportionment for LTF, as well as the Preliminary STA Fund Allocation Estimate and the Preliminary SGR Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 7, 2023 meeting.

CP:RC:mbc:ss

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)  
PRELIMINARY FINDINGS OF APPORTIONMENT FOR FY 2023/2024**

**LOCAL TRANSPORTATION FUND (LTF)**

February 2023

		FY 2022/2023 Estimated Fund Balance Subtotal <sup>(1)</sup>	FY 2023/2024 Revenue Subtotal	FY 2023/2024 Apportionment Total
<b>PLACER COUNTY LTF REVENUE ESTIMATE</b>		\$1,232,520	\$33,307,751	\$34,540,271
TRPA Revenue Estimate <sup>(2)</sup>	2.44923904%		\$815,787	\$815,787
TRPA LTF Fund Balance		(\$115,103)		(\$115,103)
<b>TRPA TOTAL</b>			\$815,787	\$700,684
County Auditor Administrative Costs			\$264	\$264
<b>BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA</b>				<b>\$700,420</b>
PCTPA Revenue Estimate	97.55076096%		\$32,491,965	\$32,491,965
PCTPA LTF Fund Balance		\$1,347,624		\$1,347,624
<b>PCTPA TOTAL</b>			\$32,491,965	<b>\$33,839,588</b>
County Auditor Administrative Costs			\$8,736	\$8,736
PCTPA Administrative and Planning Costs <sup>(3)</sup>			\$475,000	\$475,000
Pedestrian and Bicycle Allocation <sup>(4)</sup>		\$26,952	\$640,164.57	\$667,117
Community Transit Service Article 4.5 Allocation <sup>(5)</sup>		\$59,430	\$1,411,563	\$1,470,993
<b>BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA</b>		<b>\$1,261,241</b>	<b>\$29,956,501</b>	<b>\$31,217,742</b>

**Apportionment of FY 2023/2024 PCTPA LTF Revenue Estimate by Jurisdiction**

Jurisdiction	Population January 1, 2022	Percent (%)	FY 2023/2024 Allocation Subtotal	FY 2022/2023 Carryover Apportionment <sup>(6)</sup>	Revenue Apportionment
<b>PLACER COUNTY</b>	102,669	25.73112752%	\$7,708,146	\$330,591	\$8,038,737
<b>AUBURN</b>	13,608	3.41046648%	\$1,021,656	\$46,257	\$1,067,913
<b>COLFAX</b>	2,042	0.51177047%	\$153,309	\$6,961	\$160,270
<b>LINCOLN</b>	51,252	12.84488743%	\$3,847,879	\$159,041	\$4,006,920
<b>LOOMIS</b>	6,739	1.68894280%	\$505,948	\$21,819	\$527,767
<b>ROCKLIN</b>	71,663	17.96033654%	\$5,380,288	\$225,848	\$5,606,136
<b>ROSEVILLE</b>	151,034	37.85246875%	\$11,339,275	\$470,723	\$11,809,999
<b>TOTAL</b>	<b>399,007</b>	<b>100.00%</b>	<b>\$29,956,501</b>	<b>\$1,261,241</b>	<b>\$31,217,742</b>

**Apportionment of FY 2023/2024 PCTPA LTF Revenue Estimate Available to Claimant**

Jurisdiction	Revenue Apportionment	Planning Contribution <sup>(7)</sup>	Available to Claimant <sup>(8)</sup>
<b>PLACER COUNTY</b>	\$8,038,737	(\$321,549)	\$7,717,187
<b>AUBURN</b>	\$1,067,913	(\$42,717)	\$1,025,197
<b>COLFAX</b>	\$160,270	(\$6,411)	\$153,859
<b>LINCOLN</b>	\$4,006,920	(\$160,277)	\$3,846,643
<b>LOOMIS</b>	\$527,767	(\$21,111)	\$506,657
<b>ROCKLIN</b>	\$5,606,136	(\$224,245)	\$5,381,891
<b>ROSEVILLE</b>	\$11,809,999	(\$472,400)	\$11,337,599
<b>TOTAL</b>	<b>\$31,217,742</b>	<b>(\$1,248,710)</b>	<b>\$29,969,032</b>

**NOTES:**

- 1) FY 2022/23 LTF balance based on August 4, 2022 Final LTF Fund Estimate provided by the Placer County Auditor.  
LTF balance has been adjusted for claims owed to jurisdictions and online sales tax adjustment per HDL to occur during FY 2023/24.
- 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 2022/23 Final Overall Work Program and Budget, May 25, 2022.
- 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 2023/24 Article 4.5 allocation is set at 4.5%.
- 6) FY 2021/22 carryover apportionment (see next page) uses May 2021 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of federal planning requirements.
- 8) Assumes 0.4% growth in revenue over FY 2022/23 per HDL statewide sales tax projectio

January 1, 2022 DOF Population Estimates <sup>1</sup>		
TRPA Population <sup>2</sup>	10,018	2.44923904%
PCTPA Population	399,007	97.55076096%
<b>TOTAL</b>	<b>409,025</b>	<b>100.00000000%</b>

Sources:

1. Table E-1: City/County Population Estimates January 1, 2021 to January 1, 2022, DOF, released May 2, 2022.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2022, DOF, June 15, 2022.

**Calculation of FY 2022/2023 PCTPA LTF Carryover**

**Using 2021 Population - Western Slope**

Amount of FY 2022/2023 Carryover: **\$1,261,241**

<b>POPULATION</b>				
<b>JURISDICTION</b>	<b>January 1, 2021<sup>(1)</sup></b>	<b>PERCENT</b>	<b>FY 2022/2023 CARRYOVER ALLOCATION</b>	<b>TOTAL CARRYOVER ALLOCATION</b>
<b>PLACER COUNTY</b>	103,151	26.21%	\$330,591	\$330,591
<b>AUBURN</b>	14,433	3.67%	\$46,257	\$46,257
<b>COLFAX</b>	2,172	0.55%	\$6,961	\$6,961
<b>LINCOLN</b>	49,624	12.61%	\$159,041	\$159,041
<b>LOOMIS</b>	6,808	1.73%	\$21,819	\$21,819
<b>ROCKLIN</b>	70,469	17.91%	\$225,848	\$225,848
<b>ROSEVILLE</b>	146,875	37.32%	\$470,723	\$470,723
<b>TOTAL</b>	<b>393,532</b>	<b>100.00%</b>	<b>\$1,261,241</b>	<b>\$1,261,241</b>

**Sources:**

1. Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 1, 2021.
2. FY 2022/23 LTF balance based on February 6, 2023 Final LTF Fund Estimate provided by the Placer County Auditor (adjusted for farebox penalties being held and anticipated online sales tax adjustments).

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
 FY 2023/24 STATE TRANSIT ASSISTANCE (STA) FUND PRELIMINARY ALLOCATION ESTIMATE  
 (EXCLUDING TAHOE BASIN)  
 February 2023**

PUC 99313 Allocation	\$3,791,198
PUC 99314 Allocation	\$600,550
Total STA Allocation <sup>(1)</sup>	\$4,391,748

4.5 Percent Allocation of PUC 99313 to WPCTSA<sup>(2)</sup> \$170,604

Total PUC 99313 Allocation Available to Jurisdictions \$3,620,594

**FY 2023/2024 Jurisdiction PUC Section 99313 STA Fund Allocation**

Jurisdiction	January 2022 Population <sup>(3)</sup>	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	102,669	25.73%	\$931,620
Auburn	13,608	3.41%	\$123,479
Colfax	2,042	0.51%	\$18,529
Lincoln	51,252	12.84%	\$465,061
Loomis	6,739	1.69%	\$61,150
Rocklin	71,663	17.96%	\$650,271
Roseville	151,034	37.85%	\$1,370,484
<b>TOTAL</b>	<b>399,007</b>	<b>100.00%</b>	<b>\$3,620,594</b>

Notes: (1) 2023/2024 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, February 1, 2023.

(2) 4.5% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.

(3) Table E-1: City/County Population Estimates January 1, 2021 to January 1, 2022, DOF, released May 2, 2022.

PUC = Public Utilities Code

**FY 2022/2023 Jurisdiction PUC 99314 STA Fund Allocation**

Jurisdiction	PUC 99314 Fare Revenue Basis <sup>(4)</sup>	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$2,868,947	86.9%	\$521,650	\$1,453,270
Auburn	\$29,125	0.9%	\$5,296	\$128,775
Colfax	\$0	0.0%	\$0	\$18,529
Lincoln	\$0	0.0%	\$0	\$465,061
Loomis	\$0	0.0%	\$0	\$61,150
Rocklin	\$0	0.0%	\$0	\$650,271
Roseville	\$404,806	12.3%	\$73,604	\$1,444,089
<b>TOTAL</b>	<b>\$3,302,878</b>	<b>100.0%</b>	<b>\$600,550</b>	<b>\$4,221,144</b>

Notes: (4) 2022/2023 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, January 31, 2022.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
FY 2023/2024 STATE OF GOOD REPAIR (SGR) PRELIMINARY ALLOCATION ESTIMATE  
(EXCLUDING TAHOE BASIN)  
February 2023**

PUC 99313 Allocation	\$509,280
PUC 99314.8 Allocation	\$80,672
Total SGR Allocation <sup>(1)</sup>	\$589,952

Percent Allocation of PUC 99313 to WPCTSA (5% max) \$0

Total PUC 99313 Allocation Available to Jurisdictions \$509,280

**FY 2023/2024 Jurisdiction PUC Section 99313 SGR Fund Allocation**

Jurisdiction	January 2022 Population <sup>(2)</sup>	PUC 99313 Population Percentage	PUC 99313 Population Allocation	Reallocation to Transit Operator <sup>(3)</sup>	PUC 99313 Total Allocation
Placer County	102,669	25.73%	\$131,043	\$168,093	\$299,136
Auburn	13,608	3.41%	\$17,369	\$0	\$17,369
Colfax	2,042	0.51%	\$2,606	(\$2,606)	\$0
Lincoln	51,252	12.84%	\$65,416	(\$65,416)	\$0
Loomis	6,739	1.69%	\$8,601	(\$8,601)	\$0
Rocklin	71,663	17.96%	\$91,468	(\$91,468)	\$0
Roseville	151,034	37.85%	\$192,775	\$0	\$192,775
<b>TOTAL</b>	<b>399,007</b>	<b>100.00%</b>	<b>\$509,280</b>	<b>\$0</b>	<b>\$509,280</b>

Notes: (1) FY 2023/2024 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, February

(2) Table E-1: City/County Population Estimates January 1, 2021 to January 1, 2022, DOF, released May 2, 2022.

(3) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to preventive maintenance.

**FY 2023/2024 Jurisdiction PUC Section 99314 SGR Fund Allocation**

Jurisdiction	PUC 99314 Fare Revenue Basis <sup>(4)</sup>	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$2,868,947	86.9%	\$70,074	<b>\$369,210</b>
Auburn	\$29,125	0.9%	\$711	<b>\$18,080</b>
Colfax	\$0	0.0%	\$0	<b>\$0</b>
Lincoln	\$0	0.0%	\$0	<b>\$0</b>
Loomis	\$0	0.0%	\$0	<b>\$0</b>
Rocklin	\$0	0.0%	\$0	<b>\$0</b>
Roseville	\$404,806	12.3%	\$9,887	<b>\$202,662</b>
<b>TOTAL</b>	<b>\$3,302,878</b>	<b>100.0%</b>	<b>\$80,672</b>	<b>\$589,952</b>

Notes: (4) FY 2023/2024 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, February 1, 2023.

**FY 2023/2024 SGR Project Summary**

Jurisdiction	Project Title	FY 2022/23 Allocation Amount
Placer County	TBD	<b>\$369,210</b>
Auburn	TBD	<b>\$18,080</b>
Roseville	TBD	<b>\$202,662</b>
<b>FY 2023/24 Total</b>		<b>\$589,952</b>



**TO:** PCTPA Board of Directors **DATE:** February 22, 2022

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

**SUBJECT:** **PRELIMINARY DRAFT FY 2023/24 OVERALL WORK PROGRAM (OWP)  
AND BUDGET**

**ACTION REQUESTED**

Approve the preliminary draft FY 2023/24 Overall Work Program (OWP) and Budget as presented and attached to this report.

**BACKGROUND**

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year. Staff prepared this draft and will submit to Caltrans per this schedule.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached draft OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee. The draft will undergo continued refinement, as staff receives comments from the Board, Caltrans, and jurisdictions, and as information on grant awards and state budget allocations becomes available. A final FY 2023/24 OWP will be presented for Board approval at your May meeting.

**DISCUSSION**

**Work Program – Ongoing Activities**

The FY 2023/24 work program reflects a continued focus on pre-construction project implementation, seeking funding for activities in the work program, and educating Placer residents on the impact and need for funding for transportation projects. The following are highlights from some of the major work elements in the preliminary OWP:

- Intergovernmental Advocacy (WE13) – in addition to employing advocates at the state and federal level to seek funding and project regulatory relief, this work element funds activities including the Metro Chamber’s Cap to Cap Event, the Placer Business Alliance October visit to Washington DC, and regular activities with area chambers of commerce.
- Communications and Outreach program (WE 14) – in addition to regular quarterly newsletters, social media activities and earned media, this activity includes working with Caltrans District 3 and SACOG who initiated a project study report for Managed Lanes on Interstate 80. WE 14 will also include working with Washoe County, the Tahoe Basin and SACOG on Northern California Megaregion initiatives.
- Placer Parkway Phase 1 (WE 40) design is being completed by the County of Placer from Highway 65 to Foothills Boulevard. Final design is nearly complete, and the County is advancing the right-of-way acquisitions and utility relocation work. Construction will likely begin in 2024, assuming construction funding is secured.

**PCTPA Board of Directors**  
**PRELIMINARY DRAFT FY 2023/24 OWP and BUDGET**  
**February 2023**  
**Page 2**

- The I-80 Auxiliary Lanes Project (WE 43) construction is scheduled to begin in spring 2023 and conclude in Summer 2024.
- The State Route 49 Sidewalk Gap Closure project (WE 44) completed design and right-of-way acquisition. Construction is fully funded through a state grant. The project will be advertised in summer 2023 and construction is anticipated to start in late fall 2023.
- South Sutter-South Placer Transportation Fair Share Analysis (WE 47) is a multi-jurisdictional approach between Placer and Sutter Counties, Roseville and PCTPA to address cumulative transportation impacts from pending and approved land development within the South Placer and Sutter region. A consultant team was hired in 2022 and will complete the fair share funding analysis in FY 2023/24. Following completion of this analysis the agencies will consider various mechanism to effectuate the fair share funding of projects within the agencies.
- Funding Strategy (WE61) – Staff is actively engaged in daily, weekly and monthly activities with their strategy consultant on the funding strategy. This work includes substantial education and community outreach work. WE 61 work includes activities such as:
  - Research: focus groups and surveys
  - Strategic meetings: civic leaders and stakeholders
  - Neighborhood partnership meetings
  - Creative content and media strategies

Staff will also update the Expenditure Plan to ensure the project costs still represent the best thinking on the project solutions and reflect recent market changes and inflation impacting capital costs. Considerable resources have and must continue to be expended over multiple years in WE 61 to address the structural deficit in funding for transportation in Placer County. Roseville, Rocklin, Lincoln and Placer County will contribute their fair share of an additional \$400,000 from LTF funds in WE61.

- The SPRTA Transportation Demand Model and Fee Update Project (WE100) is planned for adoption by June 2023. Efforts for FY2023/24 include administrative maintenance work of the SPRTA Program.

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).

**Work Program – New or Substantially Revised Activities**

- SACOG/MPO Planning (WE20). Staff efforts are significantly increased for the development of the Regional Transportation Plan (RTP) and coordination with SACOG on their Metropolitan Transportation Program and Sustainable Communities Strategies (MTP/SCS). The current Placer County RTP 2040 was adopted by the Board in December 2019 and must be updated every five years.

**PCTPA Board of Directors**  
**PRELIMINARY DRAFT FY 2023/24 OWP and BUDGET**  
**February 2023**  
**Page 3**

- Placer Parkway (WE40). The prior OWP assumed work to evaluate a proposed shift in the alignment in the vicinity of Phillips Rd. The funding for this effort did not materialize and the current OWP is not assuming this funding or work for FY 2023/24.
- The SR49 Sidewalk Gap Project (WE 44) expenses are significantly reduced. The project has completed design and ROW acquisition, so those expenses are removed. Construction will start in FY 2023/24. However, Caltrans will administer construction and the construction grant funding will be budgeted by Caltrans so those expenses are not included in the OWP.
- The Mobility Action Plan (WE46) was completed in December 2022. The work element has been removed from the OWP.
- SPRTA Administration (WE100). The comprehensive fee update is scheduled for adoption by June 2023, so expenses related to the fee update have been removed.

***Staffing***

Staffing levels remain the same as in the FY 2022/23 OWP with 7.0 full time equivalent staff which have all been filled with last year's recruitment of a new Executive Director and Senior Planner.

***Budget***

Staff is pleased to again provide the Board with a balanced budget of \$5,598,871 which is a 33% decrease from Amendment 1 of last year's FY 2022/23 OWP. The contingency in this preliminary budget remains the same at \$1,460,959. As in in previous years, the contingency fund is used for cash flow.

The FY 2023/24 budget includes approximately 41% (\$2,312,024) of reimbursed work and grants, such as SPRTA administration, CTSA administration, I-80 Auxiliary Lanes, Highway 49 Sidewalks, Riego/Baseline Road Widening, building management, and Freeway Service Patrol.

JL:RC:mbc:ss





PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

*Preliminary Draft*



# OVERALL WORK PROGRAM AND BUDGET

## FISCAL YEAR 2023/24

*February 22, 2023*



<b>WORK ELEMENT</b>	<b>TITLE</b>	<b>PAGE NO.</b>
<b>05</b>	<b>Agency Administration: Indirect Labor</b>	<b>1</b>
<b>10</b>	<b>Agency Administration: Overall Work Program</b>	<b>3</b>
<b>11</b>	<b>Transportation Development Act Admin</b>	<b>4</b>
<b>12</b>	<b>Intergovernmental Coordination</b>	<b>6</b>
<b>13</b>	<b>Intergovernmental Advocacy</b>	<b>8</b>
<b>14</b>	<b>Communications and Outreach</b>	<b>10</b>
<b>15</b>	<b>Building Administration</b>	<b>13</b>
<b>20</b>	<b>SACOG/MPO Planning Integration</b>	<b>14</b>
<b>23</b>	<b>Consolidated Transportation Services Agency (CTSA) Administration</b>	<b>19</b>
<b>24</b>	<b>Transit Planning</b>	<b>21</b>
<b>27</b>	<b>Airport Land Use Commission/Aviation Planning</b>	<b>23</b>
<b>33</b>	<b>Bikeway Planning</b>	<b>25</b>
<b>35</b>	<b>Rail Program</b>	<b>27</b>
<b>40</b>	<b>Placer Parkway</b>	<b>29</b>
<b>41</b>	<b>I-80/SR 65 Interchange Improvements</b>	<b>31</b>
<b>42</b>	<b>Highway 65 Widening</b>	<b>33</b>
<b>43</b>	<b>I-80 Auxiliary Lanes</b>	<b>35</b>
<b>44</b>	<b>SR 49 Sidewalk Gap Closure</b>	<b>37</b>
<b>47</b>	<b>South Placer-South Sutter Transportation Fair Share Funding Analysis</b>	<b>39</b>
<b>50</b>	<b>Project Programming and Reporting</b>	<b>41</b>
<b>61</b>	<b>Regional Transportation Funding Program</b>	<b>46</b>
<b>80</b>	<b>Freeway Service Patrol (FSP)</b>	<b>48</b>
<b>100</b>	<b>South Placer Regional Transportation Authority (SPRTA) Administration</b>	<b>49</b>

*This page intentionally left blank.*

# OVERALL WORK PROGRAM FOR 2023/24

## OVERVIEW

The FY 2023/24 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

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

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

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

The 2023/24 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

## **INTRODUCTION**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2023/24 OWP. The organization of PCTPA is summarized in Figure 1.

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

## GEOGRAPHIC LOCATION

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

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2022 populations: Auburn (13,608), Colfax (2,042), Lincoln (51,252), Loomis (6,739), Rocklin (71,663) and Roseville (151,307). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 102,669. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2022 DOF E-1 Report as updated in May 2022.

## AGENCY COORDINATION

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

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

- In person meeting, including PCTPA, SACOG, and UAIC, occurred during the early development of both the MTP/SCS and RTP
- In person meetings and email correspondence, including PCTPA, Caltrans, and UAIC, occurred for cultural coordination as part of the I-80/SR 65 Interchange Phase 1 Improvements in Roseville and Rocklin
- In person meeting and email correspondence, including PCTPA, Caltrans, and UAIC, occurred for cultural coordination as part of the State Route 49 Sidewalk Gap Closure Project in Auburn

- In person meeting to develop partnership between PCTPA and UAIC for the regional transportation funding strategy

## **COMMUNITY PARTICIPATION**

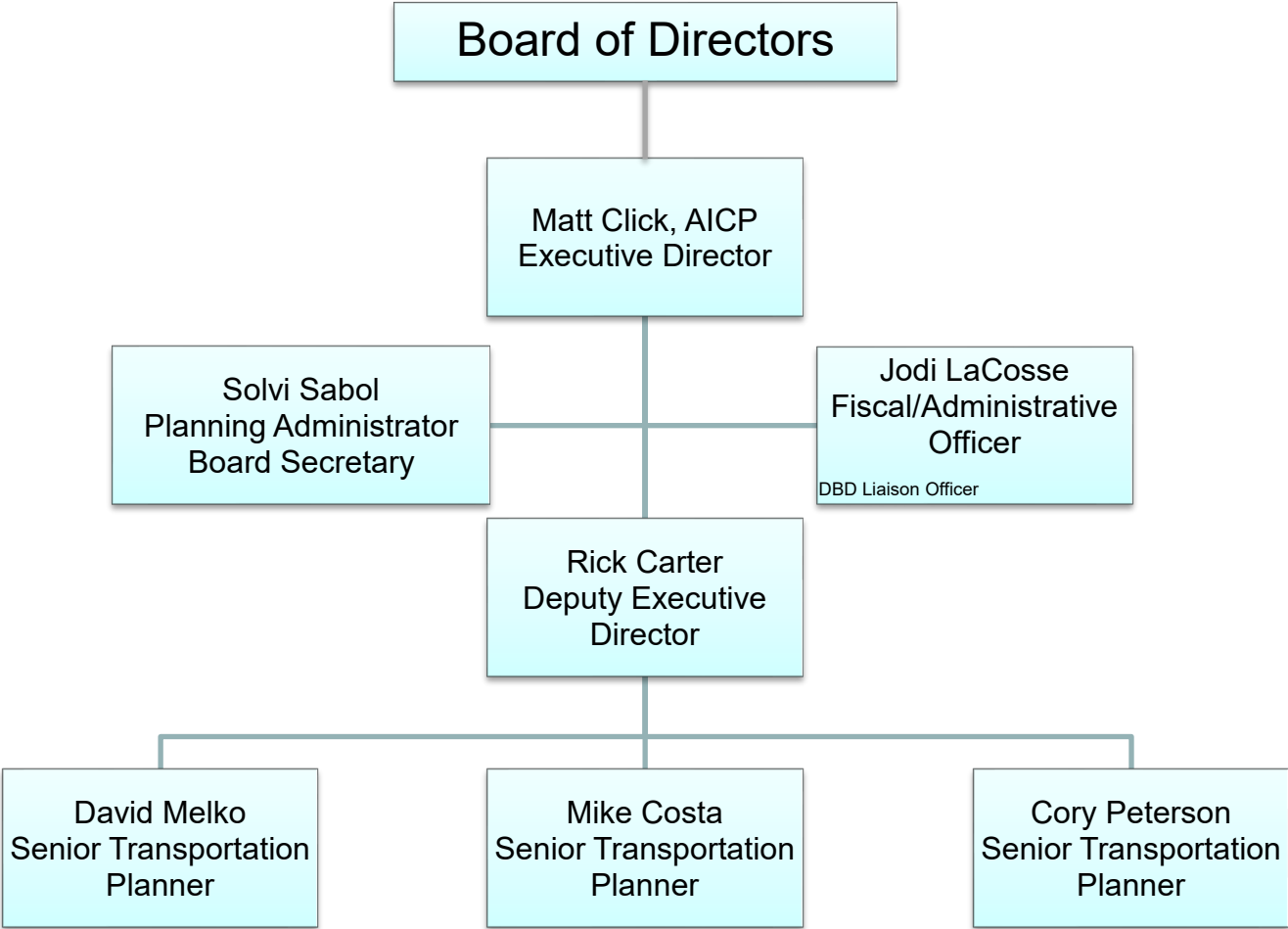
In an ongoing effort to encourage participation of all communities in the transportation planning process, and in compliance with Title VI, the PCTPA solicits input through various policy, technical, and public forums. Outreach to the United Auburn Indian Community is specifically included.

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

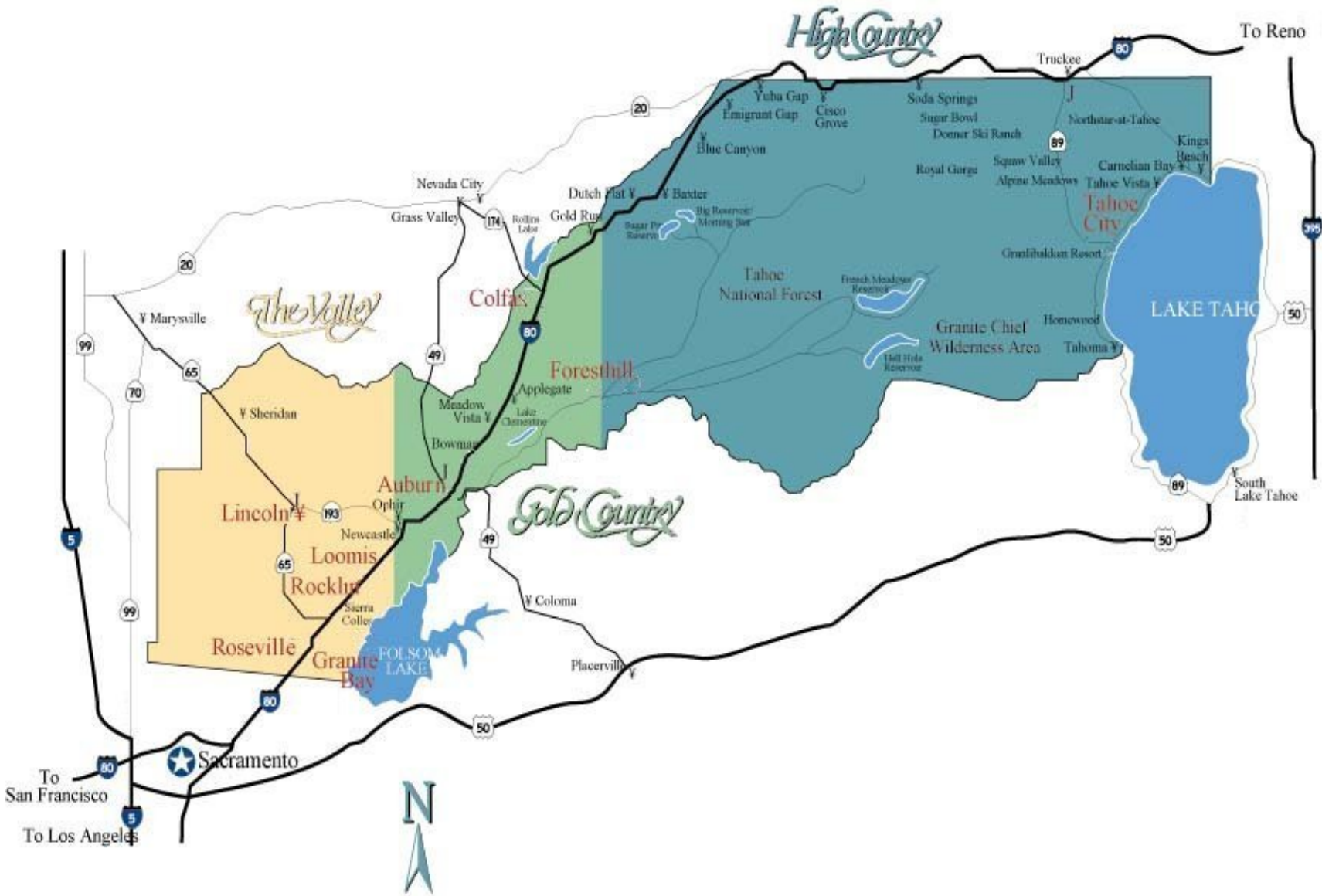
The community information and participation effort has been enhanced by expansion of the agency web page and social media on the Internet, to provide citizens with greater access to agency documents and activities, establishment of a speaker's bureau, and greater emphasis on working with local media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

FY 2023/24

# PCTPA Organizational Chart



**Figure 2**  
**Placer County Location**



## FEDERAL PLANNING FACTORS

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

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

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Freeway Service Patrol (WE 80)

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

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

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

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Project Programming and Reporting (WE 50)

- Freeway Service Patrol (WE 80)

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

**Increase the accessibility and mobility of people and for freight**

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

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)

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

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

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

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

**Promote efficient system management and operation**

- TDA Implementation (WE 11)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Freeway Service Patrol (WE 80)

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

**Emphasize the preservation of the existing transportation system**

- TDA Implementation (WE 11)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Freeway Service Patrol (WE 80)

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

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

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- South Sutter South Placer Transportation Fair Share Analysis (WE 47)
- Regional Transportation Funding Program (WE 61)
- Freeway Service patrol (WE 80)

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

**Enhance travel and tourism**

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Freeway Service Patrol (WE 80)

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



## CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

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

## **WORK ELEMENT 05**

### **AGENCY ADMINISTRATION: INDIRECT LABOR**

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

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

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

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

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

#### **WORK PROGRAM:**

- Develop agendas and materials for Technical Advisory Committee **Monthly**
- Develop agendas and materials for other PCTPA committees **As Needed**
- Conduct PCTPA Board regular monthly meetings and special meetings as required **Monthly**
- Administer PCTPA FY 2022/23 operating budget **Ongoing**
- Provide general front desk support, including greeting visitors, answering phones, opening and directing mail, and responding to inquiries **Ongoing**
- Participate in staff meetings to coordinate administrative and technical activities **Monthly**
- Prepare quarterly financial reports for auditors and PCTPA Board **Quarterly**
- Prepare timesheets to allocate staff time to appropriate work elements **Ongoing**
- Perform personnel duties, including employee performance reviews, recognitions, and/or disciplinary actions **Annually/as needed**
- Recruit and hire new employees **As needed**
- Administer PCTPA benefit programs **Ongoing**
- Update Administrative Operating Procedures and Personnel Policies to reflect changes in State and Federal law **As Needed**
- Prepare payroll and other agency checks **Bi-weekly**
- Prepare quarterly and annual tax reports **Quarterly**
- Maintain transportation planning files, correspondence and data **Ongoing**
- Maintain ongoing bookkeeping and accounting **Ongoing**

**WORK ELEMENT 05 (continued)**  
**AGENCY ADMINISTRATION: INDIRECT LABOR**

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

**PRODUCTS:**

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

<b>REVENUES</b>		<b>EXPENDITURES</b>	
Various – proportionately spread across all other work elements/fund types	\$371,896	PCTPA	\$371,896

**WORK ELEMENT 10**  
**AGENCY ADMINISTRATION: OVERALL WORK PROGRAM**

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

**PREVIOUS WORK:**

- FY 2021/22 closeout with Caltrans staff **August 2022**
- FY 2022/23 Overall Work Program and Budget amendments **October 2022 and April 2023**
- Preliminary Draft FY 2023/24 Overall Work Program and Budget **March 2023**
- Final FY 2023/24 Overall Work Program and Budget **May 2023**

**WORK PROGRAM:**

- Prepare FY 2023/24 Overall Work Program and Budget close out documents **July 2023 – August 2023**
- Prepare amendments to FY 2023/24 Overall Work Program (OWP) and Budget **August 2023 - October 2023, January - April 4 or as needed**
- Prepare FY 2024/25 Overall Work Program and Budget **January 2024 – May 2024**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

**PRODUCTS:**

- Conduct FY 2022/23 closeout with Caltrans staff **August 2023**
- Quarterly progress reports on FY 2022/23 Overall Work Program **Quarterly**
- FY 2023/24 Overall Work Program and Budget amendments **October 2023, April 2024, or as needed**
- Preliminary Draft FY 2024/25 Overall Work Program and Budget **February 2024**
- Final FY 2024/25 Overall Work Program and Budget **May 2024**

<b>REVENUES</b>		<b>EXPENDITURES</b>		
LTF	\$35,995	PCTPA	\$60,995	
Rural Planning Assistance Funds	<u>\$25,000</u>			
<b>TOTAL</b>	\$60,995		\$60,995	
Percent of Budget 1.10%				

## **WORK ELEMENT 11**

### **TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION**

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

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

#### **WORK PROGRAM:**

- Solicit public comments on unmet transit needs throughout Placer County **September 2023 – October 2023**
- Review and summarize all comments received regarding unmet transit needs **November - December 2023**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2023 – January 2024**
- Prepare a report recommending a finding on unmet transit needs **January 2024 - February 2024**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2023/24 **September 2023**
- Prepare a mid-year status update on FY 23/24 LTF and STA actual revenues to estimates **March 2024**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2023/24 **February 2024**
- Assist claimants with the preparation of project lists, annual claims, and local program administration **Ongoing**
- Provide for the review, approval, and processing of all LTF and other TDA claims and financial transactions **Ongoing**
- Update policies governing review, approval, and processing of all LTF and other TDA claims to ensure timely compliance with TDA law **As needed**
- Maintain a financial status report of TDA and STA claims **Ongoing**
- Provide for an annual financial and compliance audit of PCTPA and each claimant by an independent auditing firm **September 2023 – March 2024**
- Update and administer five year plan for Bicycle and Pedestrian Account funds. **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act and assist with any efforts to revise TDA regulations that would benefit the Placer region **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Annually**
- Facilitate and monitor activities of the Transit Operators Working Group (TOWG) **Monthly**

**WORK ELEMENT 11 (continued)**  
**TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION**

- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**
- Coordinate with Sierra College on implementing potential college student transit pass **Ongoing**

**PRODUCTS:**

- Final Findings of Apportionment for FY 2023/24 **September 2023**
- Preliminary Annual Findings of Apportionment for FY2024/25 **February 2024**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2024**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2024**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- TOWG meeting agendas **Ongoing**

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
LTF	\$153,868	PCTPA	\$108,888
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	\$43,480
<b>TOTAL</b>	<b>\$153,868</b>		<b>\$153,868</b>
Percent of budget: 2.77%			

## **WORK ELEMENT 12**

### **INTERGOVERNMENTAL COORDINATION**

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

#### **BACKGROUND:**

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

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

#### **WORK PROGRAM:**

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

**WORK ELEMENT 12 (continued)**  
**INTERGOVERNMENTAL COORDINATION**

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

**PRODUCTS:**

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

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	\$90,204	PCTPA	\$71,265
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
<b>TOTAL</b>	<b>\$110,204</b>		<b>\$110,204</b>
Percent of budget: 1.98%			



## **WORK ELEMENT 13**

### **INTERGOVERNMENTAL ADVOCACY**

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

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

#### **WORK PROGRAM:**

- Participate in Sacramento Metro Chamber's annual virtual Cap-to-Cap and State legislative advocacy effort **and Spring of 2024**
- Participate in the Placer Business Alliance Washington DC trip – **October 2023**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Develop annual Federal legislative and advocacy platform **January 2024**
- Develop annual State legislative and advocacy platform **January 2024**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **Ongoing/as needed**
- Membership in local chambers of commerce including Auburn, Lincoln, Loomis, Rocklin, Roseville, and Sacramento **Ongoing**

#### **PRODUCTS:**

- Attend Self-Help Counties Focus on the Future Conference **November 2023**
- Attend PBA trip to DC – **October 2023**
- Attend Cap to Cap trip to DC - **Spring of 2024**
- 2023 Federal Legislative Platform **January 2024**
- 2023 State Legislative Platform **January 2024**

**WORK ELEMENT 13 (continued)**  
**INTERGOVERNMENTAL ADVOCACY**

- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2024**
- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$187,479	PCTPA	\$42,836
Interest	<u>2,000</u>	Travel and Conference Expenses	10,000
		Legislative Tracking Services	4,650
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	3,399
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	<u>\$75,000</u>
<b>TOTAL</b>	<b>\$189,479</b>		<b>\$189,479</b>
Percent of budget: 3.41%			

## **WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH**

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

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

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

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

### **WORK PROGRAM:**

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

## **WORK ELEMENT 14 (continued)**

### **COMMUNICATIONS AND OUTREACH**

- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Board members, jurisdictions, the public, and other appropriate parties **Ongoing**
- Provide prompt responses to public inquiries and concerns, including raising them to Advisory Committee or Board attention as appropriate **Ongoing**
- Major update of the current agency website - [www.pctpa.net](http://www.pctpa.net) **July-December 2023**
- Post Board agenda, minutes, and meeting recordings on agency web site **Monthly**
- Provide outreach and respond to inquiries by the media to provide information and analysis of transportation issues that face Placer County and highlight agency activities and input opportunities, including television, radio, newspapers, and other media **Ongoing**
- Develop and implement social media program to highlight transportation programs, projects, issues, and other information pertinent to the traveling public **Ongoing**
- Develop and distribute "e-newsletter" with updates on transportation projects and programs, spotlighting current and upcoming transportation issues **Bi-annually**
- Hold meetings, workshops, and/or events to capture public attention, disseminate information, and/or solicit input about transportation issues **Ongoing**
- Bring attention to milestones on transportation projects and programs through signage, events, social media, websites, and other appropriate methods **Ongoing/As needed**
- Develop marketing and outreach materials for programs that provide transportation options in Placer County **Ongoing**
- Create, maintain and update agency websites that provide education and information regarding transportation options in Placer County **Ongoing**
- Provide support for alternatively fueled vehicles, including EV charging station **Ongoing**
- Actively participate as a member of the TNT/TMA and support public education and outreach activities applicable to the Truckee-North Tahoe area **Ongoing**

#### **PRODUCTS:**

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

**WORK ELEMENT 14 (continued)**  
**COMMUNICATIONS AND OUTREACH**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$147,934	PCTPA	\$72,534
CMAQ	<u>40,500</u>	Communications Consultant (Item funded by CMAQ)	47,500
		Graphics Consultant	\$25,000
		Grant Writer	\$25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support (Item funded by CMAQ)	<u>2,000</u>
<b>TOTAL</b>	<b>\$188,434</b>		<b>\$188,434</b>
Percent of budget: 3.39%			

**WORK ELEMENT 15  
BUILDING ADMINISTRATION**

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

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

**WORK PROGRAM:**

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

**PRODUCTS:**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	\$29,065	PCTPA	\$29,065
<b>TOTAL</b>	<b>\$29,065</b>		<b>\$29,065</b>
Percent of budget: .52%			

## **WORK ELEMENT 20**

### **SACOG/MPO PLANNING INTEGRATION**

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

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

PCTPA actively participated with SACOG and our other regional partners in the update of the six-county Metropolitan Transportation Plan (MTP), which was adopted in November 18, 2019. Technical reasons for this joint effort include reference to the PCTPA/SACOG Memorandum of Understanding (MOU) dated April 11, 2001, which states SACOG provides air quality conformity and other federal requirements for the RTP. The next iteration of the SACOG MTP is anticipated for adoption in early 2024.

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

Staff kicked off the development of the 2050 RTP in FY 2021/22 with a presentation to the PCTPA Board in February 2022. Although adoption of the plan is not required until December 2024, staff plans to reevaluate the structure and contents of the plan to emphasize linkages between policies and outcomes and to make it more user friendly. The 2050 RTP will also be developed in coordination and on a slightly delayed schedule with the SACOG MTP/SCS, being referred to as the 2024 Blueprint. This approach will ensure consistency between the planning efforts due to the complexity and dynamic planning environment in the Sacramento Region. The parallel schedules of the two efforts creates an opportunity to maximize efficiencies and effectiveness in addressing Placer's needs and goals. The technical coordination with SACOG will consist of the following activities:

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

**WORK ELEMENT 20 (continued)**  
**SACOG/MPO PLANNING INTEGRATION**

- As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive and complete datasets quantifying and describing land use, transportation, and demographic characteristics for Placer County.
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - SACOG is required to update the long-range, six county Metropolitan Transportation Plan/Sustainable Communities Strategy at least every four years. The next update of the plan is scheduled to be completed in 2025. During FY 2023/24 SACOG in partnership with federal, state, and local partners, will be developing a final preferred transportation investment/project list, which will be integrated with a final land use scenario for their Blueprint MTP/SCS. The Placer County portion of the final preferred project list will also serve as the project list for PCTPA’s 2050 RTP.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
  - As required under the FAST Act, and/or any other subsequent regulations implemented under the new Infrastructure Investment and Jobs Act (IIJA), SACOG is required to update and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Activities will include inclusion of Placer County data into the metrics and updates to the Project Performance Assessment tool created by SACOG.

**PREVIOUS WORK:**

PCTPA

- Initiated review and development of goals, policies, and objectives – **February 2023 - April 2023**
- Developed public participation plan – **September 2022**
- Coordinated with SACOG on pathway development and outreach for the Blueprint MTP/SCS – **March 2023 – August 2023**
- Coordinated with SACOG on data collection, jurisdiction one-on-one meetings, and 2024 Blueprint Framework – **June 2022 – June 2023**

SACOG

- Model development and Support – PCTPA
  - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2022 – June 2023**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - Developed Regional six-county growth projections for the 2024 MTP/SCS update **September 2022**
  - Plan Process Map, Policy Framework, and Outreach Strategy. **September 2022 – December 2022**



**WORK ELEMENT 20 (continued)**  
**SACOG/MPO PLANNING INTEGRATION**

**WORK PROGRAM:**

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Continue development of 2050 RTP chapter outlines **July 2023 – June 2024**
- Prepare and release a request for proposals to secure a consultant to prepare an environmental impact report associated with the RTP – **April/May 2024**
- Coordinate with SACOG on the development of final preferred transportation project lists **July 2023 – December 2023**
- Coordinate with SACOG on anticipated transportation funding through 2050 – **July 2023 – June 2024**
- Review and coordinate with SACOG on Blueprint MTP/SCS scenario planning – **July 2023 – August 2023**
- Develop materials and coordinate with SACOG to host elected officials workshops required of the Blueprint MTP/SCS – **Fall/Winter 2023**

SACOG

- Model development and Support – PCTPA
  - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. **July 2023 – June 2024**
- Data Development, Monitoring, and Support – PCTPA
  - Provide data analysis and mapping assistance to Placer County's various plan updates, including demographics, environmental layers, and transportation data for all jurisdictions and special districts. **July 2023 – June 2024**
- MTP/SCS Update – PCTPA
  - Engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. **Monthly**
  - Prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. **July 2023 – June 2024**
  - Prepare and adopt a preferred transportation investment/project list for the Blueprint MTP/SCS and PCTPA 2050 RTP. **July 2023 – December 2023**

**WORK ELEMENT 20 (continued)**  
**SACOG/MPO PLANNING INTEGRATION**

- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
  - Monitor safety performance data and set targets for PM1. **Ongoing**
  - Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. **Ongoing**
  - Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. **Ongoing**
  - Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. **Ongoing**
  - Update project performance assessment (PPA) tool and interactive spatial performance metric display. **Ongoing**
  - Continually maintain and implement CMAQ Performance Plan. **As Needed**

**PRODUCTS:**

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **As needed**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- Draft RTP transportation project lists - **July 2023 – December 2023**
- Select Consultant to prepare RTP 2050 Environmental Impact Report – **Spring 2024**

SACOG

- Model development and Support – PCTPA
  - Support provided and outcomes memo **As needed**
- Data Development, Monitoring, and Support – PCTPA **Ongoing**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
  - Public Workshops. **July 2023-June 2024**
  - Elected Official Information Sessions. **Summer 2023-Winter 2024**
  - Preferred Pathway Framework. **July 2023-September 2023**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
  - Assist with development of and support Regional or Statewide PM1 Safety Targets for 2023/2024 - SACOG Board Action. **Ongoing**

**WORK ELEMENT 20 (continued)**  
**SACOG/MPO PLANNING INTEGRATION**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	\$510,118	SACOG	\$522,755
Rural Planning Assistance	397,000	PCTPA	\$301,363
Planning, Programming, and Monitoring (PPM)	60,000	Consultant	\$120,000
		Community Engagement Software	20,000
		Legal	1,000
		Meetings, Travel, and Notifications	2,000
<b>TOTAL</b>	<b>\$967,118</b>		<b>\$967,118</b>
Percent of budget: 17.40%			

## **WORK ELEMENT 23**

### **WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION**

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

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

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

#### **WORK PROGRAM:**

- Provide administrative, accounting, and staff support for the CTSA JPA **Ongoing**
- Oversee the implementation of CTSA as delineated in the Joint Powers Agreement, including Placer Rides, Transit Ambassador, and the South Placer Transportation Call Center, Bus Pass Subsidy, and Mobility Management programs per Memoranda of Understanding **Ongoing**
- Continue implementation of the marketing plan, approved by the PCTPA Board in January 2023, in coordination with the region's three public transit operators, Seniors First, and other social service transportation agencies and public stakeholders. The marketing plan's intent is to bring awareness to, promote and increase demand for the WPCTSA Mobility Training/Transit Ambassador, South Placer Transit Information Center, and Placer Rides programs as well as general public transit services and transportation programs currently available in Placer County. **Ongoing**
- Develop a one-stop-shop (OSS) website using the [www.sptransitinfo.org](http://www.sptransitinfo.org) url to provide a centralized online location for all information regarding Placer's public transit services, including an interactive transit system route and demand response service map **February 2023 – December 2023**
- Refresh the branding and content for marketing materials/collateral for the WPCTSA's Mobility Training/Transit Ambassador and Placer Rides Programs to ensure information consistency and promotional effectiveness in collaboration with the City of Roseville, Seniors First, and other stakeholders from the Transit Operators Working Group (TOWG) and general public **February 2023 – December 2023**  
Develop and print coordinated transit schedules **Ongoing**

**WORK ELEMENT 23 (continued)**  
**CTSA ADMINISTRATION**

- Implement WPCTSA SRTP recommendations as needed **Ongoing**
- Develop agenda items for CTSA Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested groups, and citizens **Ongoing**
- Coordinate with SACOG on Federal and/or State funding opportunities available for the region’s social service transportation providers as well as implementing and/or updating the SACOG Human Services Coordination Plan. **Ongoing**

**PRODUCTS:**

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2023/24 Budget updates **As needed**
- CTSA FY 2024/25 Budget **June 2024**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- OSS website **December 2023**
- Reports, audits, and other documentation required of CTSA’s **July 2023 – June 2024 / as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	\$135,349	PCTPA	\$135,349
<b>TOTAL</b>	<b>\$135,349</b>		<b>\$135,349</b>
Percent of budget: 2.44%			

## **WORK ELEMENT 24 TRANSIT PLANNING**

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

### **BACKGROUND:**

PCTPA actively works with its member agencies and transit operators to improve the public transit system in Placer County. With an increased focus on alternatives to driving alone at the state and federal level, PCTPA's work to expand travel options in Placer County has become a larger part of the agency's work. The COVID-19 epidemic only exacerbated the need for Placer County to rethink how it provides transit services. This Work Element includes general transit planning and coordination, as well as the implementation of key regional transit services, such as the South Placer Transit Project (known as the Rapid Link), the Placer County-Roseville-Auburn microtransit pilot program (known as Go South Placer On-Demand). The South Placer Transit Project will connect South Placer County to the high-frequency Sacramento Light Rail transit system and provide Lincoln residents an efficient alternative to driving and increased congestion and the continued need for enhanced transit services in the Highway 65 Corridor. The new route would begin and end with a stop in the City of Lincoln, continue along the Highway 65 corridor with stops at Sutter Roseville Medical Center, Kaiser Permanente Roseville, and the Roseville Galleria shopping center, and terminate at the Watt/I-80 light rail station in Sacramento County. Sacramento Regional Transit's light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. Go South Placer On-Demand is a mobile app-based platform that utilizes software technology to support new, on-demand transit service in areas of Placer County, Roseville, and Auburn that may currently be underserved and/or underutilized with existing public transit options. Starting in Spring 2023, PCTPA began a collaborative planning effort with the region's public transit service operators, social service transportation agencies, and other public stakeholders to develop a comprehensive operational analysis (COA) and short-range transit plan (SRTP) for the Placer region. The COA and SRTP intend to develop a new transit system network that addresses post COVID-19 pandemic transit service demand and improves coordinated intra- and intercity public transit services provided by all three transit operators and service connections to other regional transportation networks. PCTPA, through the WPCTSA, will continue coordinate these collective planning efforts that are anticipated to be completed during FY 2024/25.

### **WORK PROGRAM:**

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

**WORK ELEMENT 24 (continued)**  
**TRANSIT PLANNING**

- Work with SACOG, Caltrans, the City of Roseville, and Placer County to ensure inclusion of Placer’s Rapid Link service in their planning and funding efforts **Ongoing**

**PRODUCTS:**

- Rapid Link service implementation **Ongoing**
- GO South Placer platform and microtransit service implementation **Ongoing**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
Western Placer CTSA	\$150,357	PCTPA	\$149,857
		Meetings, Travel, and Notifications	<u>500</u>
<b>TOTAL</b>	<b>\$150,357</b>		<b>\$150,357</b>
Percent of budget: 2.71%			

## **WORK ELEMENT 27**

### **AIRPORT LAND USE COMMISSION/AVIATION PLANNING**

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

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

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

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

#### **WORK PROGRAM:**

- Participate in interagency aviation meetings **As needed**
- Review development projects for consistency with ALUCP **As needed**
- Provide staff support for aviation agencies, local jurisdictions and ALUC **As needed**
- Administer programs for local jurisdictions **As needed**
- **Complete General Plan consistency with ALUCP for City of Auburn and Placer County. June 2024**
- Work with SACOG to represent Placer interests in the ALUCP for the McClellan Airport **As needed**
- Annually adjust the ALUC fee structure based on CPI. **July 2023**



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

**PRODUCTS:**

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction General Plan land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule (completion by June 2024)**
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC meeting agendas **As needed**
- Annually adjustment of ALUC fee structure June **2024**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$60,422	PCTPA	\$53,922
ALUC Fees	5,000	Legal	1,000
		Airport Conformity Consultant	\$10,000
		Meetings, Travel, and Notifications	\$500
<b>TOTAL</b>	<b>\$65,422</b>		<b>\$65,422</b>
Percent of budget: 1.18%			

## **WORK ELEMENT 33 BIKEWAY PLANNING**

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

**BACKGROUND:** In FY 2010/11, PCTPA completed the North Tahoe-Truckee Resort Triangle Bicycle and Trail Plan with the Tahoe Regional Planning Agency (TRPA), Nevada County Transportation Commission (NCTC), and the North Lake Tahoe Resort Association (NLTRA) in support of the NLTRA's goal to become designated as a Bicycle Friendly Community, which has now been achieved. The City of Roseville also achieved a Bicycle Friendly Community status in 2017. In FY 2016/17 and 2017/18, staff led an update to the 2002 Regional Bikeway Plan for the unincorporated communities in western Placer County, which was adopted in June 2019. The Regional Bikeway Plan provided a new vision for bikeways within the rural communities, between incorporated cities, and the touring routes enjoyed by enthusiast with an eye toward identifying projects to compete in the statewide Active Transportation Program.

PCTPA staff continues to coordinate with local agencies on the implementation of the 2019 Regional Bikeway Plan for the unincorporated areas of the county by pursuing grants as well as the local bikeway plans to secure grant funding for feasibility studies and construction. PCTPA will continue to update, print, and distribute the Countywide Bikeway Map as it has annually since 2010. Staff will also continue to monitor bicycle planning and implementation needs, and coordinate with SACOG, Caltrans, and jurisdictions on bicycle issues.

### **WORK PROGRAM:**

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on bicycle funding opportunities and grant programs and enhance coordination efforts with Caltrans to identify and program complete streets enhancements to the state highway system in Placer County **Ongoing**
- Coordinate with local jurisdictions, including the City of Folsom, on securing grant funding to complete the Dry Creek Greenway Trail **Ongoing**
- Coordinate with local jurisdictions to develop and secure grant funding for regional bikeway connections to the City of Lincoln and City of Auburn, as identified in the Placer-Sacramento Gateway Plan **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2024 – May 2024**

**WORK ELEMENT 33 (continued)**  
**BIKEWAY PLANNING**

- Using enhanced computer software capabilities, update countywide bikeway maps in-house **As needed**
- Print and distribute updated countywide bicycle maps **As needed**
- Coordinate efforts with Caltrans District 3 on the implementation of their district 3 Active Transportation Plan **As needed**
- Explore opportunities for acquisition of abandoned railroad rights-of-way for bikeways **As needed**

**PRODUCTS:**

- Bikeway funding applications **As needed**
- Updated Placer Countywide Bikeway Map **As needed**
- Regional Bicycle Steering Committee agendas **As needed**
- Grant applications for projects every two years through the SHOPP complete streets funding **Ongoing**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	\$9,217	PCTPA	\$5,717
CMAQ	<u>2,000</u>	Meetings, Travel, and Notifications	5,500
TOTAL	\$11,217		\$11,217
Percent of budget: .20%			

## **WORK ELEMENT 35**

### **RAIL PROGRAM**

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

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

The long-standing focus of Placer’s rail program is to enhance rail service to Placer County. One manifestation of that priority has been work to extend passenger service to Reno. A Reno Rail Conceptual Plan was completed in FY 2004/05, and efforts had been on hold. However in 2021, the Tahoe Mobility Forum raised the possibility of looking at this issue again. Caltrans Division of Rail and Mass Transit (DRMT) will be funding the Sacramento to Reno Service Planning Study. PCTPA will be working closely with Caltrans DRMT and performing the first/last mile analysis and a survey of potential user interest in the potential service to Tahoe and Reno.

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

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

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

#### **WORK PROGRAM:**

Participate in CCJPA and other interagency rail committees and meetings **Monthly**

- Coordinate with state and federal agencies and legislators to ensure and enhance the long-term viability of rail service in Placer County **Ongoing**

**WORK ELEMENT 35 (continued)**  
**RAIL PROGRAM**

- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**
- Monitor and expedite improvements to rail facilities and services in Placer County, including Third Track project **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service, including changes to Amtrak bus services **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Placer stations, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Work with CCJPA on annual marketing program for Placer County **July 2023 – June 2024**

**PRODUCTS:**

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**
- CCJPA marketing materials and video(s) focused on Placer County **July 2023 – June 2024**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	\$42,063	PCTPA	\$48,563
CMAQ	\$7,500	Legal	500
CCJPA	\$7,500	Marketing Consultant	\$7,500
		Meetings, Travel, and Notifications	500
<b>TOTAL</b>	<b>\$57,063</b>		<b>\$57,063</b>
Percent of budget: 1.03%			

## **WORK ELEMENT 40**

### **PLACER PARKWAY (*Multi-year project*)**

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

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

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

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

#### **WORK PROGRAM:**

- Evaluate a proposed shift in the identified corridor and provide environmental review of the proposed corridor if necessary. **July 2023 – June 2024**
- Assist Placer County and other partners in developing and obtaining a construction level environmental clearances. **Ongoing**
- Participate with Placer County on Project Development Team (PDT) for Placer Parkway Phase 1 **Per County schedule**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Placer Parkway in their planning efforts **Ongoing**

#### **PRODUCTS:**

- Tier 1 environmental document revision (addendum, subsequent or supplemental) **July 2023 – June 2024, if needed**

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

<b><u>REVENUES</u></b>		<b><u>EXPENDITURES</u></b>	
SPRTA Mitigation Fees	\$15,180	PCTPA	\$12,680
		Legal	2,000
		Meetings, Travel, and Notifications	500
<b>TOTAL</b>	<b>\$15,180</b>		<b>\$15,180</b>
Percent of budget: .27%			

## **WORK ELEMENT 41**

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

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

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

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

Phase 1 of the I-80/SR 65 interchange completed construction in September 2019, including a third lane on northbound Highway 65 from Interstate 80 to Pleasant Grove Boulevard. Caltrans continues to pursue resolution of construction related claims so the project has not been closed out.

The work for FY 2023/24 is expected to 1) focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, as well as 2) complete a Feasibility Study for truck charging at the interchange in order to make to project more competitive for grant funding, and 3) start a Value Engineering analysis to investigate cost saving opportunities for the construction project.

#### **WORK PROGRAM:**

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to close out construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2023 – June 2024**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **July 2023 – June 2024/as needed**
- Maintain and update the project website, [www.8065interchange.org](http://www.8065interchange.org) **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**
- Complete Feasibility Study for truck charging at the interchange. **July 2023 – June 2024**
- Pursue grant funding opportunities for construction of Phase 2. **As needed**
- Perform a Value Engineering analysis of the interchange project. **July 2023 – June 2024**



**WORK ELEMENT 41 (continued)**  
**I-80/SR 65 INTERCHANGE IMPROVEMENTS (Multi-year project)**

**PRODUCTS:**

- Coordination with Caltrans and regulatory agencies to settle construction claims and close out environmental monitoring for Phase 1 construction **Ongoing**
- Engineering study for truck charging at the interchange. **July 2024**
- Value Engineering analysis. **July 2024**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
SPRTA Mitigation Fees	\$349,382	PCTPA	\$86,882
		Consulting / ROW Acquisition	260,000
		Legal	2,000
		Meetings, Travel, and Notifications	<u>500</u>
<b>TOTAL</b>	<b>\$349,382</b>		<b>\$349,382</b>
Percent of budget: 6.29%			

## **WORK ELEMENT 42**

### **HIGHWAY 65 WIDENING** *(Multi-year project)*

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

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

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

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

#### **WORK PROGRAM:**

- Provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **July 2023 – June 2024/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- Complete the feasibility study for the extension of passenger rail service to Lincoln **August 2023**
- Consider design modifications necessary to align with grant funding opportunities **July 2023 – June 2024**
- Pursue grant funding opportunities for construction of Phase 1 **As needed**

#### **PRODUCTS:**

- Grant funding applications **As needed**
- Engineering study of design modifications to align with grant funding opportunities **December 2023**
- Feasibility study for the extension of passenger rail service to Lincoln **August 2023**
- Newsletters, press releases, and outreach materials **Ongoing**

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

<b>REVENUES</b>		<b>EXPENDITURES</b>	
SPRTA	\$223,645	PCTPA	\$81,345
		Consulting	140,000
		Permit Fees	1,800
		Meetings, Travel, and Notifications	500
<b>TOTAL</b>	<b>\$223,645</b>		<b>\$223,645</b>
Percent of budget: 4.02%			

## **WORK ELEMENT 43**

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

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

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

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

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

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA completed the Project Approval and Environmental Documents (PA&ED) phase in May 2014, and both state and federal environmental approval for the project was obtained in October 2016. Final design and right of way acquisition phases were initiated in February 2018. Construction funding was awarded by the CTC in December 2020. Construction is anticipated to start in late Spring, 223.

The work for FY 2023/24 is expected to include construction support activities, implementation of mitigation and permit requirements, permit renewals, and PG&E PUE abandonment.

#### **WORK PROGRAM:**

- Work with SACOG, Caltrans, SPRTA, and jurisdictions to address any I-80 Auxiliary Lanes construction issues. **July 2023-June 2024**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to monitor project construction activities, and implementation of project mitigation and permit requirements. **July 2023 – June 2024**
- Develop consultant contract amendment for project construction support. **July 2023**
- Provide project construction support **July 2023 – June 2024**
- With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, area business groups, area homeowners, citizen groups, and other interested parties **As needed**

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

**PRODUCTS:**

- I-80 Auxiliary Lanes construction support. **July 2023 – June 2024**
- Consultant contract amendments for project construction support **Completed June 2022**
- Implementation of mitigation and permit requirements; and permit renewals. **July 2023 – June 2024**  
 Newsletters, press releases, and outreach materials **Ongoing**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
		PCTPA	\$108,410
SPRTA	285,619	Consultant Construction Engineering Support	\$171,765
		Meetings, Travel, and Notifications	\$1,000
		Permit Fee Renewals: RWQCB & Roseville Tree	\$5,600
		Legal	\$7,500
		PG&E PUE Abandonment (processed thru Roseville)	\$5,600
<b>TOTAL</b>	<b>\$285,619</b>		<b>\$285,619</b>
Percent of budget: 5.40%			

## **WORK ELEMENT 44**

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

**PURPOSE:** To implement the Active Transportation Program Cycle 4 (2018) funded Highway 49 Sidewalk Gap Closure project. The project will construct 2.8 miles of sidewalks between gap on State Route 49 (SR 49) from I-80 to Dry Creek Road, including environmental clearances, design, and right of way support. Caltrans pays for and provides staff support through Expenditure Authorization 03-3H830.

**BACKGROUND:** The PCTPA Board in March 2017 allocated federal Congestion Mitigation and Air Quality funding to work cooperatively with the City of Auburn, County of Placer, and Caltrans to develop a standalone project to close gaps in the sidewalk network along SR 49 from I-80 to Dry Creek Road. Caltrans developed the SR 49 Roadway Rehabilitation project that proposes to repave the entire corridor, add Class II bicycle lanes, and sidewalks along certain segments of the corridor. A Project Report for the Roadway Rehabilitation project was approved March 2017. Unfortunately, sufficient funding was unavailable to provide continuous sidewalks along the corridor and Caltrans Roadway Rehabilitation project was too far along in the process to add the sidewalk gap closure components without significantly slowing their process.

The standalone Highway 49 Sidewalk Gap Closures project completed the necessary environmental clearance in December 2019. Continued effort to complete the design, and right of way phases will support construction of the project using a \$14.4 million Active Transportation Program (ATP) state grant.

During FY 2022/23, PCTPA and the consultant team finalized the Plans Specifications & Estimates (PS&E), and completed the right-of-way engineering phases.

Work for FY23/24 includes supporting Caltrans to prepare and release a bid package for construction, and monitoring construction and providing design support for construction as needed..

#### **WORK PROGRAM:**

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to support Caltrans' advertisement and award of the construction contract **July 2023 – November 2024**
- Monitor construction activities and review cost changes **July 2023 – June 2024**
- Provide design engineering support to Caltrans to support construction activities **As needed**
- With the consultant team, provide information and make presentations on the Highway 49 Sidewalk Gap Closures effort to elected officials, business groups, citizen groups, and other interested parties **As Needed**

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

**PRODUCTS:**

- Consultant assistance with construction bid package **July - August 2023**
- Consultant engineer responses to Caltrans construction inquiries **As needed**
- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CMAQ	\$320,943	PCTPA	\$70,444
ATP	\$180,000	Design consultant, County contract for Safe Routes program	223,779
		Mitigation/Permit Fees	\$48,220
		Meetings, Travel, and Notifications	\$1,000
		Caltrans – Advertise, Award, Administer Contract	\$150,000
		Legal	\$7,500
<b>TOTAL</b>	<b>\$500,943</b>		<b>\$500,943</b>
Percent of budget: 9.02%			

## **WORK ELEMENT 47**

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

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

#### **BACKGROUND:**

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

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

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

#### **WORK PROGRAM:**

- Complete the fair share analysis – **July 2023 – March 2024**
- Execute as needed project contingency funding and consultant optional tasks upon approval of Project Development Team. **July 2023 – June 2024**



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

- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties **July 2023 – March 2024**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening and other South Placer-South Sutter regional projects in their planning efforts **Ongoing**

**PRODUCTS:**

- Fair share analysis options evaluation including Riego Road/Baseline Road Widening. Consultant work product. **In accordance with work program**
- Optional consultant services **As needed**
- 
- Memorandum of Understanding Amendment between partner agencies and PCTPA for Task 3 services **To be determined**
- Newsletters, press releases, and outreach materials **Ongoing**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
Agency Contribution	\$390,040	PCTPA	\$130,331
		Consultant	\$146,667
		Consultant Optional Services Year One (multi-year)	\$13,333
		Project Contingency	\$99,709
<b>TOTAL</b>	<b>\$390,040</b>		<b>\$390,040</b>
Percent of budget: 7.02%			

## **WORK ELEMENT 50**

### **PROJECT PROGRAMMING AND REPORTING**

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

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

Following the passage of SB 862 in 2014, PCTPA determines the allocation of Low Carbon Transit Operations Program (LCTOP) funding to the region's eligible transit and transportation projects. LCTOP funding is continuously appropriated from the annual auction proceeds in the State's Greenhouse Gas Reduction Fund to help the State achieve its climate goals.

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

Another major transportation funding program that PCTPA programs, under the requirements of our designation as Placer's Regional Transportation Planning Agency (RTPA), is the Regional Transportation Improvement Program (RTIP). PCTPA determines how to program the RTIP funds allocated to the county. PCTPA also advocates for the allocation of Caltrans' ITIP funds for shared priorities on state highways, including SR 65, SR 49, and I-80. While in recent years, with the advance of Placer's share of RTIP funds for the SR 65 Lincoln Bypass, as well as the fluctuations that result in a diminishing effectiveness of the gas tax revenues that fund the STIP, this is becoming a much smaller portion of PCTPA's funding efforts. However, with the passage of SB 1, it appears the RTIP debt may be paid off sooner, likely bringing this funding source back into play in the 2028 STIP Cycle.

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

## **WORK ELEMENT 50 (continued)**

### **PROJECT PROGRAMMING AND REPORTING**

opportunities above the current baseline Federal funding programs, with significant funding increases targeted to new competitive grant programs. Staff will continue to monitor changes to existing, and the introduction of new, funding programs in the IIJA, and will be coordinating with PCTPA's member jurisdictions to continue to obtain and maintain the maximum amount of transportation funding for our local and regional transportation priorities, including transit improvements, Highway 65 widening, the I-80/SR 65 Interchange, SR 49 Sidewalk Gap Closures, Placer Parkway, rail capacity improvements, and various I-80 improvements. Not only do these projects enhance mobility for residents, they also enhance and expand efficient local, regional, and – in the case of I-80 and rail, national goods movement.

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

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

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

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

#### **WORK PROGRAM:**

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare grant and funding applications, including State SCCP, TCEP, LPP, and ATP; and Federal RAISE grants **Per Federal/State schedules**
- Serve as information clearinghouse for various grant programs **Ongoing**
- Provide staff support and advice for local jurisdictions in developing grant applications **Ongoing**

**WORK ELEMENT 50 (continued)**  
**PROJECT PROGRAMMING AND REPORTING**

- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- Analyze STBG and CMAQ applications and assist with programming funding with SACOG per Memorandum of Understanding **As needed**
- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **Ongoing**
- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, STBG, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements, including participating in the SACOG Regional Funding Round Working Group **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Carbon Transit Operations Program (LCTOP) funding applications and allocate LCTOP apportionments for the Placer region **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly / As needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC program funding schedules**

**WORK ELEMENT 50 (continued)**  
**PROJECT PROGRAMMING AND REPORTING**

- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop application for SB 1 grant programs, including Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**
- Coordinate with Caltrans on the Highway 49 Safety Audit Review and Implementation with Caltrans **Ongoing per Caltrans schedule**
- Program and assist with the administration of LCTOP funding allocated for eligible transportation projects in Placer County **Ongoing**

**PRODUCTS:**

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Annual programming, amendments and applications to Low Carbon Transit Operations Program **March 2024/As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- Coordinate with agencies on supporting FTA Section 5310 projects and funding applications **As needed, per Caltrans schedule**
- FTA Section 5311 Program of Projects and assistance with applications **April 2024**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2024**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans' Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**
- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Per Caltrans/CTC schedules**
- Programming and monitoring delivery of CMAQ and STBG projects selected for funding **As needed / Ongoing**
- SB 1 program reports **Per Caltrans/CTC schedules**

**WORK ELEMENT 50 (continued)**  
**PROJECT PROGRAMMING AND REPORTING**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	\$30,538	PCTPA	\$93,538
STIP Programming (PPM)	\$64,000	Meetings, Travel, and Notifications	1,000
<b>TOTAL</b>	<b>\$94,538</b>		<b>\$94,538</b>
Percent of budget: 1.70%			

## **WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM**

**PURPOSE:** To educate the public on the need for critical regional transportation projects in Placer County.

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

While the regional traffic impact fee has now been adopted, increasing travel demand juxtaposed with the state and federal government contributing less towards major freeway and highway projects have continued the gap between transportation needs and funding availability. Unfortunately, the disparity between critical transportation needs and funding opportunities, and the integral ties to the economic vitality of Placer County has not changed. Meanwhile, the very legitimate public concerns about traffic congestion and pavement conditions are getting even worse.

Covid-19 variants in Fiscal Year 2021-2022 presented a major challenge to our work program. Support for the need for a funding mechanism remains steady but has not returned to 2019 levels of support near the 2/3 needed for a special tax. Our charge is to regroup and redouble our efforts to provide the public with more information about the planning and funding challenges involved in addressing our critical transportation needs. Enhanced and creative efforts to provide that kind of outreach and information is a key to the success of our Regional Transportation Funding Program efforts moving forward.

### **WORK PROGRAM:**

- Continue to monitor traffic volumes, monitor economic conditions, and update/refine the Regional Transportation Funding Outreach Program. **July 2023 – June 2024**
- Develop and provide informational materials, social media posts, videos and fact sheets on transportation needs and funding to interested parties, including community and business groups, and the general public. **Ongoing**
- Continue to identify opportunities to leverage state and federal dollars to enhance local transportation funding efforts. **Ongoing**
- Investigate opportunities for innovative funding, such as bonding and public-private partnership for specialized transit services, Placer Parkway, I-80 improvements, and other potential candidate projects. **Ongoing**

### **PRODUCTS:**

Informational materials, including fact sheets, maps, charts, website graphics, videos, social media, streaming media, traffic cameras and PowerPoint presentations, on transportation needs and funding  
**July 2023-June 2024**

**WORK ELEMENT 61 (continued)**  
**REGIONAL TRANSPORTATION FUNDING PROGRAM**

- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Updated Sales Tax Revenue Projections **July - August 2023.**

<b>REVENUES</b>		<b>EXPENDITURES</b>	
LTF	\$451,554	PCTPA	\$245,890
LTF Contribution from South County Agencies	400,000	Legal	10,000
WE61 Specific Carryover		Outreach Consultant/Direct Costs / Events / Printing	525,814
		Mall Kiosk Rent	24,000
		Polling Consultant	35,750
		Meetings, Metroquest, Travel, and Notifications, Misc Costs	10,100
<b>TOTAL</b>	<b>\$851,554</b>		<b>\$851,554</b>
Percent of budget: 15.32%			



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

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

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

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

**WORK PROGRAM:**

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

**PRODUCTS:**

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

<b>REVENUES</b>		<b>EXPENDITURES</b>	
FSP State Allocation	\$449,559	PCTPA	\$68,454
LTF	159,695	FSP contractor	530,000
		Sacramento Transportation Authority Support	5,800
		Legal	1,000
		FSP Brochures	2,000
		Meetings, travel, and notifications	2,000
<b>TOTAL</b>	<b>\$609,254</b>		<b>\$609,254</b>
Percent of budget: 10.96%			

## **WORK ELEMENT 100**

### **SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)**

#### **ADMINISTRATION**

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

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

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

PCTPA and SPRTA members developed a comprehensive travel demand forecasting model (TDF) and Tier I and II Regional Impact Fee update in FY2022/23. When this major milestone is successfully completed, staff will enter a maintenance mode of assisting member agencies with the implementation of the TDF model and fee program. Staff has retained an on-call contract with a consultant to assist with technical questions.

#### **WORK PROGRAM:**

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

#### **PRODUCTS:**

- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2023/24 Budget **June 2023**
- SPRTA FY 2023/24 Budget updates **As needed**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**

**WORK ELEMENT 100 (continued)**  
**SPRTA ADMINISTRATION**

- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**
- SPRTA Annual Fee Program reports **Each December**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$103,669	PCTPA	\$83,669
		On-Call Model and Fee Assistance Consultant	\$20,000
TOTAL	\$103,669	TOTAL	\$103,669
Percent of budget: 1.87%			

**Table 1**

<b>Budget Summary FY 2023/24</b>			
<b>Expenditures</b>	<b>FY 2023/24 Preliminary</b>	<b>FY 22/23 Amendment #1</b>	<b>Difference</b>
Salary	\$951,618	\$932,673	\$18,945
Benefits	\$547,836	\$566,277	(\$18,441)
Direct (Table 2)	\$3,448,321	\$5,919,421	(\$2,471,100)
Indirect (Table 3)	\$608,875	\$585,201	\$23,674
<b>Total</b>	<b>\$5,556,650</b>	<b>\$8,003,572</b>	<b>(\$2,446,922)</b>
<b>Revenues</b>	<b>FY 2023/24 Preliminary</b>	<b>FY 22/23 Amendment #1</b>	<b>Difference</b>
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,296,306	\$1,296,306	\$0
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUC Fees	\$5,000	\$5,000	\$0
STIP Planning Funds	\$144,000	\$162,192	(\$18,192)
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$449,559	\$477,937	(\$28,378)
LTF<->CMAQ Swap with Roseville (FSP)		\$124,059	(\$124,059)
CMAQ Grants - 2016 Earmark (LTF)		\$0	\$0
LTF - Other Funds	\$0	\$0	\$0
Building Administration	\$29,065	\$22,707	\$6,358
Capitol Corridor Marketing Match	\$7,500	\$7,500	\$0
Interest	\$2,000	\$2,000	\$0
SPRTA Administration	\$103,669	\$317,351	(\$213,682)
SPRTA - I80/SR 65 IC	\$349,382	\$286,665	\$62,717
SPRTA - Placer Parkway	\$15,180	\$81,143	(\$65,963)
SPRTA - SR 65 Widening	\$223,645	\$286,465	(\$62,820)
SPRTA - I-80 Aux Lanes	\$299,875	\$240,738	\$59,137
HPP Section 1702 - I-80 Auxiliary Lanes	\$0	\$0	\$0
HIP Grant - I-80 Auxiliary Lanes	\$0	\$145,500	(\$145,500)
CMAQ Grant - SR 49 Sidewalks	\$320,943	\$2,286,163	(\$1,965,220)
LTF Ped/Bike Discretionary - SR 49 Sidewalks	\$0	\$0	\$0
ATP State Funding - SR 49 Sidewalks	\$180,000	\$334,828	(\$154,828)
Caltrans Sustainable Communities Grant		\$142,060	(\$142,060)
Western Placer CTSA JPA Administration	\$135,349	\$155,297	(\$19,948)
CTSA - Transit Planning	\$150,357	\$71,800	\$78,557
Baseline/Riego Road-Staff/Consultant Reimburse	\$390,040	\$358,837	\$31,203
Reno/Tahoe Rail Extension	\$0	\$48,174	(\$48,174)
Placer Parkway Amendment	\$0	\$0	\$0
LTF Additional Contribution from Jurisdictions-WE61	\$400,000	\$100,000	\$300,000
LTF Carryover	\$150,000	\$414,140	(\$264,140)
WE 61 LTF Carryover	\$0	\$73,801	(\$73,801)
<b>Total</b>	<b>\$5,598,871</b>	<b>\$8,387,663</b>	<b>(\$2,788,792)</b>
<b>Contingency Fund Balance</b>	<b>FY 2023/24 Preliminary</b>	<b>FY 2022/23 Final</b>	<b>Difference</b>
PCTPA	\$1,410,959	\$1,410,959	\$0
Nevada Station	\$50,000	\$50,000	\$0
<b>Total</b>	<b>\$1,460,959</b>	<b>\$1,066,881</b>	<b>\$394,078</b>
<b>Revenue to Expenditure Comparison</b>	<b>FY 2023/24 Preliminary</b>	<b>FY 2022/23 Final</b>	<b>Difference</b>
Surplus/(Deficit)	\$42,221	\$0	\$42,222

**Table 2**

<b>Direct Costs</b>				
<b>FY 2023/24</b>	<b>FY 2023/24</b>		<b>FY 22/23</b>	
	<b>Preliminary</b>	<b>Amendment #1</b>	<b>Difference</b>	<b>Source</b>
ED Recruiter/Applicant Travel Costs (WE10)	\$ -	\$33,474	(\$33,474)	LTF
TDA Fiscal Audits (WE 11)	\$43,480	\$43,480	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$0	\$0	\$0	LTF
Federal Advocacy Services (WE 13)	\$75,000	\$75,000	\$0	LTF
State Advocacy Services (WE 13)	\$30,000	\$30,000	\$0	LTF
CalCOG Membership (WE 13)	\$3,399	\$3,399	\$0	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Legislative Tracking Services (WE 13)	\$4,650	\$4,650	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$2,000	\$2,000	\$0	CMAQ
TNT/TMA Membership (WE 14)	\$6,400	\$6,400	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$47,500	\$47,500	\$0	CMAQ
Graphics Consultant (WE14)	\$25,000	\$25,000	\$0	LTF
Grant Writer (WE14)	\$25,000	\$25,000	\$0	LTF
RTP Update consultant (WE 20)	\$120,000	\$60,000	\$60,000	LTF
Community Engagement Software (WE20)	\$20,000	\$20,000	\$0	LTF/STIP
SACOG Payment (WE 20)	\$522,755	\$475,232	\$47,523	LTF, RPA
Transit Consultant - Short Range Transit Plan (WE 24)	\$0	\$0	\$0	CTSA
Transit Consultant - Marketing CTSA & Microtransit (WE 24)	\$0	\$0	\$0	CTSA
ALUCP Update Consultant (WE 27)	\$0	\$0	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing (WE 33)	\$5,500	\$5,500	\$0	LTF
Capitol Corridor Marketing (WE 35)	\$7,500	\$7,500	\$0	CMAQ, LTF, CCJPA
Placer Parkway Consultant (WE40)	\$0	\$60,000	(\$60,000)	Developer Reimb.
SR 65/I80 Interchange Reconfiguration Consultant (WE41)	\$260,000	\$200,000	\$60,000	SPRTA
SR 65 Widening Reconfiguration Consultant (WE42)	\$140,000	\$200,000	(\$60,000)	SPRTA
SR 65 Widening Permit Fees (WE 42)	\$1,800	\$1,800	\$0	SPRTA
I-80 Auxiliary Lanes Permit Fees (WE 43)	\$5,600	\$0	\$5,600	SPRTA
I-80 Auxiliary Lanes Consultant - Design (WE 43)	\$0	\$0	\$0	SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)	\$0	\$0	\$0	HIP/SPTRA
I-80 Auxiliary Lanes - Caltrans Advertise/Award (WE 43)	\$0	\$0	\$0	HPP, RPS9, HIP
I-80 Auxiliary Lanes Consultant - Construction Management (WE 43)	\$171,765	\$237,764	(\$65,999)	SPRTA
I-80 Auxiliary Lanes - PG&E ROW (WE 43)	\$5,600	\$45,820	(\$40,220)	SPRTA
SR 49 Sidewalk Permit Fees (WE 44)	\$0	\$1,750	(\$1,750)	CMAQ
SR 49 Sidewalk Consultant - Design (WE 44)	\$43,779	\$265,000	(\$221,221)	CMAQ/LTF
SR 49 Sidewalk Consultant - ROW (WE 44)	\$0	\$517,214	(\$517,214)	CMAQ/ATP
SR 49 Sidewalk - ROW Capital (WE 44)	\$0	\$1,353,600	(\$1,353,600)	CMAQ
SR 49 Sidewalk - Caltrans Advertise/Award (WE 44)	\$150,000	\$150,000	\$0	CMAQ
SR 49 Sidewalk - Env. Mitigation (WE 44)	\$48,220	\$48,220	\$0	CMAQ
SR 49 Sidewalk - Placer County - Safe Routes to Schools (WE44)	\$180,000	\$200,000	(\$20,000)	ATP
PSAP Consultant (WE 46)	\$0	\$177,704	(\$177,704)	Caltrans Grant
Riego/Baseline (WE 47)	\$259,709	\$220,000	\$39,709	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50,61 80)	\$21,000	\$24,850	(\$3,850)	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$33,000	\$33,000	\$0	HPP, SPRTA
Sales Tax Consultant (WE 61)	\$0	\$0	\$0	LTF
Outreach Consultant (WE 61)	\$90,000	\$90,000	\$0	LTF
Paid Digital Ads/Streaming (WE 61)	\$251,856	\$251,856	\$0	LTF
Video Production (WE 61)	\$25,000	\$25,000	\$0	LTF
Direct Mail (WE 61)	\$0	\$0	\$0	LTF
Mall Kiosk Rent/Design (WE 61)	\$24,000	\$24,000	\$0	LTF
Billboards-Static/Electronic (WE 61)	\$0	\$0	\$0	LTF
Website (WE 61)	\$5,000	\$5,000	\$0	LTF
Metroquest (WE61)	\$10,100	\$5,000	\$5,100	LTF
Metroquest (WE35)	\$0	\$6,000	(\$6,000)	LTF
SR 65 Traffic Camera (WE 61)	\$0	\$0	\$0	LTF
Events (WE 61)	\$130,801	\$130,801	\$0	LTF
Economic Impact Analysis (WE 61)	\$0	\$0	\$0	LTF
Polling Consultant (WE 61)	\$35,750	\$35,750	\$0	LTF
Sales Tax Update (WE 61)	\$2,157	\$2,157	\$0	LTF
Funding Program Bonding Consultant (WE 61)	\$0	\$0	\$0	LTF
Printing (WE 61)	\$21,000	\$21,000	\$0	LTF
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$530,000	\$530,000	\$0	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee On-Call Consultant (WE 100)	\$20,000	\$148,000	(\$128,000)	SPRTA
<b>TOTAL</b>	<b>\$ 3,448,321</b>	<b>\$ 5,919,421</b>	<b>\$(2,471,100)</b>	

LTF = Local Transportation Fund

CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds

STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

**Table 3**

<b>Indirect Cost Budget FY 2023/24</b>				
	<b>FY 2023/24</b>	<b>FY 2022/23</b>		
<b>CALTRANS ICAP INDIRECT</b>	<b>Preliminary</b>	<b>Amendment #1</b>	<b>Variance</b>	<b>Variance %</b>
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$15,000	\$15,000	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$55,000	\$55,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$14,120	\$14,120	\$0	0.00%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$5,000	\$5,000	\$0	0.00%
MEMBERSHIP/TRAINING	\$20,000	\$7,000	\$13,000	185.71%
OFFICE SUPPLIES	\$3,000	\$3,000	\$0	0.00%
POSTAGE & DELIVERY	\$2,500	\$2,500	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$15,000	\$15,000	\$0	0.00%
ACTUARIAL	\$8,910	\$8,910	\$0	100.00%
FISCAL AUDIT	\$18,400	\$18,400	\$0	100.00%
INDIRECT LABOR - <i>Note 1</i>	\$371,896	\$345,434	\$26,462	7.66%
<b>Subtotal</b>	\$558,826	\$519,364	\$39,462	7.60%
INDIRECT COST ADJUSTMENT FROM FY 20/21	(\$141,775)	(\$120,895)	(\$20,880)	0.00%
<b>ICAP ALLOWABLE TOTAL</b>	<b>\$417,051</b>	<b>\$398,469</b>	<b>\$18,582</b>	
<b>TOTAL INDIRECT</b>				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
OFFICE SPACE	\$174,824	\$169,732	\$5,092	3.00%
<b>SUBTOTAL</b>	<b>\$191,824</b>	<b>\$186,732</b>	<b>\$5,092</b>	<b>2.73%</b>
<b>INDIRECT COST BUDGET TOTAL</b>	<b>\$608,875</b>	<b>\$585,201</b>	<b>\$23,674</b>	<b>4.05%</b>

*Note 1 - Indirect Labor recalculated based on Caltrans Indirect Cost Plan directives*

**Table 4**

<b>Revenue - 2022/23 OWP Amendment #1</b>											
	<b>Work Element</b>	<b>Current Year LTF 2021/22</b>	<b>Rural Plan Assist</b>	<b>STIP</b>	<b>Caltrans Sustainable Communities Grant</b>	<b>SPRTA</b>	<b>CMAQ</b>	<b>FSP Grants</b>	<b>CTSA</b>	<b>Other</b>	
5	Agency Admin - Indirect	\$0								\$ 371,896	(1)
10	Agency Admin - OWP	\$35,995	\$25,000								
11	TDA Implementation	\$153,868									
12	Intergovernmental Coordination	\$90,204		\$20,000							
13	Intergovernmental Advocacy	\$187,479								\$2,000	(2)
14	Communications/Outreach	\$147,934					\$40,500				
15	Building Administration	\$0								\$29,065	(4)
20	SACOG/MPO Planning Integration	\$510,118	\$397,000	\$60,000							
23	CTSA Administration	\$0							\$135,349		
24	Transit Planning	(\$0)							\$150,357		
27	Airport Land Use Commission	\$60,422								\$5,000	(6)
33	Bikeway Planning	\$9,217					\$2,000				
35	Capitol Corridor/Rail	\$42,063					\$7,500			\$7,500	(3)(15)
40	Placer Parkway	\$0				\$15,180				\$0	(9)
41	I-80/SR 65 Interchange	\$0				\$349,382					
42	SR 65 Widening	(\$0)				\$223,645					
43	I-80 Auxiliary Lanes	\$0				\$299,875				\$0	(10)
44	SR 49 Sidewalks	\$0					\$320,943			\$180,000	(13)
46	Mobility Action Plan	\$0			\$0						
47	Riego/Baseline Widening	\$0								\$390,040	(11)
50	Project Programming and Reporting	\$30,538		\$64,000							
61	Transportation Funding Program	\$451,554								\$400,000	(14)
80	Freeway Service Patrol	\$159,695					\$0	\$449,559		\$0	(16)
100	SPRTA Administration	\$0				\$103,669					
	Unallocated Revenue/Reserve	\$42,221									
	<b>Total</b>	<b>\$1,921,306</b>	<b>\$422,000</b>	<b>\$144,000</b>	<b>\$0</b>	<b>\$991,752</b>	<b>\$370,943</b>	<b>\$449,559</b>	<b>\$285,706</b>	<b>\$1,013,605</b>	

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor Marketing Match; (4) Building Admin Reimburse;  
 (5) LTF Ped/Bike; (6) ALUC fees; (7) FTA Section 5304 including Local Match; (8) Cities of Auburn and Lincoln; (9) Developer Reimbursement;  
 (10) Federal HIP Funding; (11) Counties of Placer and Sutter, City of Roseville; (12) Local Agency Funding; (13) ATP Federal Funding (14) Addtl LTF-Rsvl,Rock,Linc, Cnty for \  
 (15) Reno/Tahoe Rail (16) CMAQ Swap with Roseville

**Table 5**

Expenditures - 2022/23 OWP Amend #1	PY	Caltrans ICAP rate		Total Rate (see Table 3)	SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
		Staff	Indirect	Indirect							
5 Agency Admin - Indirect	1.51	\$371,896							(1)	\$371,896	see Table 3
10 Overall Work Program	0.16	\$43,380	\$12,066	\$5,550		\$ -				\$60,995	1.10%
11 TDA Implementation	0.33	\$77,442	\$21,539	\$9,907		\$43,480		\$500	\$1,000 (6)	\$153,868	2.77%
12 Intergovernmental Coordination	0.23	\$71,265	\$19,821	\$9,117					\$10,000 (6)	\$110,204	1.98%
13 Intergovernmental Advocacy	0.13	\$42,836	\$11,914	\$5,480		\$105,000			\$24,249 (3),(8),(10)	\$189,479	3.41%
14 Communications/Outreach	0.19	\$51,586	\$14,348	\$6,599		\$97,500			\$18,400 (2),(7),(9)	\$188,434	3.39%
15 Building Administration	0.08	\$20,671	\$5,749	\$2,644					(6)	\$29,065	0.52%
20 SACOG/MPO Planning Integration	0.88	\$214,331	\$59,613	\$27,419	\$522,755	\$140,000		\$1,000	\$2,000 (6)	\$967,118	17.40%
23 CTSA Administration	0.37	\$96,261	\$26,774	\$12,315						\$135,349	2.44%
24 Transit Planning	0.43	\$106,579	\$29,643	\$13,635		\$0			\$500 (6)(12)	\$150,357	2.71%
27 ALUC/Aviation Planning	0.14	\$38,349	\$10,666	\$4,906		\$10,000		\$1,000	\$500 (6)	\$65,422	1.18%
33 Bikeway Planning	0.02	\$4,066	\$1,131	\$520					\$5,500 (6)(13)	\$11,217	0.20%
35 Capitol Corridor Rail	0.12	\$34,538	\$9,606	\$4,418		\$7,500		\$500	\$500 (6)	\$57,063	1.03%
40 Placer Parkway	0.03	\$9,018	\$2,508	\$1,154		\$0		\$2,000	\$500 (6)	\$15,180	0.27%
41 I-80/SR 65 Interchange	0.19	\$61,791	\$17,186	\$7,905		\$260,000		\$2,000	\$500 (6)	\$349,382	6.29%
42 SR 65 Widening	0.18	\$57,853	\$16,091	\$7,401		\$140,000		\$0	\$2,300 (6)(14)	\$223,645	4.02%
43 I-80 Auxiliary Lanes	0.27	\$77,102	\$21,445	\$9,864		\$177,365		\$7,500	\$6,600 (6)(14)	\$299,875	5.40%
44 SR 49 Sidewalks	0.19	\$50,100	\$13,935	\$6,409		\$373,779		\$7,500	\$49,220 (6)(14)	\$500,943	9.02%
46 Mobility Action Plan	0.00	\$0	\$0	\$0		\$0			\$0 0	\$0	0.00%
47 Riego/Baseline Widening	0.32	\$92,692	\$25,781	\$11,858		\$259,709			(6)	\$390,040	7.02%
50 Project Programming and Reporting	0.24	\$66,524	\$18,503	\$8,510					\$1,000 (6)	\$94,538	1.70%
61 Transportation Funding Program	0.56	\$174,878	\$48,640	\$22,372		\$585,564		\$10,000	\$10,100 (6)	\$851,554	15.32%
80 Freeway Service Patrol	0.20	\$48,685	\$13,541	\$6,228		\$530,000		\$1,000	\$9,800 (4),(6),(11)	\$609,254	10.96%
100 SPRTA Administration	0.24	\$59,506	\$16,551	\$7,613		\$20,000				\$103,669	1.87%
<b>Total</b>	<b>7.00</b>	<b>\$1,499,454</b>	<b>\$417,051</b>	<b>\$191,824</b>	<b>\$522,755</b>	<b>\$ 2,749,897.00</b>	<b>\$0</b>	<b>\$33,000</b>	<b>\$142,669</b>	<b>\$5,556,650</b>	<b>100.00%</b>

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

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,400 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses (4) FSP brochure; (5) transportation event sponsorship; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage; (10) CalCOG membership; (11) STA Payment; (12) PCN and CalACT memberships; (13) Bike Map printing; (14) Permit Fees



**Table 6****Summary of Staff Hours and Costs  
FY 2023/24**

	Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
Agency Administration: Indirect	3150	21.63%	1.51		\$371,896	19.87%
Agency Admin - OWP	330	2.27%	0.16		\$43,380	2.32%
TDA Implementation	680	4.67%	0.33		\$77,442	4.14%
Intergovernmental Coordination	480	3.30%	0.23		\$71,265	3.81%
Intergovernmental Advocacy	278	1.91%	0.13		\$42,836	2.29%
Comm/Outreach	400	2.75%	0.19		\$51,586	2.76%
Building Administration	165	1.13%	0.08		\$20,671	1.10%
SACOG/MPO Plan Integration and Support	1830	12.57%	0.88		\$214,331	11.45%
CTSA Administration	760	5.22%	0.37		\$96,261	5.14%
South Placer Transit Project	885	6.08%	0.43		\$106,579	5.70%
ALUC/Aviation Planning	293	2.01%	0.14		\$38,349	2.05%
Bikeway Planning	35	0.24%	0.02		\$4,066	0.22%
Capitol Corridor Rail	255	1.75%	0.12		\$34,538	1.85%
Placer Parkway EIR	60	0.41%	0.03		\$9,018	0.48%
I-80/SR 65 Interchange	394	2.71%	0.19		\$61,791	3.30%
SR 65 Widening	370	2.54%	0.18		\$57,853	3.09%
I-80 Auxiliary Lanes	560	3.85%	0.27		\$77,102	4.12%
SR 49 Sidewalks	400	2.75%	0.19		\$50,100	2.68%
Mobility Action Plan	0	0.00%	0.00		\$0	0.00%
Riego/Baseline Widening	670	4.60%	0.32		\$92,692	4.95%
Project Programming and Reporting	490	3.37%	0.24		\$66,524	3.55%
Regional Funding Program	1170	8.04%	0.56		\$174,878	9.35%
Freeway Service Patrol	412	2.83%	0.20		\$48,685	2.60%
SPRTA Administration	493	3.39%	0.24		\$59,506	3.18%
<b>Total</b>	<b>14560</b>	<b>100.0%</b>	<b>7.00</b>		<b>\$1,871,349</b>	<b>100.0%</b>

**Table 7**

**Agency Salary and Pay Range  
FY 2023/24**

			FY 2023/24 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	16819	22539
Deputy Executive Director	Deputy Director	1	13401	17639
Senior Transportation Planner	Senior Planner	3	9982	12740
Associate Planner	Associate Planner	0	7870	10044
Assistant Planner	Assistant Planner	0	6032	7699
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	10068	12849
Planning Administrator/Board Secretary	Executive Assistant	1	7363	9397
			FY 2023/24 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	45.41	57.95
Planning Intern	Planning Intern	0	26.11	33.30

Includes 3% COLA

## COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
ATP	Active Transportation Program
Caltrans	California Department of Transportation
CALCOG	California Association of Councils of Governments
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Documentation
PCLTA	Placer County Local Transportation Authority
PPM	Planning, Programming and Monitoring
Prop 1B	Proposition 1B (November 2006 Transportation Bond Funding)
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account Program
RFP	Request for Proposal
RPA	Rural Planning Assistance Funds
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SPRTA	South Placer Regional Transportation Authority
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TDA	Transportation Development Act
TIGER	Transportation Investment Generating Economic Recovery
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency

**TO:** PCTPA Board of Directors

**DATE:** February 22, 2022

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

**SUBJECT:** **I-80 AUXILIARY LANES PROJECT CONSTRUCTION COST  
INCREASE AND COOPERATIVE AGREEMENT AMENDMENT**

**ACTION REQUESTED**

1. Conditionally approve, authorizing the Executive Director to negotiate an amended Cooperative Agreement with Caltrans for construction of the I-80 Auxiliary Lanes project subject to action by SPRTA to increase its project's construction funding commitment to a not to exceed \$15.4 million.
2. Authorize the Chair and the Executive Director to execute said amended Cooperative Agreement.

**BACKGROUND**

Construction bids were received for the I-80 Auxiliary Lane Project, which exceeded the Engineer's Estimate and the budget; an amendment to the Cooperative Agreement is necessary to fund the project and award a construction contract.

The Placer County Transportation Planning Agency (PCTPA), in cooperation with Placer County, the cities of Rocklin and Roseville, and Caltrans propose to reduce congestion and increase safety by constructing improvements on I-80 in Roseville and Rocklin at two locations: (1) eastbound from SR 65 through the Rocklin Road Interchange, and (2) westbound from Douglas Boulevard through the Riverside Avenue Interchange. The eastbound direction includes modifying the off ramp at Rocklin Road from one-lane to two-lanes. The westbound direction includes extending the existing fifth lane from Douglas Boulevard to Riverside Avenue and modifications to the on and off ramps at Douglas Boulevard and Riverside Avenue.

PCTPA is the agency responsible for the PA&ED, PS&E, and right-of-way phases of the I-80 Auxiliary Lanes Project. Caltrans will advertise, award, and administer (AAA) construction of the project.

Federal and state environmental documentation was approved for the I-80 Auxiliary Lanes Project in August and October 2016, respectively. NEPA/CEQA revalidations were approved in October 2020 and October 2021. The project was awarded construction funding by the California Transportation Commission in December 2020. PCTPA has also allocated locally controlled federal funds and \$10.4 million in SPRTA funds toward project design, right-of-way (ROW) and construction phases.

**PCTPA Board of Directors  
I-80 Auxiliary Lanes Project Construction Cooperative Agreement Amendment  
February 2023  
Page 2**

**DISCUSSION**

**Bid Results**

Construction bids for the I-80 Auxiliary Lanes project were posted January 26, 2023. Six responsive bids were submitted. Bids are valid for a 30-day period to February 26, 2023. The Engineer’s Estimate was \$28,478,676. Bids ranged from a low of \$36,651,368 to a high of \$43,498,989. The top three bids are within 2% of each other. Based on bidder debriefings, several factors for the cost increase include the constrained work environment on Interstate 80, leading to stage construction with extensive night work and traffic control within a limited work window (8:00 pm to 5:00 am) causing lower production; the current inflationary environment; and the higher cost of construction materials and fuel. These factors were consistent across all bids. The low bid has been reviewed by Caltrans and PCTPA; the bid is responsive, and the amount considered reasonable in light of the review and other bids received.

PCTPA and Caltrans’ staff considered various cost cutting rebidding options, including rebidding as-as or reducing the project scope. Competition was considered good so rebidding as-is was unlikely to result in lower prices. Rescoping the project was not deemed practical, there were no large cost savings changes that would meet the approved grant funding scope and meet design standards. Additionally, if the project is cancelled or significantly delayed, State grant funds would be forfeited, which could impact PCTPA’s ability to secure future grant funding.

**Construction Cost Increase**

The project construction budget reflected in the March 2022 approved Construction Cooperative Agreement is \$32,133,000. \$40,714,326 is required to award the contract, requiring a combined commitment of an additional \$8,581,326 in funds from PCTPA and the State.

The tables compare the Engineers Estimate and bid results. These amounts include supplemental work, State furnished materials and expenses, and project contingency.

<b>Existing Construction Cooperative Agreement Budget</b>			
<b>Category</b>	<b>Westbound</b>	<b>Eastbound</b>	<b>Total</b>
Engineers Estimate of Bid Cost	\$ 19,534,857	\$ 8,943,819	\$ 28,478,676
Supplemental Work + State Furnished Work	\$ 1,508,169	\$ 616,013	\$ 2,124,181
Project Contingency (5%)	\$ 1,052,151	\$ 477,992	\$ 1,530,143
<b>Subtotal Cost</b>	<b>\$ 22,095,177</b>	<b>\$ 10,037,823</b>	<b>\$ 32,133,000</b>

<b>Budget Needed to Award Construction Contract</b>			
<b>Category</b>	<b>Westbound</b>	<b>Eastbound</b>	<b>Total</b>
Lowest Bidder's Bid Items	\$ 25,424,113	\$ 11,227,254	\$ 36,651,368
Supplemental Work + State Furnished Work	\$ 1,508,169	\$ 616,013	\$ 2,124,181
Project Contingency (5%)	\$ 1,346,614	\$ 592,163	\$ 1,938,777
<b>Subtotal Cost</b>	<b>\$ 28,278,896</b>	<b>\$ 12,435,430</b>	<b>\$ 40,714,326</b>

**PCTPA Board of Directors**  
**I-80 Auxiliary Lanes Project Construction Cooperative Agreement Amendment**  
**February 2023**  
**Page 3**

**Construction Cost Share Responsibility**

State and PCTPA have different cost responsibilities for cost overruns for the westbound and eastbound segments, as discussed below, due to the different fund sources and regulations associated with them. The State Share is \$2,473,488; PCTPA’s share is \$6,107,838.

<b>Share of Cost Increase Responsibility</b>			
<b>Category</b>	<b>Westbound</b>	<b>Eastbound</b>	<b>Total</b>
State Responsibility	\$ 2,473,488	\$ 0	<b>\$ 2,473,488</b>
PCTPA Responsibility	\$ 3,710,231	\$ 2,397,607	<b>\$ 6,107,838</b>
<b>Subtotal Cost</b>	<b>\$ 6,183,719</b>	<b>\$ 2,397,607</b>	<b>\$ 8,581,326</b>

The eastbound segment is primarily funded through SB 1 Solutions for Congested Corridors Program (SCCP). The SCCP agreement with the State indicates the State will not cover any cost increases on the eastbound segment so increases are PCTPA’s sole responsibility.

The westbound segment is funded primarily by SB 1 Trade Corridor Enhancement Program (TCEP). The TCEP agreement requires the State and PCTPA to share proportionately in the cost increase based on funding levels. The State share is 40 percent and PCTPA’s share is 60 percent.

**ROW/Utility Phase PG&E Cost Overrun**

As part of the right-of-way/utility phase, PG&E is required to remove and relocate two gas pipelines that conflict with construction of the westbound fifth lane. CPTPA is responsible for 50% of the actual and reasonable costs of this work. PG&E submitted a final invoice in October 2022 reflecting the actual cost of the gas pipeline relocation at \$655,110 with PCTPA’s share at \$327,555. This cost is significantly higher than PG&E’s estimate. PCTPA is currently reviewing and discussing the increase with PG&E. For purposes of the amended Cooperative Agreement, the right-of-way/utility phase budget, and thus to total SPRTA funding allocation, will need to be updated to reflect an additional \$200,123 in PCTPA funding.

**Funding Need**

PCTPA’s increased funding responsibility is \$6,307,961 above the amounts in the Cooperative Agreement (\$6,107,838 in construction phase costs and \$200,123 in ROW/Utility costs). However, this is offset by a reserve of \$1,472,000, which PCTPA set aside in March 2022 due to the prospect of an uncertain future bid environment. These reserve funds are currently not accounted for in the Cooperative Agreement budget. Accounting for the reserve, PCTPA will need an increased allocation of \$4,835,961. PCPTA will request an additional \$5 million in SPRTA funding, for a total SPRTA allocation not to exceed \$15.4 million. The project allocation increase is scheduled for the February 22, 2023, SPRTA Board agenda.

	<b>Total</b>	<b>Westbound</b>	<b>Eastbound</b>	<b>PG&amp;E</b>
PCTPA Responsibility	\$ 6,307,961	\$ 3,710,231	\$ 2,397,607	\$ 200,123
Existing Reserve	\$ 1,472,000	\$ 1,014,200	\$ 457,800	\$ 0
<b>SPRTA Funding Need</b>	<b>\$ 4,835,961</b>	<b>\$ 2,696,031</b>	<b>\$ 1,939,807</b>	<b>\$ 200,123</b>

**PCTPA Board of Directors  
I-80 Auxiliary Lanes Project Construction Cooperative Agreement Amendment  
February 2023  
Page 4**

Caltrans anticipates requesting CTC approval of the State share of funding for the bid cost overrun in March.

**COOPERATIVE AGREEMENT**

The approved Cooperative Agreement funding tables for construction and right-of-way/utility phases will need to be amended to reflect the updated project cost and the additional funding required for construction and right-of-way/utility phases.

**RECOMMENDATION**

Staff recommends that the Board conditionally approve, authorizing the Executive Director to negotiate an amended Cooperative Agreement with Caltrans subject to action by SPRTA to increase the project's funding commitment to an amount not to exceed \$15.4 million. Staff further recommends the Chair and the Executive Director be authorized to execute said amended Cooperative Agreement. Both the PCTPA and SPRTA Technical Advisory Committees concur with the staff recommendation.

DM:rc:mbc:ss



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

## Technical Advisory Committee Meeting Minutes

February 7, 2023 – 3:00 pm

### ATTENDANCE

#### Technical Advisory Committee (TAC) & Presenters

Mengil Deane, City of Auburn  
Jonathan Wright, City of Auburn  
Wes Heathcock, City of Colfax  
Carl Moore, City of Colfax  
Gaby Wentz, Caltrans  
Alex Padilla, Caltrans  
Carl Moore, City of Colfax  
Araceli Casarez, City of Lincoln  
Merrill Buck, Town of Loomis  
Megan Bressem, City for Rocklin  
Jake Hanson, City of Roseville  
Mark Johnson, City of Roseville  
Stephanie Kemen, City of Roseville  
Ed Scofield, City of Roseville  
Amber Conboy, Placer County  
Will Garner, Placer County  
Ken Grehm, Placer County  
Katie Jackson, Placer County  
Rich Moorehead,  
Jaime Wright, Placer County

#### Staff

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

#### **FY 2023/24 Local Transportation Fund (LTF) Allocation Estimate:**

Cory Peterson provided background on the Transportation Development Act which consists of Local Transportation Funds, State Transit Assistance Funds, and State of Good Repair and provided historical LTF revenue from FY 2010/11 – 2021/22.

Based on HdL's economic data, the gross receipts in Placer County are up 12.1% in 2021/22 Q4 over previous year. Despite this, the outlook for FY 2023/24 is cautious given the uncertainties of a potential recession, and only a 0.4% increase in sales tax revenue is projected statewide. Based on these assumptions and a carryover of \$1.2 million, the preliminary finding apportionment for FY 2023/24 reflects a 3.7% decline from FY 22/23 resulting in a countywide estimate of \$31.2 million, or \$29.9



million distribution to local agencies. The TAC concurred with taking this preliminary estimate to the Board for approval.

#### **FY 2023/24 Preliminary State Transit Assistance (STA) Fund Allocation Estimate**

Cory explained that the estimates are provided by the California State Controller's Office and went over historical STA revenue since FY 2018/19. He added there are two pots of funding – one is based on population and the other is apportioned to transit operators based on fare revenue (Placer County, Auburn, and Roseville). Cory noted that the CTSA is allocated 4.5%. The preliminary STA estimate for FY 2023/23 available to jurisdictions is \$4.2 million which is 5% less than the final FY 2022/23. The TAC concurred with taking this preliminary estimate to the Board for approval.

#### **FY 2023/24 Preliminary State of Good Repair (SGR) Fund Allocation Estimate**

Cory said that SGR estimates are provided by the California State Controller's Office and went over historical SGR revenue since FY 2018/19. There is a 5% growth increase from FY 2022/23. The County's statewide total for FY 2023/24 is \$589,000. These funds are only claimed by transit operators for transit-related preventative maintenance. Colfax, Lincoln, Rocklin, and Town of Loomis reallocate their share to Placer County for transit associated maintenance. The TAC concurred with bringing this preliminary estimate to the Board for approval.

Cory noted that final apportionments will be released on August 1<sup>st</sup> and it's anticipated that we will go to the PCTPA Board for adoption of final apportionments in August or September 2023.

#### **Unmet Transit Needs Assessment Report and Findings for FY 2023/24 (Mike Costa)**

The Annual Unmet Transit Needs (UTN) Report was provided to the TAC for their review. Mike explained that the report was vetted by the Transit Operators Working Group (TOWG) and the Social Services Transportation Advisory Committee (SSTAC), which concurred with moving the report and staff's recommended finding to the PCTPA Board for their review and approval in February. He explained that the UTN process is necessary to occur before PCTPA can consider allocating Local Transportation Funds (LTF) for anything other than transit pursuant to the Transportation Development Act (TDA). Public and stakeholder engagement was conducted from October 1<sup>st</sup> through November 18<sup>th</sup>, and consisted of an online survey, a public hearing held on October 26<sup>th</sup> by the PCTPA Board, UTN materials released via e-mail and online social media platforms and websites, staff presentations to locally elected governing bodies, and UTN outreach by PCTPA staff at local pop-up events held throughout Placer County. PCTPA staff met with the TOWG and SSTAC in December and January to discuss the UTN comments and review the draft report submitted to the TAC last week.

Of the 127 comments evaluated, 14 were identified as unmet transit needs that were subsequently determined to not be reasonable to meet per PCTPA's adopted definitions and criteria. Mike identified the following themes from the evaluation of all the comments received:

- Better transit services between Lincoln, Rocklin and Roseville
- More frequent service to Sacramento light rail services and other services in Sacramento
- Sunday transit service needed in Lincoln and Rocklin
- Transit services needed in Foresthill or between Foresthill and Auburn
- Transit services needed in Sheridan or between Sheridan and Lincoln
- New/better transit services between Colfax, Auburn, and Nevada County
- More Auburn, Roseville, Sacramento and Bay Area train/bus connections
- Dial-a-Ride expansion from Granite Bay directly to the Roseville Galleria

While staff is recommending that there are no unmet transit needs that are reasonable to meet for FY 2023/24, Mike added that these comments will be considered as part of the upcoming comprehensive operational analysis and short-range transit planning efforts that start in Spring 2023. The TAC concurred with bringing the report to the Board for acceptance.

### **FY 2023/24 Preliminary OWP & Budget (Jodi LaCosse)**

Jodi went over FY 2023/24 budget assumptions and provided an overview of preliminary revenue and expenses adding that we are bringing forward a balanced budget. The revenue breakdown consists of state, federal, local and other sources with 41.3% of these funds being received on a reimbursable basis. She explained that the majority of our expense are those that support specific work elements while the remaining 11% are for PCTPA operating costs. She provided a breakdown of expenditures by work element which included a comparison with 2022/23. She called out WE 44, SR49 Sidewalk Gap Closure, which has a considerable drop in expenditures as it enters a different phase of the project. 17.4% of our expenses go to SACOG/MPO planning followed by WE 61, the Transportation Funding Strategy, and WE 80, Freeway Service Patrol. Staff hours by work element were presented. The major changes in the preliminary draft OWP for FY 2023/24 going to the Board this month include, staffing and benefits were adjusted to reflect workload and a 3% COLA was added to the salary schedule as well as statutory benefits. The TAC concurred with bringing the FY 2023/24 OWP to the Board in February.

### **I-80 Auxiliary Lanes Bid Update (David Melko)**

David provided background on the I-80 Auxiliary Lanes project explaining that the approved Construction Cooperative Agreement came in at \$32,133,00. The engineers estimate on the westbound portion was estimated at \$22,095,177, with the eastbound portion estimated at \$10,037,823.

Construction bids were posted on January 26<sup>th</sup> with six responsive bids. David noted that bids are good for 30 days. The low bid was \$36,651,368 with a need of \$40,714,326. The available funds are \$32,133,000 making out shortfall \$8,581,326. In terms of responsibility between PCTPA and Caltrans, it varies between eastbound and westbound segments due to eligibility. Based on the amount of TCEP funding on the westbound segment, the state responsibility is 40% and PCTPA's responsibility is 60%. Because of eligibility, we are responsibility for all the shortfall on the eastbound portion of the project.

Our funding responsibility is offset by \$1,472,000 reserve set aside in March 2022 due to prospect of uncertain future bid environment. This is over and above the project contingency. Reserve is not accounted for in Construction Coop Agreement budget. In March 2022, PCTPA needs to request an increase of \$4,835,961 to the currently approved SPRTA allocation of \$10 million.

David went over the rationale to go forward with the project. The recommendation to Board would be to conditionally approve authorizing the Executive Director to negotiate an amended Coop Agreement with Caltrans subject to action by SPRTA to increase project's funding commitment to a not to exceed \$15 million. The TAC concurred with the recommendation.

### **Placer County General Plan - ALUCP Consistency Extension Request (David Melko)**

In December 2021, the ALUC conditionally approved Placer County's General Plan and Zoning Ordinance Section pertaining to Aircraft Overflight and Combining District, with ALUCP, subject to conditions. The schedule to implement the conditions was 180 days from ALUCP adoption on September 22, 2021. Placer County Planning submitted a letter requesting an extension which was granted on August 22, 2022. They are requesting a second six-month extension. Staff recommends approval. The TAC concurred.

### **FY26 & FY27 CMAQ & RSTBG Funding Allocation Update (Rick Carter)**

Rick explained that Mike Costa, Kristina Svensk (SACOG) and he are meeting to go over the collective ranking results of the applications. He added that Roseville submitted a project under SACOG's ATP program and we are waiting to hear if this project got funded. If it does, it would affect the results and funding distribution of our CMAQ & RSTBG round. Our plan is to go to the Board in March with funding recommendations.

**Future CMAQ and RSTBG Funding Update (Matt Click / Rick Carter)**

Matt explained that moving into the future CMAQ and RSTBG funding rounds which start in FY 2027/28, we will be part of the six-county competitive round. This is in response to corrective action by FHWA to Caltrans which affected PCTPA, El Dorado Transportation Commission, and some MPOs in the state. SACOG is forming a 'funding working group' which kicks off in March; Matt will be representing Placer County. The methodology for future CMAQ and RSTBG funding will be county-wide targets that are not population based.

**Other Info / Upcoming Deadlines**

**a) I-80 Auxiliary Lanes PG&E Utility Agreement Amendment – tentative (David)**

We are waiting for PG&E to get back to us with their cost increase. David added that we are responsible for 50% of this increase. We plan to bring this to the Board in May.

PCTPA Board Meeting: February 22<sup>nd</sup>

Next TAC Meeting: March 7<sup>th</sup> at 3:00 p.m.

The TAC meeting concluded at approximately 4:05 p.m.

ss:

## MEMORANDUM

**TO:** Matt Click  
**FROM:** AIM Consulting  
**DATE:** February 8, 2023  
**RE:** January 2023 Communications & Public Outreach Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of January 2023.

### **PCTPA.net & Social Media**

AIM continued posting social media updates twice weekly on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA.

Topics included the promotion of PCTPA RTP program, City of Roseville traffic updates, Caltrans traffic updates, Gold Country Media, City of Rocklin Roundabout and Rocklin I-80 Interchange Project updates, and Placer County Transportation Planning Agency updates as well.

Key social media post subjects included:

- Rocklin I-80 Interchange Workshop
- Rocklin Roundabout Detour Updates
- CTC Meeting Promotion
- Caltrans District 3 traffic alerts
- Regional Traffic updates
- Roseville Transit Service Updates
- Sierra College Ride Free Bus Program
- City of Roseville Traffic Updates
- City of Rocklin Traffic Updates
- City of Auburn Traffic Updates
- Weather-related detours/closures
- Mobility and Infill Study
- US 50 Corridor Action Plan

**Current social media page statistics include:**

- Facebook – 1,933 Followers
  - *Previously: 1,910*
- Twitter – 1,335 Followers
  - *Previously: 1,337*
- Instagram – 1,048 Followers
  - *Previously 1,045 Followers*

**Key website analytics include:**

- 2,619 users visited pctpa.net in October
  - 51% New Visitors, 49% Returning Visitors
- Total page views for the PCTPA website during January: 2,987
  - 72% of views were on the Main Page
  - 18% of views were on the Agendas 2022 Page
  - 9.1 % of views were on the Meet the Staff Page
  - 6.2% on the RTP Survey Page
  - 4.05% of views were on the About Page
  - 3% of views were on the Placer County Bike Map

**Project/Programs Assistance**

Key projects that AIM provided PCTPA with public outreach and communications assistance on include:

- Working with Solvi for CTC event supplies and invites
  - Ordered and delivered welcome boards
  - Updated drink signs
  - Invite reminders
- PCTPA communication strategies with Cory
- Meeting with funding strategy team re: communications



**February 6, 2023**

**TO:** Matt Click, executive director, Placer County Transportation Planning Agency

**FROM:** Cherri Spriggs, chief executive officer, Meraki Public Affairs  
Aldo Pineschi, chief executive officer, Pineschi Consulting  
Mike Luken, chief executive officer, MNJ Advisors

**RE:** Funding Strategy Outreach Program January 2023 Activities

---

Below please find a brief summary of Funding Strategy activities that took place in the month of January. Please let us know if you have any questions. Thank you!

**Account Management**

- Attended team strategy session;
- Met with new creative consultant;
- Prepared monthly report of activities;
- Prepared 2023 Funding Strategy Draft Comms Tactics Plan for review;

**Strategic Communications Advice**

- Met with local and regional elected leaders;
- Met with local and regional stakeholders individually on next steps for Funding Strategy;
- Assisted with specific aspects of CTTC reception planning and participated in various calls pertaining to planning efforts;

**Community Engagement & Outreach**

- Reengaged various community groups;
- Lincoln Government Relations Meeting;
- Roseville Government Relations Meeting;

**Planned Activities for January**

- Weekly team meetings;
- Research prep for focus group
- Prepare for Funding Strategy Stakeholder Meeting
- Finalize 2023 Funding Strategy Comms Tactics Plan;
- Digital & social audit;
- Continued meetings with local and regional elected leaders;

**Fiscal Year 22/23 Budget: \$60,000**

**Monthly Retainer Fee: \$7,500 for eight months**

**Remaining Budget: \$37,500**



(703) 340-4666

[www.keyadvocates.com](http://www.keyadvocates.com)

January 31, 2023

To: PCTPA  
From: Sante Esposito  
Subject: January Issues Report

## **118<sup>th</sup> Congress**

### Composition

At this time, in the House of Representatives there are 222 Republicans and 212 Democrats, with one vacancy owing to the passing of Congressman Donald McEachin, Virginia's 4<sup>th</sup> congressional district. A special election will be held on February 21 to fill the seat. The Democrat is heavily favored to win/hold the seat. Should that be the result, Democrats would then have 213 Members.

In the Senate, there are 51 Democrats, and 49 Republicans.

### Leadership

#### House of Representatives:

Speaker – Congressman Kevin McCarthy (R-23-CA)  
Majority leader – Congressman Steve Scalise (R-1-LA)  
Minority Leader – Hakeem Jeffries (D-8-NY)  
Minority Whip – Katherine Clark (D-5-MA)

#### Senate:

Majority Leader – Senator Chuck Schumer (D-NY)  
Majority Whip – Senator Dick Durbin (D-ILL)  
Minority Leader – Senator Mitch McConnell (R-KY)  
Minority Whip – Senator John Thune (R-ND)

### Committee and Subcommittee Assignments (as of this writing)

Committee and subcommittee assignments are still a work in progress.

In the House, we are tracking the Transportation and Infrastructure Committee – note: Congressman Sam Graves (R-MO-6) is the new Chair and Congressman Rick Larsen (D-WA-2) is the Ranking Democratic Member, and the Appropriations Committee and its Subcommittee on Transportation (with jurisdiction over surface transportation funding) – note: Congresswoman Kay Granger (R-TX-12) is the new Chair and Congresswoman Rosa DeLauro (D-CT-3) is the Ranking Democrat.

In the Senate, we are tracking the Environment and Public Works Committee (with jurisdiction over surface transportation) - note: Senators Thomas Carper (D-DEL) and Shelley Moore Capito (R-WV) are the Chair and Ranking Member, and the Appropriations Committee and its Subcommittee on the Transportation - note: Senator Patty Murray (D-WA) and Senator Susan Collins (R-ME) are the Chair and Ranking Member.

#### Legislative and Investigative Priorities

None announced by either party in the Senate or by the House Democrats. The House Republicans have announced the following legislative priorities - public debt, crime, inflation, abortion, energy, term limits and government mandate – and the following investigative priorities – the southern border, Afghanistan withdrawal, COVID origin, DOJ and the FBI, Hunter Biden, and President Biden’s classified documents.

#### **Lame Duck Session Unfinished Business**

“Build Back Better” Bill: Round Two?

The effort by Senators Sherrod Brown (D-OH) and Michael Bennet (D-CO) to extend the child care credit and pair it with the renewal of an expired R&D tax break for businesses and other non-controversial items (not disclosed) did not materialize as agreement could not be reached with Senate Republicans. Their plan is to try again in the new Congress. If so, we would continue to advocate for funding for the Alternative Water Source Program and large scale water recycling projects, inclusion of H.R. 5118 or some variation, and any other items of interest.

Included in the House-passed “Build Back Better” bill of interest:

\$4B for reduction of carbon in the surface transportation sector;  
\$4B for affordable and safe transportation access; and,  
\$6B for local surface transportation projects.

NOTE: Brown/Bennet’s staff say that the plan is still to push forward on this. Now looking for Republican support.

#### **Funding Items**

President’s FY24 Budget and the FY24 Congressional Budget Resolution – support highest funding levels for programs of interest.



FY24 Appropriations Bills - support highest base funding levels for programs of interest with earmark funding over and above the base and not as a takedown.

### **Consolidated Appropriations Act, 2023**

Included for transportation programs - \$800M for national infrastructure investments (RAISE/TIGER/BUILD), \$1.145B for bridge replacement and rehabilitation, \$150M for PROTECT grants, \$800M for local and regional projects, \$19B for the FAA, \$62.9B for the FHWA formula programs including \$3.4B for discretionary highway programs and projects, \$873.6M for FMCSA, \$1.2B for NHTSA, \$3.4B for FRA including \$555M for the Intercity Passenger Rail grant program, \$560M for CRISI grants, \$2.45B for Amtrak, including \$1.26B for the Northeast Corridor and \$1.19B for National Network grants, \$16.9B for the FTA, including \$13.6B for buses, \$2.6B for capital investment grants, and \$542M for transit infrastructure grants; and, \$896.1M for MARAD.