



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, January 24, 2024
9:00 a.m.**

**Placer County Planning Commission Hearing Room
3091 County Center Drive, Auburn, CA 95603**

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

**Note New
Location!**



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

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

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

Webinar access: <https://placer-ca-gov.zoom.us/j/98096794087>

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

Webinar ID: 980 9679 4087

A. Flag Salute

B. Roll Call

C. Agenda Review

Matt Click, Executive Director

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
January 24, 2024
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- | | |
|--|------------------------|
| D. AB 2449 | Action |
| <i>Matt Click, Executive Director</i> | |
| <ul style="list-style-type: none"> ▪ If necessary, based on a Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize a “just cause” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)). | |
| E. Approval of Minutes: December 6, 2024 | Action
Pg. 1 |
| F. Public Comment | |
| Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes. | |
| G. Consent Calendar: Placer County Transportation Planning Agency | Action |
| These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | |
| 1. FY 2023/24 City of Lincoln Claim for Local Transportation Funds (LTF) - \$3,632,640 | Pg. 7 |
| 2. FY 2023/24 City of Lincoln Claim for State Transit Assistance (STA) - \$518,593 | Pg. 11 |
| 3. FY 2023/24 City of Lincoln Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$144,031 | Pg. 16 |
| 4. FY 2023/24 County of Placer Claim for Local Transportation Funds (LTF) - \$7,075,683 | Pg. 21 |
| 5. FY 2023/24 County of Placer Claim for State Transit Assistance (STA) - \$1,413,091 | Pg. 27 |
| 6. FY 2023/24 County of Placer Claim for State of Good Repair (SGR) Program Funds - \$359,186 | Pg. 33 |
| H. Equity Planning Study / 2024 Equity Policy Plan | Action |
| <i>Mike Costa, Principal Transportation Planner</i> | |
| <i>Cory Peterson, Senior Transportation Planner</i> | |
| <ul style="list-style-type: none"> • Adopt the PCTPA 2024 Equity Policy Plan | |
| I. I-80 / SR 65 Interchange Truck Alternative Fueling Draft Feasibility Study | Info |
| <i>David Melko, Senior Transportation Planner</i> | |
| <ul style="list-style-type: none"> • Hear a presentation on the I-80/SR 65 Interchange Truck Alternative Fueling Draft Feasibility Study | |
| J. Executive Director’s Report | Info |

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
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K. Board Direction to Staff

L. Informational Items

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Technical Advisory Committee (TAC) Minutes – January 9, 2024 2. Status Reports <ol style="list-style-type: none"> a. PCTPA – December 2023 b. Meraki Public Affairs – December 2023 c. DKS – December 2023 d. Smith, Watts, & Harman-Politico – December 2023 e. The Ferguson Group (TFG) – December 2023 f. Capitol Corridor – November 2023 3. PCTPA Receipts & Expenditures: November 2023 | <p>Info</p> <p>Pg. 121</p> <p>Pg. 124</p> <p>Pg. 125</p> <p>Pg. 126</p> <p>Pg. 127</p> <p>Pg. 130</p> <p>Pg. 132</p> <p>Under
Separate
Cover</p> |
|---|---|

M. Adjourn to Closed Session

Action
Page 139

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

N. Open Session

Action

1. Executive Director Employment Agreement Amendment: Potential action to approve an amendment to the Executive Director’s compensation and benefits.

Next Meeting: February 28, 2024

Following is a list of the 2024 Placer County Transportation Planning Agency (PCTPA) meetings.

PCTPA Board Meetings – 2024	
Wednesday, January 24	Wednesday, July 24
Wednesday February 28	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22	Wednesday, December 4
Wednesday, June 26	

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



ACTION MINUTES

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

**December 6, 2023 - 9:00 a.m.
Placer County Planning Commission Hearing Room
3091 County Center Drive, Auburn, California**

ROLL CALL

Holly Andreatta
Ken Broadway, Vice Chair
Trinity Burruss
Amanda Cortez
Dowdin Calvillo
Bruce Houdesheldt
Suzanne Jones, Chair
Dan Wilkins

STAFF

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

Chair Jones provided direction on the procedures for participating remotely. Staff reports and a video of this meeting are available at: <https://www.pctpa.net/pctpa-board-meetings>

AGENDA REVIEW

The agenda as amended was accepted with no changes.

AB 2449

Matt Click informed the Board that Director Dowdin Calvillo was participating remotely for just cause. We have a quorum and no Board action is necessary.

APPROVAL OF ACTION MINUTES – October 18, 2023

Upon motion by Houdesheldt and second by Cortez, the October 18, 2023 action minutes were approved by the following roll call vote:

AYES: Andreatta, Broadway, Burruss, Cortez, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES/ABSTAIN: None

ABSENT: Joiner

PUBLIC COMMENT:

Public comment was received from Heidi Temko, Auburn resident, regarding the City of Auburn’s Airport Master Plan.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

AYES: Andreatta, Broadway, Burruss, Cortez, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES/ABSTAIN: None

ABSENT: Joiner

1. Approval of the 2024 PCTPA, PCALUC, WPCTSA, and PCLTA Board Meetings
2. FY 2023/24 City of Colfax Claim for Local Transportation Funds (LTF) – \$139,904
3. FY 2023/24 City of Colfax Claim for State Transit Assistance (STA) - \$18,896
4. FY 2023/24 Town of Loomis Claim for Local Transportation Funds (LTF) - \$458,456
5. FY 2023/24 Town of Loomis Claim for State Transit Assistance (STA) - \$61,927
6. FY 2023/24 Western Placer Consolidated Transportation Services Agency Claim for Local Transportation Funds (LTF) - \$733,045
7. FY 2023/24 Western Placer Consolidated Transportation Services Agency Claim for State Transit Assistance (STA) – \$176,821
8. SR 49 Sidewalk Gap Closure Project Wood Rodgers Contract Amendment - \$60,000
9. SR 49 Sidewalk Gap Closure Project Monument Contract Amendment - \$23,999.16
10. SR 49 Sidewalk Gap Closure Project – Approval of Construction Cooperative Agreement
11. Disposal of Surplus Property
12. SR 49 Sidewalk Gap Closure Project – Amendments to PS&E & ROW Co-Op Agreements

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

Upon motion by Broadway and second by Cortez, the WPCTSA Consent Calendar item as shown below was approved by the following roll call vote:

AYES: Andreatta, Broadway, Burruss, Cortez, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES/ABSTAIN: None

ABSENT: Joiner

1. Authorize filing FY 2023/24 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$733,045
2. Authorize filing FY 2023/24 Western Placer CTSA Claim for State Transit Assistance (STA) – \$176,821

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) ADOPTION

Presentation provided by Rick Carter, Deputy Executive Director Senior Transportation Planner

Upon motion by Burruss and second by Houdesheldt, the Board adopted Resolution 23-33, adopting the 2024 Regional Transportation Improvement Program (RTIP) for Placer County by the following roll call vote:

AYES: Andreatta, Broadway, Burruss, Cortez, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES/ABSTAIN: None

ABSENT: Joiner

SENATE BILL 125 FUNDING PROGRAM ALLOCATION AND ADMINISTRATION

Presentation by Mike Costa, Senior Transportation Planner

Upon motion by Broadway and second by Houdesheldt, the Board directed the Executive Director to coordinate with the region's transit operators to administer the Senate Bill 125 (SB 125) program funding allocation and submit all necessary documentation including amendments. by the following roll call votes:

AYES: Andreatta, Broadway, Burruss, Cortez, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES/ABSTAIN: None

ABSENT: Joiner

Staff will update the Board on SB 125 programs on a semiannual basis and explore multifaceted alternative fuel charging stations.

SOUTH PLACER-SOUTH SUTTER FAIR SHARE TRANSPORTATION FUNDING ANALYSIS – PROJECT UPDATE

Presentation provided by David Melko, Senior Transportation Planner

David introduced Erin Vaca, DKS Associates, who provided an update to the Board on progress to develop the South Placer-South Sutter Fair Share Transportation Funding Analysis. No Board action was necessary or taken.

FEDERAL ADVOCACY UPDATE

Presentation provided by Matt Click, Executive Director

Matt introduced PCTPA's federal advocate Mike Miller from The Ferguson Group (TFG). Mr. Miller provided the Board with an update on federal advocacy efforts. No Board action was necessary or taken.

SELECTION OF CHAIR AND VICE CHAIR FOR 2024

Presentation provided by Matt Click, Executive Director

Upon motion by Houdesheldt and second by Andreatta, the Board unanimously designated the Board Member representing the City of Rocklin as Chair by the following roll call vote:

AYES: Andreatta, Broadway, Burruss, Cortez, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES/ABSTAIN: None

ABSENT: Joiner

Upon motion by Dowdin Calvillo and second by Broadway, the Board unanimously designated the Board Member representing the City of Roseville as Vice Chair by the following roll call vote:

AYES: Andreatta, Broadway, Burruss, Cortez, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES/ABSTAIN: None

ABSENT: Joiner

EXECUTIVE DIRECTOR'S REPORT

- Highway 49 Sidewalk Gap Closure Project
 - ✓ We were able to do a 'fund swap' for the \$1.7 million shortfall that we were previously facing, which will allow the project to stay on track. There is a slight descoping of the project due to construction engineering estimates. This project will be going to the CTC in January, and it's expected to receive approval without incident.
- 2023 – A Year of Transition. Matt provided an update on the accomplishments and changes implemented in 2023, which include the following:
 - ✓ Vision and Mission statements, and Core Characteristics were created as part of the Agency's culture of performance standards.

- ✓ Implemented salary increases that are merit-based to support a performance-based public sector organization.
- ✓ Over 100 community meetings were attended.
- ✓ Broke ground on I-80 Auxiliary Lanes
- ✓ Was awarded a \$46 million CRISI grant
- ✓ We re-bid every programmatic on-call contract that the agency had.
- ✓ Were awarded a \$400,000 ATP grant for a countywide bike plan
- ✓ Reduced agency operational costs by \$114,000
- ✓ Renegotiated PCTPA – SACOG MOU saving PCTPA a minimum of \$192,000 annually.
- ✓ Adjusted SPRTA fees, increasing revenue by 80%
- ✓ Built a new PCTPA website for under \$5,000
- ✓ Sold 299 Nevada Street for approximately \$1.8 million and rented new space in Roseville. Matt acknowledged staff for their effort and hard work in facilitating the sale and office move.
- 2024 – Excelsior! Matt gave an overview of plans and priorities for 2024 which included the following:
 - ✓ Work with our transit operators on Comprehensive Operational Analysis and Short-Range Transit Planning Work. Specifically, identifying how to have multiple transit operators that work as one transit system.
 - ✓ Continue work on 2050 Regional Transportation Plan
 - ✓ Begin countywide Active Transportation Planning Work
 - ✓ Continuing work on the Roseville to Reno Rail planning study with CCJPA
 - ✓ Continuing community discussions on the need for local transportation funding.
 - ✓ Will be pursuing a Carbon Reduction Planning grant through SACOG

BOARD DIRECTION TO STAFF

- Director Cortez reported she expects to be the primary Board Member representing the Town of Loomis in 2024. She also expressed concern on the backup that is experienced during peak commute periods at the Horseshoe Bar Interchange. She asked that this project be brought back to the Board for discussion. Matt stated that we can begin to look at how to address this.
- Chair Jones expressed her gratitude to the Board and staff for their dedication and hard work.

ADJOURN: The meeting adjourned at approximately 10:40 AM. A video of this meeting is available online at <https://www.pctpa.net/2023-12-06-pctpa-board-meeting>.

Matt Click, Executive Director

Ken Broadway, Chair

Solvi Sabol, Clerk of the Board

ss:mbc

TO: PCTPA Board of Directors

DATE: January 24, 2024

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the January 24, 2024, agenda for your review and action.

- 1. FY 2023/24 City of Lincoln Claim for Local Transportation Funds (LTF) - \$3,632,640**
The City of Lincoln has submitted a claim for \$3,632,640 in LTF funds for FY 2023/24; \$3,557,640 for Article 8 Local Streets and Roads purposes and \$75,000 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, 2023, 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 and 2023/24 City of Lincoln Claim for State Transit Assistance (STA) - \$518,593**
The City of Lincoln has submitted claims for \$518,593 in STA funds; the entirety of which is for contracted transit services. Note that \$346,243 of this is unclaimed STA funding from FY 22/23, with the remaining \$172,350 from FY 23/24. \$317,975 of Lincoln's FY 23/24 STA apportionment will carry over to a future fiscal year. The City's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
- 3. FY 2023/24 City of Lincoln Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$144,031**
The City of Lincoln has submitted claims for \$144,031 in bicycle/pedestrian LTF funds for FY 2023/23. \$54,000 will be used for the Bella Breeze Pedestrian Crossing Project; \$1,649 for bike lanes on 7th St between East Ave and J St, and \$88,382 for bike lanes on 5th St between Lincoln Blvd and East Ave. The City's claim is compliant with the approved applicable five-year Bicycle & Pedestrian Cash Management Plans. Staff recommends approval.
- 4. FY 2023/24 County of Placer Claim for Local Transportation Funds (LTF) - \$7,075,683**
The County of Placer has submitted a claim for \$7,075,683 in LTF funds for FY 2023/24 which will be used as follows: \$4,850,683 for Article 4 Transit Operations; \$2,100,000 for Article 8 Local Streets and Roads, \$25,000 for Article 8a Transportation Planning, and \$100,000 to Capital Reserve. The County's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the County submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2023, 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.

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5. FY 2023/24 County of Placer Claim for State Transit Assistance (STA) - \$1,413,091
The County of Placer has submitted claims for \$1,413,091 in STA funds for FY 2023/24. \$863,091 will be used for Transit Operations and \$550,000 will be used for Transit Capital. The County's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

6. FY 2023/24 County of Placer Claim for State of Good Repair (SGR) Program Funds - \$359,186
The County of Placer has submitted claims for \$359,186 in SGR funds for FY 2023/24 to be used entirely for Transit Capital. The County's claim is compliant with the approved SGR apportionment and with all applicable STA requirements. Staff recommends approval.

CP:rc:mbc:ss

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 2023/24, 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:	\$ Click or tap here to enter \$
P.U.C. 99260a, Article 4, Transit Capital:	\$Click or tap here to enter \$
P.U.C. 99275, Article 4.5, Community Transit Services	\$Click or tap here to enter \$
P.U.C. 99400a, Article 8a, Local Streets and Roads	\$3,632,640 \$3,557,640
P.U.C. 99402, Article 8a, Transportation Planning Process	\$ 75,000 tap here to enter \$
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$Click or tap here to enter \$
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$Click or tap here to enter \$
C.C.R. 6648, Capital Reserve:	\$Click or tap here to enter \$


Change approved 1/3/24 CP

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: _____ (signature)
Chair Broadway
TITLE: Chair
DATE: January 24, 2024

BY:  _____ (signature)
TITLE: City Manager
DATE: 1/28/23

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 2023/24

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Contracted Transit Services	\$1,228,919	Prior year Carryover \$207,629 5307 credit from PCT \$277,982 FTA 5307 COVID Stimulus credit from PCT \$140,144 Fare credit from PCT \$17,628 SGR credit from PCT \$66,944 Unclaimed 22/23 STA funding \$346,243 Partial 23/24 STA funding \$172,350 23/24 funding carryover \$317,975
Streets/Roads	\$7,717,046	Prior year carryover \$5,307,042 23/24 LTF Funding \$3,632,640 Estimate LTF funding carryover 23/24 \$1,222,636

RESOLUTION 2023 - 193

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2023/24 LOCAL TRANSPORTATION FUNDS, 2023/24 STATE TRANSIT ASSISTANCE FUNDS AND 2023/24 LTF PEDESTRIAN AND BICYCLE FUNDS 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 2023/2024 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:


For the fiscal year 2023/24, \$518,593 of State Transit Assistance for Transit contracted services; \$3,632,640 of Local Transportation Funds for Streets and Roads and \$144,031 of LTF Pedestrian and Bicycle Funds for pedestrian and bicycle infrastructure. Including \$75,000 to be paid to PCTPA via invoice as Lincoln's fair share of the 2023 Transportation Funding Strategy Outreach.

PASSED AND ADOPTED this 14th day of November, 2023.

AYES: COUNCILMEMBERS: Brown, Lauritsen, Andreatta

NOES: COUNCILMEMBERS:

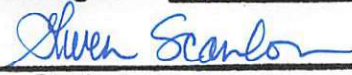
ABSENT: COUNCILMEMBERS: Joiner, Karleskint


Holly Andreatta, Acting Mayor

ATTEST:


Gwen Scanlon, City Clerk



I hereby certify that this is a true and correct copy of Resolution 2023-193
adopted by the City of Lincoln City Council on the
following date November 14, 2023.

City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-01

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2024 by the following vote on roll call:

Signed and approved by me after its passage.

Chair Broadway
Placer County Transportation Planning Agency

Executive Director

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 2023/24 fiscal year funds.

1. To the City of Lincoln for projects conforming to Article 8 Section 99400(a) of the Act: \$3,557,640
2. To the City of Lincoln for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process \$75,000

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, 2023, prior to issuance of said instructions to the County Auditor to pay the claimant.

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 St
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 \$518,593 for Fiscal Year 2023/24 , 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>\$518,593</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: _____
Chair Broadway (signature)

BY:  _____
(signature)

TITLE: Chair

TITLE: City Manager

DATE: January 24, 2024

DATE: 1/28/23

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 2023/24

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Contracted Transit Services	\$1,228,919	Prior year Carryover \$207,629 5307 credit from PCT \$277,982 FTA 5307 COVID Stimulus credit from PCT \$140,144 Fare credit from PCT \$17,628 SGR credit from PCT \$66,944 Unclaimed 22/23 STA funding \$346,243 Partial 23/24 STA funding \$172,350 23/24 funding carryover \$317,975
Streets/Roads	\$7,717,046	Prior year carryover \$5,307,042 23/24 LTF Funding \$3,632,640 Estimate LTF funding carryover 23/24 \$1,222,636

RESOLUTION 2023 - 193

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2023/24 LOCAL TRANSPORTATION FUNDS, 2023/24 STATE TRANSIT ASSISTANCE FUNDS AND 2023/24 LTF PEDESTRIAN AND BICYCLE FUNDS 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 2023/2024 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:


For the fiscal year 2023/24, \$518,593 of State Transit Assistance for Transit contracted services; \$3,632,640 of Local Transportation Funds for Streets and Roads and \$144,031 of LTF Pedestrian and Bicycle Funds for pedestrian and bicycle infrastructure. Including \$75,000 to be paid to PCTPA via invoice as Lincoln's fair share of the 2023 Transportation Funding Strategy Outreach.

PASSED AND ADOPTED this 14th day of November, 2023.

AYES: COUNCILMEMBERS: Brown, Lauritsen, Andreatta

NOES: COUNCILMEMBERS:

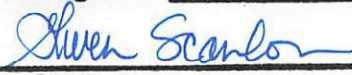
ABSENT: COUNCILMEMBERS: Joiner, Karleskint


Holly Andreatta, Acting Mayor

ATTEST:


Gwen Scanlon, City Clerk



I hereby certify that this is a true and correct copy of Resolution 2023-193
adopted by the City of Lincoln City Council on the
following date November 14, 2023.

City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-02

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2024 by the following vote on roll call:

Signed and approved by me after its passage.

Chair Broadway
Placer County Transportation Planning Agency

Executive Director

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 for State transit Assistance Funds (PUC 99313) for the following purposes:

- Allocation of \$346,243 of FY 2022/23 STA Funds (PUC 99313) and \$172,350 of FY 2023/24 STA Funds (PUC 99313); a total of \$518,593; for contracted transit services (section 6731b)

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairperson 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.

CLAIM FOR BICYCLE AND PEDESTRIAN 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, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$144,031 be approved for Fiscal Year 2023/24 , 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:

BY: _____ (signature)
Chair Broadway
TITLE: Chair
DATE: January 24, 2024

BY:  _____ (signature)
TITLE: City Manager
DATE: 11/29/23

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 Lincoln

Fiscal Year: FY 2023/24

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Bella Breeze Pedestrian crossing project	\$61,889	2016-2020 LTF Discretionary Funding \$54,000 Streets Fund \$7,889
Bicycle lanes on 7 th street between East Avenue and J Street (project balance)	\$1,649	FY 20/21 Bike & Ped \$1,649
CIP 649 – Bicycle lanes on 5 th Street between Lincoln Blvd & East Avenue	\$88,382	FY 20/21 Bike & Ped balance \$34,168 FY 21/22 Bike & Ped \$54,214

RESOLUTION 2023 - 193

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2023/24 LOCAL TRANSPORTATION FUNDS, 2023/24 STATE TRANSIT ASSISTANCE FUNDS AND 2023/24 LTF PEDESTRIAN AND BICYCLE FUNDS 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 2023/2024 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

For the fiscal year 2023/24, \$518,593 of State Transit Assistance for Transit contracted services; \$3,632,640 of Local Transportation Funds for Streets and Roads and \$144,031 of LTF Pedestrian and Bicycle Funds for pedestrian and bicycle infrastructure. Including \$75,000 to be paid to PCTPA via invoice as Lincoln's fair share of the 2023 Transportation Funding Strategy Outreach.

PASSED AND ADOPTED this 14th day of November, 2023.

AYES: COUNCILMEMBERS: Brown, Lauritsen, Andreatta

NOES: COUNCILMEMBERS:

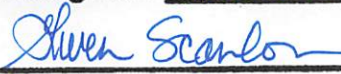
ABSENT: COUNCILMEMBERS: Joiner, Karleskint


Holly Andreatta, Acting Mayor

ATTEST:


Gwen Scanlon, City Clerk



I hereby certify that this is a true and correct copy of
Resolution 2023-193
adopted by the City of Lincoln City Council on the
following date November 14, 2023.

City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-03

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2024 by the following vote on roll call:

Signed and approved by me after its passage.

Chair Broadway
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 2023/24.

To the City of Lincoln for the Bella Breeze Pedestrian Crossing Project	\$54,000
To the City of Lincoln for bike lanes on 7 th St between East Ave and J St	\$1,649

To the City of Lincoln for bike lanes on 5th St between Lincoln Blvd
and East Ave

\$88,382

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

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM: CLAIMANT: County Of Placer
ADDRESS: 3091 County Center Dr. Ste. 220
Auburn, CA 95603

CONTACT PERSON: Käthe Trimble
Phone: 530-745-7594 Email: ktrimble@placer.ca.gov

The County Of Placer 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 2023/24, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

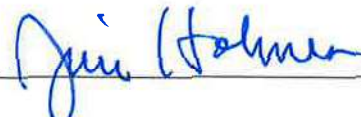
P.U.C. 99260a, Article 4, Transit Operations:	-\$ 4,875,683 \$4,850,683
P.U.C. 99260a, Article 4, Transit Capital:	\$Click or tap here to enter \$
P.U.C. 99275, Article 4.5, Community Transit Services	\$Click or tap here to enter \$
P.U.C. 99400a, Article 8a, Local Streets and Roads	\$2,100,000
P.U.C. 99402, Article 8a, Transportation Planning Process	\$ 25,000
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$Click or tap here to enter \$
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$Click or tap here to enter \$
C.C.R. 6648, Capital Reserve:	\$100,000

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

BY: _____
Chair Broadway (signature)
TITLE: Chair
DATE: January 24, 2024

BY:  (signature)
TITLE: Chair, County of Placer
DATE: 11/21/2023

**ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN**

Briefly describe all proposed projects and indicate proposed expenditures by your agency for the ensuring fiscal year for purposes related to public transportation, pedestrian and bicycle facilities, and streets and roads. Provide each project a title and number. (Use additional forms as necessary)

Claimant PLACER COUNTY

Fiscal Year 2023/24

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2023/2024	Salaries & Benefits:	\$4,133,987	LTF – PCTPA	\$3,900,000
	Services & Supplies	\$5,431,658	STA – PCTPA	\$863,091
	Zero Emissions Engineering	\$100,000	FTA 5307	\$1,310,000
	Contingency	\$150,000	FTA 5307 Covid Relief	\$1,200,884
	Assign to Reserves	\$0	FTA 5311	\$24,000
			FTA 5311 Covid Relief	\$63,400
			Fares	\$247,060
			Other Agency	\$1,442,210
			Interest	\$5,000
			Other Gen. Reimbursement	\$160,000
		Operating Transfers In:	\$600,000	
	Total:	\$9,815,645	Total:	\$9,815,645
Placer County Transit Capital 2023/2024	Preventative Maintenance	\$168,093	SGR – PCTPA	\$359,186
	PCT Bus	\$640,000	STA – PCTPA	\$500,000
	PCT Fare Collection Upgrade	\$361,305	STA – PCTPA FY22/23	\$350,000
	PCT Real-time & APC Upgrade	\$330,000	FTA COVID Relief	\$340,212
	Scheduling Software	\$50,000		
	Total:	\$1,549,398	Total:	\$1,549,398
Tahoe Truckee Area Regional Transit Operations 2023/2024	Salaries & Benefits:	\$4,094,552	LTF – TRPA	\$645,022
	Services & Supplies	\$6,640,201	LTF – PCTPA	\$1,075,683
	TART Systems Plan Update	\$200,000	STA – TRPA	\$0
	Contingency	\$100,000	FTA 5307	\$1,400,000
			FTA 5311	\$422,000
			FTA 5307 Covid Relief	\$756,348
			FTA 5311 Covid Relief	\$185,000
			Fares (Includes TOT)	\$517,200
		T.O.T Funds	\$4,728,900	
		Other Agency	\$1,304,600	
	Total:	\$11,034,753	Total:	\$11,034,753
Tahoe Truckee Area Regional Transit Capital 2023/2024	40' TART Bus	\$640,000	LTF – PCTPA	\$0
	CNG Station Upgrade	\$250,000	SGR – PCTPA	\$0
	Bus Charging Station	\$143,993	SGR – TRPA	\$79,511
	Scheduling Software	\$50,000	STA – PCTPA	\$50,000
			STA – TRPA	\$466,125
			FTA 5310	\$0
		FTA 5339	\$0	
		FTA 5307 Covid Relief	\$488,357	
	Total:	\$1,083,993	Total:	\$1,083,993
TOTAL Transit:	\$23,483,789		\$23,483,789	
Road Maintenance 2023/2024	Road Maintenance	\$24,124,735	LTF - PCTPA	\$2,100,000
	Total:	\$24,124,735	Road Fund	\$22,024,735
Total:	\$24,124,735	Total:	\$24,124,735	
Transit / Road Maint. / Planning:	Total:	\$47,608,524	Total:	\$47,608,524
TOTAL LTF		PCTPA	\$7,075,683	
		TRPA	\$645,022	
TOTAL STA		PCTPA	\$1,413,091	
		TRPA	\$610,118	
TOTAL SGR		PCTPA	\$359,186	
		TRPA	\$79,511	

Before the Board of Supervisors County of Placer, State of California

In the matter of:

A Resolution to execute and submit claims for FY 2023-24 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$10,182,611.

Resolution No: 2023-261

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a special meeting held on November 13, 2023, by the following vote:

Ayes: GORE, LANDON, JONES, GUSTAFSON, HOLMES
Noes: NONE
Absent: NONE

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

MEGAN WOOD
Clerk of the Board of Supervisors, County
of Placer, State of California



Deputy Clerk

Signed and approved by me after its passage.



Chair, Board of Supervisors

Attest:



Clerk of said Board

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2023-24, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$645,022 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the Placer County Transportation Planning Agency (PCTPA) in the amount of \$7,075,683 including \$3,800,000 for Placer County Transit (PCT) operating assistance, \$1,075,683 for TART operating assistance, \$100,000 for electric bus charging engineering and construction, and \$2,100,000 for Placer County Road Maintenance.
- 3) State Transit Assistance Claim to TRPA in the amount of \$610,118 for TART capital assistance for the compressed natural gas station upgrade, radio communication upgrade, cutaway bus purchase, and future electric bus charging station construction.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,413,091, including \$863,091 for PCT operating assistance, \$100,000 for TART and PCT scheduling software, and \$450,000 to upgrade fare collection equipment and automatic passenger counter and real-time bus tracking for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$79,511.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$359,186, including \$191,093 for one TART bus purchase and \$168,093 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2023-24 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-04

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2024 by the following vote on roll call:

Signed and approved by me after its passage.

Chair Broadway
Placer County Transportation Planning Agency

Executive Director

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 2023/24 fiscal year funds.

- | | | |
|----|--|-------------|
| 1. | To the County of Placer for projects conforming to Article 4 Section 99260(a) of the Act: | \$4,850,683 |
| 2. | To the County of Placer for projects conforming to Article 8 Section 99400(a) of the Act: | \$2,100,000 |
| 3. | To the County of Placer for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process | \$25,000 |
| 4. | To the County of Placer to be held in Capital Reserve: | \$100,000 |

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, 2023, prior to issuance of said instructions to the County Auditor to pay the claimant.

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM:

CLAIMANT: County Of Placer
ADDRESS: 3091 County Center Dr. Ste. 220
Auburn, CA 95603

CONTACT PERSON: Käthe Trimble
Phone:(530) 745-7594 Email:ktrimble@placer.ca.gov

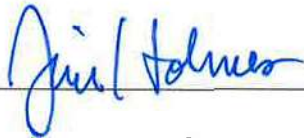
The County Of Placer hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$1,413,091 for Fiscal Year 2023/24 , 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>\$863,091</u>
Transit Capital (6730a):	<u>\$550,000</u>
Transit Capital Outlay Reserve (6648):	<u></u>
Contracted Transit Services (6731b):	<u>\$Click or tap here to enter \$</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: County of Placer

BY: Chair Broadway (signature) BY:  (signature)

TITLE: Chair TITLE: Chair, County of Placer

DATE: January 24, 2024 DATE: 11/21/2023

**ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN**

Briefly describe all proposed projects and indicate proposed expenditures by your agency for the ensuring fiscal year for purposes related to public transportation, pedestrian and bicycle facilities, and streets and roads. Provide each project a title and number. (Use additional forms as necessary)

Claimant PLACER COUNTY

Fiscal Year 2023/24

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2023/2024	Salaries & Benefits:	\$4,133,987	LTF – PCTPA	\$3,900,000
	Services & Supplies	\$5,431,658	STA – PCTPA	\$863,091
	Zero Emissions Engineering	\$100,000	FTA 5307	\$1,310,000
	Contingency	\$150,000	FTA 5307 Covid Relief	\$1,200,884
	Assign to Reserves	\$0	FTA 5311	\$24,000
			FTA 5311 Covid Relief	\$63,400
			Fares	\$247,060
			Other Agency	\$1,442,210
			Interest	\$5,000
			Other Gen. Reimbursement	\$160,000
			Operating Transfers In:	\$600,000
	Total:	\$9,815,645	Total:	\$9,815,645
Placer County Transit Capital 2023/2024	Preventative Maintenance	\$168,093	SGR – PCTPA	\$359,186
	PCT Bus	\$640,000	STA – PCTPA	\$500,000
	PCT Fare Collection Upgrade	\$361,305	STA – PCTPA FY22/23	\$350,000
	PCT Real-time & APC Upgrade	\$330,000	FTA COVID Relief	\$340,212
	Scheduling Software	\$50,000		
	Total:	\$1,549,398	Total:	\$1,549,398
Tahoe Truckee Area Regional Transit Operations 2023/2024	Salaries & Benefits:	\$4,094,552	LTF – TRPA	\$645,022
	Services & Supplies	\$6,640,201	LTF – PCTPA	\$1,075,683
	TART Systems Plan Update	\$200,000	STA – TRPA	\$0
	Contingency	\$100,000	FTA 5307	\$1,400,000
			FTA 5311	\$422,000
			FTA 5307 Covid Relief	\$756,348
			FTA 5311 Covid Relief	\$185,000
			Fares (Includes TOT)	\$517,200
			T.O.T Funds	\$4,728,900
			Other Agency	\$1,304,600
	Total:	\$11,034,753	Total:	\$11,034,753
Tahoe Truckee Area Regional Transit Capital 2023/2024	40' TART Bus	\$640,000	LTF – PCTPA	\$0
	CNG Station Upgrade	\$250,000	SGR – PCTPA	\$0
	Bus Charging Station	\$143,993	SGR – TRPA	\$79,511
	Scheduling Software	\$50,000	STA – PCTPA	\$50,000
			STA – TRPA	\$466,125
			FTA 5310	\$0
			FTA 5339	\$0
		FTA 5307 Covid Relief	\$488,357	
	Total:	\$1,083,993	Total:	\$1,083,993
TOTAL Transit:	\$23,483,789		\$23,483,789	
Road Maintenance 2023/2024	Road Maintenance	\$24,124,735	LTF - PCTPA	\$2,100,000
	Total:	\$24,124,735	Road Fund	\$22,024,735
Transit / Road Maint. / Planning:	Total:	\$47,608,524	Total:	\$24,124,735
TOTAL LTF			PCTPA	\$7,075,683
			TRPA	\$645,022
TOTAL STA			PCTPA	\$1,413,091
			TRPA	\$610,118
TOTAL SGR			PCTPA	\$359,186
			TRPA	\$79,511

Before the Board of Supervisors County of Placer, State of California

In the matter of:

A Resolution to execute and submit claims for FY 2023-24 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$10,182,611.

Resolution No: 2023-261

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a special meeting held on November 13, 2023, by the following vote:

Ayes: GORE, LANDON, JONES, GUSTAFSON, HOLMES
Noes: NONE
Absent: NONE

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

MEGAN WOOD
Clerk of the Board of Supervisors, County
of Placer, State of California


Deputy Clerk

Signed and approved by me after its passage.


Chair, Board of Supervisors

Attest:


Clerk of said Board

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2023-24, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$645,022 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the Placer County Transportation Planning Agency (PCTPA) in the amount of \$7,075,683 including \$3,800,000 for Placer County Transit (PCT) operating assistance, \$1,075,683 for TART operating assistance, \$100,000 for electric bus charging engineering and construction, and \$2,100,000 for Placer County Road Maintenance.
- 3) State Transit Assistance Claim to TRPA in the amount of \$610,118 for TART capital assistance for the compressed natural gas station upgrade, radio communication upgrade, cutaway bus purchase, and future electric bus charging station construction.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,413,091, including \$863,091 for PCT operating assistance, \$100,000 for TART and PCT scheduling software, and \$450,000 to upgrade fare collection equipment and automatic passenger counter and real-time bus tracking for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$79,511.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$359,186, including \$191,093 for one TART bus purchase and \$168,093 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2023-24 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
STATE TRANSIT ASSISTANCE
FUNDS TO THE COUNTY OF PLACER**

RESOLUTION NO. 24-05

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2024 by the following vote on roll call:

Signed and approved by me after its passage.

Chair Broadway
Placer County Transportation Planning Agency

Executive Director

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 County of Placer for State transit Assistance Funds (PUC 99313 & 99314) for the following purposes:

- Allocation of \$863,091 of FY 2023/24 STA Funds for Transit Operations and \$550,000 of FY 2023/24 STA Funds for Transit Capital; a total of \$1,413,091

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairperson 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.

CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS

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

FROM:

CLAIMANT: County Of Placer
ADDRESS: 3091 County Center Dr. Ste. 220
Auburn, CA 95603

CONTACT PERSON: Käthe Trimble
Phone:(530) 745-7594 Email:ktrimble@placer.ca.gov

The County Of Placer 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 of Good Repair Funds be approved in the amount of \$359,186 for Fiscal Year 2023/24, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.


Transit Capital (6730a): \$359,186

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: County of Placer

BY: Chair Broadway (signature)
TITLE: Chair
DATE: January 24, 2024

BY:  (signature)
TITLE: Chair, County of Placer
DATE: 6/21/2023

**ANNUAL TDA CLAIM FORM
PROJECT AND FINANCIAL PLAN**

Briefly describe all proposed projects and indicate proposed expenditures by your agency for the ensuring fiscal year for purposes related to public transportation, pedestrian and bicycle facilities, and streets and roads. Provide each project a title and number. (Use additional forms as necessary)

Claimant PLACER COUNTY

Fiscal Year 2023/24

Brief Project Description	Project Cost	Source of Funding		
Placer County Transit Operations 2023/2024	Salaries & Benefits:	\$4,133,987	LTF – PCTPA	\$3,900,000
	Services & Supplies	\$5,431,658	STA – PCTPA	\$863,091
	Zero Emissions Engineering	\$100,000	FTA 5307	\$1,310,000
	Contingency	\$150,000	FTA 5307 Covid Relief	\$1,200,884
	Assign to Reserves	\$0	FTA 5311	\$24,000
			FTA 5311 Covid Relief	\$63,400
			Fares	\$247,060
			Other Agency	\$1,442,210
			Interest	\$5,000
			Other Gen. Reimbursement	\$160,000
		Operating Transfers In:	\$600,000	
	Total:	\$9,815,645	Total:	\$9,815,645
Placer County Transit Capital 2023/2024	Preventative Maintenance	\$168,093	SGR – PCTPA	\$359,186
	PCT Bus	\$640,000	STA – PCTPA	\$500,000
	PCT Fare Collection Upgrade	\$361,305	STA – PCTPA FY22/23	\$350,000
	PCT Real-time & APC Upgrade	\$330,000	FTA COVID Relief	\$340,212
	Scheduling Software	\$50,000		
	Total:	\$1,549,398	Total:	\$1,549,398
Tahoe Truckee Area Regional Transit Operations 2023/2024	Salaries & Benefits:	\$4,094,552	LTF – TRPA	\$645,022
	Services & Supplies	\$6,640,201	LTF – PCTPA	\$1,075,683
	TART Systems Plan Update	\$200,000	STA – TRPA	\$0
	Contingency	\$100,000	FTA 5307	\$1,400,000
			FTA 5311	\$422,000
			FTA 5307 Covid Relief	\$756,348
			FTA 5311 Covid Relief	\$185,000
			Fares (Includes TOT)	\$517,200
		T.O.T Funds	\$4,728,900	
		Other Agency	\$1,304,600	
	Total:	\$11,034,753	Total:	\$11,034,753
Tahoe Truckee Area Regional Transit Capital 2023/2024	40' TART Bus	\$640,000	LTF – PCTPA	\$0
	CNG Station Upgrade	\$250,000	SGR – PCTPA	\$0
	Bus Charging Station	\$143,993	SGR – TRPA	\$79,511
	Scheduling Software	\$50,000	STA – PCTPA	\$50,000
			STA – TRPA	\$466,125
			FTA 5310	\$0
		FTA 5339	\$0	
		FTA 5307 Covid Relief	\$488,357	
	Total:	\$1,083,993	Total:	\$1,083,993
TOTAL Transit:	\$23,483,789		\$23,483,789	
Road Maintenance 2023/2024	Road Maintenance	\$24,124,735	LTF - PCTPA	\$2,100,000
	Total:	\$24,124,735	Road Fund	\$22,024,735
Transit / Road Maint. / Planning:	Total:	\$47,608,524	Total:	\$24,124,735
TOTAL LTF			PCTPA	\$7,075,683
			TRPA	\$645,022
TOTAL STA			PCTPA	\$1,413,091
			TRPA	\$610,118
TOTAL SGR			PCTPA	\$359,186
			TRPA	\$79,511

Before the Board of Supervisors County of Placer, State of California

In the matter of:

A Resolution to execute and submit claims for FY 2023-24 Local Transportation Funds, State Transit Assistance Funds and State of Good Repair Funds to submit to the Tahoe Regional Planning Agency and the Placer County Transportation Planning Agency totaling \$10,182,611.

Resolution No: 2023-261

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a special meeting held on November 13, 2023, by the following vote:

Ayes: GORE, LANDON, JONES, GUSTAFSON, HOLMES
Noes: NONE
Absent: NONE

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

MEGAN WOOD
Clerk of the Board of Supervisors, County
of Placer, State of California



Deputy Clerk

Signed and approved by me after its passage.



Chair, Board of Supervisors

Attest:



Clerk of said Board

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund, State Transit Assistance Fund and the State of Good Repair Program Funds for transit operations, capital assistance and road maintenance; and

WHEREAS, for the Fiscal Year 2023-24, the County of Placer proposes to submit the following claims:

- 1) Local Transportation Fund Claim to the Tahoe Regional Planning Agency (TRPA) in the amount of \$645,022 for Tahoe Truckee Area Regional Transit (TART) operating assistance.
- 2) Local Transportation Fund Claim to the Placer County Transportation Planning Agency (PCTPA) in the amount of \$7,075,683 including \$3,800,000 for Placer County Transit (PCT) operating assistance, \$1,075,683 for TART operating assistance, \$100,000 for electric bus charging engineering and construction, and \$2,100,000 for Placer County Road Maintenance.
- 3) State Transit Assistance Claim to TRPA in the amount of \$610,118 for TART capital assistance for the compressed natural gas station upgrade, radio communication upgrade, cutaway bus purchase, and future electric bus charging station construction.

- 4) State Transit Assistance Claim to PCTPA in the amount of \$1,413,091, including \$863,091 for PCT operating assistance, \$100,000 for TART and PCT scheduling software, and \$450,000 to upgrade fare collection equipment and automatic passenger counter and real-time bus tracking for PCT.
- 5) State of Good Repair Fund Claim to the TRPA for the purchase of a bus for TART in the amount of \$79,511.
- 6) State of Good Repair Fund Claim to the PCTPA in the amount of \$359,186, including \$191,093 for one TART bus purchase and \$168,093 for PCT preventative maintenance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached FY 2023-24 Local Transportation Fund, State Transit Assistance and State of Good Repair Fund Claims as specifically described in Exhibits "1" through "7" attached hereto and incorporated herein, to the Tahoe Regional Planning Agency and the Placer County Transportation Agency.

- Exhibit 1. TRPA – Claim for Local Transportation Fund
- Exhibit 2. PCTPA - Claim for Local Transportation Funds
- Exhibit 3. TRPA - Claim for State Transit Assistance Funds
- Exhibit 4. PCTPA – Claim for State Transit Assistance Funds
- Exhibit 5. TRPA - Claim for State of Good Repair Program Funds
- Exhibit 6. PCTPA – Claim for State of Good Repair Program Funds
- Exhibit 7. Annual TDA Claim Form Project and Financial Plan

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
STATE OF GOOD REPAIR PROGRAM
FUNDS TO THE COUNTY OF PLACER**

RESOLUTION NO. 24-06

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2024 by the following vote on roll call:

Signed and approved by me after its passage.

Chair Broadway
Placer County Transportation Planning Agency

Executive Director

WHEREAS, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) Program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

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 of Good Repair Program 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 of Good Repair Program 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 of Good Repair Program, 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. The State of Good Repair Program has specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 99312.1(c) or as allowed by updates and/or clarifications to the State of Good Repair Program Guidelines issued by the California Department of Transportation.

Allocation to the County of Placer for FY 2023/24 State of Good Repair Program Funds (PUC 99313 & 99314) totaling \$359,186 for transit capital purposes (section 6730a).

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.

TO: PCTPA Board of Directors **DATE:** January 24, 2024

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

SUBJECT: EQUITY PLANNING STUDY/2024 EQUITY POLICY PLAN

ACTION REQUESTED

Adopt the PCTPA 2024 Equity Policy Plan.

BACKGROUND

In August of 2023, PCPTA staff and its Communications Consultant, DKS Associates (DKS), presented a plan to the PCTPA Board to conduct an Equity Planning Study. The Study was envisioned to complement work being performed by the Sacramento Area Council of Governments (SACOG) in the greater, six-county Sacramento region to define and promote equity in its programs and funding opportunities through the implementation of its Race Equity Action Plan (REAP) and Race Equity & Inclusion Working Group. PCTPA recognizes that equity in transportation planning and project investments has become an important national, statewide, and regional topic over the last few years. Competitive funding programs at all these levels have begun incorporating equity metrics into their evaluation criteria for determining project funding awards.

Since August, staff has worked with DKS to define equity for PCTPA and develop a policy plan to help address the following objectives:

- Reduce and/or eliminate transportation burdens and barriers specific to the PCTPA planning and service area,
- Bring equity into one of the many lenses used by PCTPA for project planning and development processes,
- Establish metrics to consider for evaluating transportation project equity in Placer County,
- Update equity related policies in the PCTPA Regional Transportation Plan (RTP), and
- Use an established equity study and resulting policies to leverage discretionary funding opportunities for the Placer region.

DKS utilized a two-phase approach using both quantitative and qualitative data to develop a set of policies in five areas: Public Engagement, Infrastructure, Access to Service, Environmental and Technology. The following sections of this staff report explain how this approach informed the development of the policies identified in PCTPA's proposed 2024 Equity Policy Plan, contained in Attachment 1.

Quantitative Research – mySidewalk

Using a data collection tool called mySidewalk DKS created an interactive, Placer-specific dashboard that was used to identify and analyze metrics related to equity that are unique to Placer County (currently available at <https://www.pctpa.net/equity-planning-study>). These metrics consider available access and mobility, as well as age, race and income information. The dashboard further provides a variety of reports about transportation, safety, and accessibility, which collectively help identify underserved populations and those that lack access to transportation options. The quantitative data derived from this tool was used in conjunction with a series of focus groups to set the framework for developing PCTPA’s proposed equity policies.

Qualitative Research – Focus Groups

The team recruited and convened four, in-person focus group meetings for seniors & people with disabilities, and Spanish speaking community members, each meeting lasting approximately 90 minutes. Participants were asked a total of six questions that were developed by PCTPA and DKS, as well as the consulting team conducting PCTPA’s update to the Comprehensive Operational Analysis/Short Range Transit Plan (COA/SRTP): WSP, and LSC. The questions were designed to evoke conversation and encourage the exploration of equity in transportation with greater depth. The questions were also provided to representatives from local school districts and community colleges who responded in writing.

Seniors/People with Disabilities/School District/Community College Representatives

DKS convened a group of eight seniors (65+) and further reached out to local school districts and community college representatives, to obtain a representative perspective from seniors, people with disabilities, and students. Collectively, these representatives defined equity in transportation as “transportation for all”, including people with special needs. This notion encompasses availability of, physical access to, affordability of, and communication/access to information regarding transportation/transit services. These representatives concluded that equity should primarily be measured in terms of overall “accessibility” to public transportation services, which includes affordability and reliability. Language, literacy, and cultural barriers, as well as available levels of assistance for those that need to overcome these barriers, are important for evaluating accessibility. However, these representatives further noted that people choose to live in areas that are rural, remote, or outside of available public service areas, which can impact accessibility. The broad consideration that these representatives had for PCTPA was to implement appropriate services, programs and initiatives that connect residents, senior and disabled populations, and other groups needing transportation with point-to-point transit services and alternative modes.

Spanish Speaking Residents

DKS facilitated three in-person focus group sessions with attendees representing communities of color, specifically the Latino/Spanish-speaking community, to measure the transportation factors that are important to traditionally underserved/underrepresented and vulnerable communities. DKS worked with the Placer region’s Latino Leadership Council to plan and recruit participants

for the focus groups. The sessions were facilitated in Spanish and attended by approximately seven to 20 attendees each. Collectively, these groups identified that equity should primarily be measured by access and affordability. Access was described as the ability for someone to get to public transit and to make use of transportation infrastructure such as bike lanes, crosswalks, sidewalks, and roads. In terms of public transit, the location or lack of bus stops was mentioned as an access issue. Affordability was cited as a measure of equity in addition to and in tandem with access. For example, someone's ability to access public transit might be due to the cost of fare, in addition to the bus stop being too far away or not available in their area. The cost of owning, maintaining, and operating a vehicle is also a big part of affordability and access, especially taking into consideration that it might be the only way to get around other than walking.

DISCUSSION

According to the United States Department of Transportation, “an [equitable planning process](#) helps ensure that a project's benefits and costs are fairly distributed throughout the community, including to low-income communities, communities of color, and the disability community.” Establishing equity policies to guide future investments in projects, programs and initiatives positions PCTPA as a responsible leader for ensuring equity in Placer's regional transportation network. These policies further improve our agency's competitive advantage in seeking state and federal grants. If adopted, the policies proposed in PCTPA's 2024 Equity Policy Plan, contained in Attachment 1, will be incorporated into our 2050 RTP Update as well as our upcoming revision to our Public Participation Plan. The policies may also be incorporated into other planning efforts that PCTPA administers for the region, as they are applicable to the specific policy area(s).

In developing the 2024 Equity Policy Plan, PCTPA sought to define what transportation equity means to the agency through a Placer County lens. This effort resulted in the following equity statement, below, which helped to guide the policy development process for the 2024 Equity Policy Plan:

PCTPA defines equity as “inclusion in the planning for and benefitting from the region's multi-modal transportation network so that everyone can participate, prosper, and reach their full potential.” The agency strives to advance equity through carefully considered investments and policies that can support historically underserved groups, including people with low incomes, seniors, and communities of color. PCTPA will:

- *Emphasize a greater commitment, depth, and specificity on engagement of traditionally underrepresented and underserved populations as part of future updates to the Public Participation Plan and other guidance documents by using an equity-focused approach.*
- *Improve communication channels with underrepresented and underserved people through place-based engagement where these populations live/work.*
- *Reduce language/access barriers by providing translation of materials for public review.*

PCTPA Board of Directors
EQUITY PLANNING STUDY/2024 EQUITY POLICY PLAN
January 24, 2024
Page 4

- *Ensure advisory bodies such as technical/project advisory committees represent the voices of communities of color, Tribal communities, seniors, low-income populations, and people with disabilities by encouraging and recruiting from these populations.*
- *Review and revise procurement and contracting barriers that may prevent community-based organizations from working with PCTPA.*
- *Collaborate across agencies internally and/or with other agencies to make community engagement processes more efficient and less of a burden on underserved communities.*

Attachment 2 contains an Equity Checklist that was developed by DKS to help guide PCTPA staff in its review of future projects and programs to ensure consideration of PCTPA's established equity policies and quantitative equity measures (derived from the mySidewalk dashboard) on a case-by-case basis.

Staff recommends that the PCTPA Board of Directors adopt the 2024 Equity Policy Plan contained in this staff report. Staff seeks only feedback from on the Equity Checklist as it may be modified to fit the context of a specific project, plan or program being considered.

TRANSPORTATION EQUITY STUDY

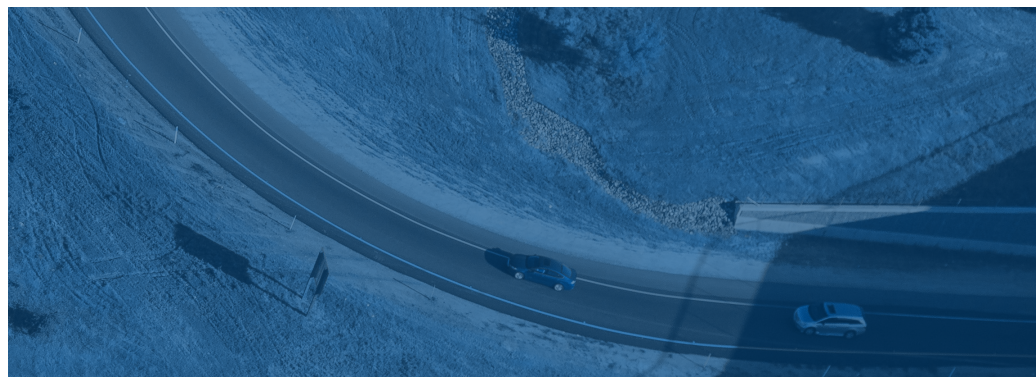
Equity Policies

JANUARY 2024



Placer County Transportation Planning Agency (PCTPA) defines equity as “inclusion in the planning for and benefitting from the region’s multi-modal transportation network so that everyone can participate, prosper, and reach their full potential.” The agency strives to advance equity through carefully considered investments and policies that can support historically underserved groups, including people with low incomes, seniors, and communities of color. PCTPA will:

- Emphasize a greater commitment, depth, and specificity on engagement of traditionally underrepresented and underserved populations as part of future updates to the Public Participation Plan and other guidance documents by using an equity-focused approach.
- Improve communication channels with underrepresented and underserved people through place-based engagement where these populations live/work.
- Reduce language/access barriers by providing translation of materials for public review.
- Ensure advisory bodies such as technical/project advisory committees represent the voices of communities of color, Tribal communities, seniors, low income populations, and people with disabilities by encouraging and recruiting from these populations.
- Review and revise procurement and contracting barriers that may prevent community-based organizations from working with PCTPA.
- Collaborate across agencies internally and/or with other agencies to make community engagement processes more efficient and less of a burden on underserved communities.



Acknowledgments



Mike Costa
Principal Transportation Planner

Cory Peterson
Senior Transportation Planner

Kendall Flint
Regional Lead Community Engagement
& Strategic Planning

Elizabeth Aguilar
Project Coordinator

Melissa Abadie
Creative Services Manager



Special thanks to the Latino Leadership Council

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Chapter 1

Engagement Policies



Draft Policy E-1.0

Adopt an equity-first approach and establish greater commitment, depth, and specificity on engagement of traditionally underrepresented and underserved populations as part of future updates to the Public Participation Plan and other guidance documents.

Draft Policy E-1.1

Improve communication channels with underrepresented and underserved demographics through place-based engagement where these populations live/work.

Draft Policy E-1.2

Establish and support partnerships with community advocates supporting the needs of underserved and underrepresented populations potentially through micro-grants and other meaningful incentives.

Draft Policy E-1.2

Reduce language/access barriers by providing translation of materials for public review.¹

Draft Policy E-2.0

Strive to identify and outreach to socio-economically disadvantaged populations.

Draft Policy E 2.1

Encourage agencies receiving funds through PCTPA to commit to same approach.

Draft Policy E 2.2

Encourage contractors providing engagement services for PCTPA projects to commit to same approach.

¹ Applies to advertising, promotional materials, fact sheets, public presentations, and summary documents.

Draft Policy E-3.0

Review and revise procurement and contracting barriers that may prevent community-based organizations from collaborating with PCTPA.

Draft Policy E-4.0

Collaborate across agencies internally and/or with other agencies to make PCTPA's community engagement processes more efficient and accessible to underserved communities. *(Working with Placer County, local municipal agencies, Community Services Districts.)*



Chapter 2

Infrastructure Policies



Draft Policy I-1.0

Build internal agency alignment and education to achieve equitable processes and outcomes using the Equity Checklist to help ensure the agency’s day-to-day operations, programming, planning, and decision-making are asking the right questions and holding the agency accountable.

Draft Policy I-1.1

Ensure all proposed transportation projects, programs, and policies meet the transportation needs and minimize negative impacts for all communities, particularly underserved and/or underrepresented communities, and people with special needs.

Draft Policy I-1.2

Ensure access to all services and modes of transportation are equitable and accessible.

Draft Policy I-2.0

Encourage implementing physical devices such as transit kiosks to communicate arrival schedule and aid trip planning. (*Electronic signage, kiosks, etc.*)

Draft Policy I-3.0

Encourage and support efforts to implement and connect bilingual emergency messaging systems that can provide emergency warning to broad settings including tourist spots, major retail and gathering areas, and employment sites.

Draft Policy I-4.0

Support the California Department of Transportation (Caltrans) Broadband Middle-Mile Broadband Initiative to designate state highway facilities in the PCTPA service area as Middle-Mile corridors.

Draft Policy I-5.0

Coordinate with local agency partners to establish “Last-Mile” broadband fiber optic connectivity to communities with little (low-speed) or no broadband access.

Draft Policy I-6.0

Coordinate with state and local agencies to support the expeditious installation of electric vehicle charging infrastructure in the PCTPA service area.

Draft Policy I-7.0

Proactively seek federal and state funding for electric vehicle charging infrastructure implementation. *(Consider establishing a grant writing procurement.)*

Chapter 3

Service Policies



Draft Policy S-1.0

Ensure proposed projects aimed towards addressing unmet transportation needs, specifically for seniors and individuals with disabilities, are listed or addressed in the proposed project list for specialized services and fixed route services.

Draft Policy S-2.0

Establish cross-jurisdictional and interagency collaboration to ensure integrated regional transportation planning and management is developed, maintained, and implemented to address the needs of Tribes, underserved and/or underrepresented, and people who lack and/or need reliable transportation service connections to reach essential services such as medical care and health care.

Draft Policy S-3.0

Ensure services to public and active transportation are compatible and accessible to transit dependent communities, specifically for people with disabilities, seniors, households with little to no internet, low-income households, households with zero vehicles, etc.

Draft Policy S-4.0

Ensure access to all services and modes of transportation are equitable and accessible, specifically for Tribes, communities, and neighborhoods.

Draft Policy S-5.0

Promote affordable and accessible transportation programs and services for low-income households. *(Derived from outreach conversations.)*

Draft Policy S-6.0

Work with our region's transit operators and partnering agencies to feasibly maintain and/or improve quality of service for transportation that meets the needs of communities, specifically people in underserved and/or underrepresented communities, seniors, and people with disabilities. Quality of service includes, but is not limited to, accommodating transit drop-offs for people with disabilities to safely onboard/offboard, extending transit hours during peak seasons, reliable real-time transit arrivals/departures, etc. *(Derived from outreach conversations.)*

Chapter 4

Environmental Policies



Draft Policy E-1.0

Provide educational programs and assistance to encourage and enable greater use of transit in place of auto trips.



Chapter 5

Technology Policies



Draft Policy T-1.0

Support the implementation of Data Platforms that facilitate systemwide integration of IT telecommunications data for transportation management center (TMC) management.



Equity Index Checklist



Cost of Service

This metric will vary by transportation mode and location, and therefore should be set by the community; a recommended default is that households should spend no more than 20 percent of total budget on transportation.¹



Accessibility

Transportation mode is physically accessible (available in neighborhoods), accessible to disabled people, accessible to people with various cultures/languages, accessible without the need for banking or a smartphone.



Adequacy of Service

Frequency of transit, travel times, time spent in traffic, optimal availability of parking, etc. for both residents and visitors. Consistency and variability of travel times, predictability of travel times.



Proximity of Service

Number of households by income within walking distance to schools and services. Number of households within 30-minute transit ride or 20-minute auto ride of employment center, etc. Number of transit transfers needed, time spent in transit. Access to recreational facilities.



Environmental Impacts

Projects and programs that reduce quantities of air pollutants (PM, NOx) reduction, 40 level of physical activity, etc., reduce greenhouse gases and promote company development reducing vehicle miles traveled (VMT) per capita.²



Economic Impacts

Number of households within 30-minute transit ride or 20-minute auto ride of shopping, recreational and/or travel centers. Number of transit transfers needed, time spent in transit.



Safety

Collision rate and severity; personal safety issues (harassment, profiling, etc.).³

¹ Mason, Jacob. (2018) *The Future of Transport is Sustainable Shared Mobility*. ITDP. February 22, 2018.

² Caltrans (2010). *Smart Mobility Framework 2010: Call to Action for the New Decade*, p.10.

³ Caltrans (2010). *Smart Mobility Framework 2010: Call to Action for the New Decade*, p.10.

TO: PCTPA Board of Directors **DATE:** January 24, 2024

FROM: David Melko, Senior Transportation Planner

SUBJECT: I-80/SR 65 INTERCHANGE TRUCK ALTERNATIVE FUELING DRAFT FEASIBILITY STUDY

ACTION REQUESTED

Hear a presentation on the I-80/SR 65 Interchange Truck Alternative Fueling Draft Feasibility Study. No specific action is required at this time.

BACKGROUND

The I-80/SR 65 Interchange is an important transportation asset in Placer County serving as a vital link for commuters and goods movement. The interchange connects two major State routes that have different functions and characteristics. I-80 is the primary east-west route in Northern California, providing all-weather access across the Sierra Nevada for major goods movement into the Sacramento and San Francisco Bay areas. I-80 is part of national and state transportation networks and systems that reflect its importance and role in the freight industry. I-80 was recently approved as one of the top six freight corridors by the California Transportation Commission. I-80 has also been identified as a priority Alternative Fuels Corridor. SR 65 is a north-south route that connects the cities of Lincoln, Rocklin, and Roseville, and unincorporated Placer County with I-80. SR 65 is a Terminal Access route where Surface Transportation Assistance Act designated trucks may exit off the interstate and travel onto California legal truck routes. SR 65 was also included in the 2020 California Freight Mobility Plan, which identifies projects and strategies to improve the efficiency and safety of freight movement in the State.

PCTPA contracted with Jacob's consulting to identify and evaluate sights near the I-80/SR 65 Interchange to support a medium and heavy-duty truck fast charging facility and to evaluate the feasibility of heavy-duty hydrogen fueling within the space occupied by the eastbound I-80 to northbound SR 65 loop ramp.

DISCUSSION

PCTPA and Jacobs initiated work on the I-80/SR 65 Interchange Truck Alternative Fueling Feasibility Study in May 2023. The Feasibility Study is intended to serve multiple needs. It would support near term grant funding applications related to the interchange and grants for charging facilities in the area. It would also assist with planning for future hydrogen facilities. It would also form the basis of efforts for a future PA&ED effort of the heavy-duty location within the interchange footprint.

Today's presentation will provide the Board with an overview of the Draft Feasibility Study. The presentation will address the following topics:

- Feasibility Study goals;
- Coordination with SACOG's Northern California Megaregion Zero Emission Vehicle Medium/Heavy Duty Blueprint;

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TRUCK ALTERNATIVE FUELING DRAFT FEASIBILITY STUDY
January 24, 2024
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- Summary discussion of corridor traffic data analysis and truck volumes, technology mix determination, market assessment of alternative fuel trucks and infrastructure, site considerations, potential funding, and cost estimates; and
- Feasibility Study recommendations.

The Draft Feasibility Study proposes an optimized the mix of alternative fuel types, balancing needs and preferences of different truck categories and promoting the transition to cleaner and more sustainable transportation solutions. Based on the traffic data and truck volumes analysis, technology assessment, site selection, and funding considerations, the Draft Feasibility Study recommends PCTPA consider the following:

- Carrying the three identified sites into the environmental phase to attract a private company to purchase and develop a site for truck alternative fuel purposes.
- Evaluate some of sites that were determined to be too remote from the interchange as part of a separate I-80 alternative fuel site corridor study.
- Initiate a Countywide alternative fuel study to identify a coordinated plan of future potential sites that consider proximity and distance needed for hydrogen refueling and electric charging.

The Draft Feasibility Study was provided to the Project Development Team for review and comment. The California Trucking Association (CTA) repeatedly expressed during the Study the need for additional truck parking within the I-80 corridor and stated that support for any site from the CTA would be based on providing on-site truck parking. CTA concerns have been incorporated into the Draft Feasibility Study.

The City of Roseville also has expressed significant concerns with the Feasibility Study's three identified sites. City comments address land use compatibility with adjacent existing and proposed development, traffic impacts, and constructability related concerns meeting City standards. In addition, Roseville Electric noted significant electric infrastructure needs and associated costs in the \$25 million range for each of the two larger sites. City concerns will be incorporated into the Feasibility Study along with PCTPA Board comments.

The next step in the Draft Feasibility Study is to issue a Request for Information (RFI) solicitation in February 2024. The purpose of the RFI is to solicit informal expressions of interest and comments from alternative truck fueling developers on private sector feasibility of developing charging and hydrogen fueling facilities at the three sites. The outcome of the RFI solicitation will inform PCTPA as to whether there is private sector interest in developing charging and hydrogen fueling facilities at these three sites, in the vicinity of the interchange, or elsewhere in the I-80 corridor. The RFI solicitation will also complete the Feasibility Study process. Staff will provide a report back to the Board at the completion of the RFI solicitation process, anticipated later this spring.

Attachment: I-80/SR 65 Interchange Truck Alternative Fueling Draft Feasibility Study

DM:rc:mbc:ss



I-80 / SR 65 Interchange Truck Alternative Fueling Feasibility Study

January 2024

Draft Final



Feasibility Study

Client Name: Placer County Transportation Planning Agency

Project Name: Interstate 80/State Route 65 Interchange Truck Alternative Fueling

Project No.: W8Y26200

Document No.: 230906172918_9e99d93a **Project Manager:** Luke McNeel-Caird, Jacobs

Revision No.: Draft **Prepared By:** Luke Miner, Jacobs

Date: January 2024

Jacobs Engineering Group Inc.

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

T +1.916.920.0300
F +1.916.920.8463
www.jacobs.com

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Executive Summary

The Interstate 80 (I-80) and State Route (SR) 65 interchange is a vital transportation hub in the Placer County region, connecting two major routes that serve different functions and markets for freight movement in Northern California. The Placer County Transportation Planning Agency (PCTPA) commissioned Jacobs to conduct a feasibility study (FS) to explore the potential of installing battery-electric truck (BET) charging infrastructure and hydrogen refueling infrastructure (HRI) at or near the interchange, in response to the increasing demand for sustainable and efficient trucking solutions in the region. The FS's objective is to assess the viability and benefits of BET charging stations and HRI, as well as the challenges and opportunities for implementing and operating these technologies.

The approach consisted of three steps: corridor traffic data analysis, technology mix determination, and market assessment of alternative fuel trucks and infrastructure. The corridor analysis used truck data from StreetLight to provide insights into movements, volumes, and dwell times. The technology mix determination used trip characteristics to recommend the most suitable technologies for each site. The market assessment projected the future demand for BET charging facilities and HRI based on the evolving trends and potential of electric and hydrogen trucking fleets. The FS aimed to provide a comprehensive plan that supports the transition to sustainable and efficient trucking solutions in the region.

The FS explored the potential of establishing alternative truck fueling at the I-80/SR 65 interchange, which is currently underserved for both alternative fuel trucking and available truck parking. The FS analyzed the current and future demand for BET charging stations and HRI based on the traffic patterns and operational characteristics of medium-duty and heavy-duty trucks in the region. An optimized mix of alternative fuel types was proposed, balancing the needs and preferences of different truck categories and promoting the transition to cleaner and more sustainable transportation solutions.

The high-level site screening considered 11 candidate sites near the I-80/SR 65 interchange and evaluated them based on fatal flaws and implementation considerations. The screening used a color-coded matrix to indicate the level of challenge posed by each criterion for each site. Five sites were eliminated because they were too far from the interchange to meet the corridor demands. One site was eliminated because it lacked adequate space and access, and one site was eliminated because of stakeholder concerns. The remaining three sites were selected for further evaluation.

Based on the traffic data and truck volumes analysis, technology assessment, site selection, and funding considerations, the Draft Feasibility Study recommends PCTPA consider the following:

1. Carrying the three identified sites into the environmental phase to attract a private company to purchase and develop a site for truck alternative fuel purposes.
2. Evaluate some of sites that were determined to be too remote from the interchange as part of a separate I-80 alternative fuel site corridor study.

3. Initiate a Countywide alternative fuel study to identify a coordinated plan of future potential sites that consider proximity and distance needed for hydrogen refueling and electric charging.

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Acronyms and Abbreviations

AST	aboveground hydrogen storage tank
BET	battery-electric truck
Caltrans	California Department of Transportation
CARB	California Air Resource Board
CEQA	California Environmental Quality Act
CTC	California Transportation Commission
DC	direct current
DTSC	California Department of Toxic Substances Control
ESVE	electric vehicle supply equipment
EV	electric vehicle
FCEV	fuel-cell electric vehicle
FS	feasibility study
ft ²	square foot (feet)
GHG	greenhouse gas
GIS	geographic information system
H ₂	hydrogen
HRI	hydrogen refueling infrastructure
I-80	Interstate 80
ITA	Infrastructure Technology Assessment
kg	kilogram(s)
kW	kilowatt(s)
kWh	kilowatt-hour(s)
MW	megawatt(s)
NO _x	nitrogen oxide
PCTPA	Placer County Transportation Planning Agency

PG&E	Pacific Gas and Electric Company
ROM	rough order of magnitude
SACOG	Sacramento Area Council of Governments
SR	State Route
TCEP	Trade Corridor Enhancement Program
U.S.	United States
ZEV	zero-emission vehicle

1 Introduction

The Interstate 80 (I-80) and State Route (SR) 65 interchange is a vital transportation asset in the Placer County region, serving as a gateway for the movement of goods and vehicles across Northern California. The interchange connects two major routes that have different functions and characteristics. I-80 is the primary west–east route in Northern California, providing all-weather access across the Sierra Nevada for major goods movement into the Sacramento and San Francisco Bay areas. I-80 is part of several national and state transportation networks and systems that reflect its importance and role in the freight industry, and was approved as a Top 6 Freight Corridor under Senate Bill 671 by the California Transportation Commission on December 6, 2023.

SR 65 is a north–south route that connects the cities of Lincoln, Rocklin, and Roseville with I-80. SR 65 is a Terminal Access route that also belongs to the 2020 California Freight Mobility Plan, which identifies projects and strategies to improve the efficiency and safety of freight movement in the state.

The Placer County Transportation Planning Agency (PCTPA) recognized the significance of this interchange and the growing demand for sustainable and efficient trucking solutions in the region. PCTPA commissioned Jacobs to conduct a feasibility study (FS) to explore the potential of this interchange to support the transition to zero-emission vehicles (ZEVs). The study's objective is to assess the viability of installing battery-electric truck (BET) charging stations and hydrogen refueling infrastructure (HRI) to accommodate the increasing number of medium- and heavy-duty trucks that use the interchange.

The demand for ZEVs has increased exponentially in the past decade, driven by various laws and initiatives in California that aim to reduce greenhouse gas (GHG) and nitrogen oxide (NOx) emissions from the transportation sector. One of the most notable is the *Advanced Clean Trucks Regulation* by the California Air Resource Board (CARB), which mandates manufacturers to sell ZEVs as a percentage of their annual sales, starting from 2024.

The *Advanced Clean Trucks Regulation* is expected to result in about 300,000 ZEVs on California roads by 2035, which will reduce GHG emissions by 17 million metric tons and NOx emissions by 1.4 million tons. This regulation is a major incentive for developing ZEV charging infrastructure in California, as well as other complementary policies and programs that support the deployment and adoption of these technologies.

The I-80/SR 65 interchange is a strategic location for establishing truck alternative fuel infrastructure, as it is an important node for freight movement in Northern California. The interchange serves a large and diverse market of truck operators and users, such as:

- Local delivery services
- Regional distribution centers
- Long-haul carriers
- Agricultural producers

The interchange also offers opportunities for integrating alternative truck fuel infrastructure with other existing or planned facilities and amenities, such as truck parking

The study identified and analyzed the optimal sites and configurations for installing BET charging stations and HRI at or near the interchange, considering the technical, economic, and other factors that influence the feasibility and desirability of these technologies. The study also provides recommendations and guidance for next steps, as well as identify the potential funding sources and partnerships that can facilitate the development of these facilities.

2 Infrastructure Technology Assessment

To determine how best to meet the demands of the I-80 and SR 65 corridors, an Infrastructure Technology Assessment (ITA) was conducted. The ITA identified and evaluated the feasibility of establishing BET charging facilities and HRI to support the increasing volume of medium- and heavy-duty truck traffic passing through the area.

This ITA used four custom analyses provided by StreetLight, including:

1. Traffic movement evaluations
2. Estimated truck volumes
3. Dwell times
4. Distribution of truck weight classes

The ITA determined the optimum provision of charging and refueling equipment for existing trip patterns, while enticing private developers to build, operate, and maintain these crucial facilities. Ultimately, the ITA laid the groundwork for a sustainable and robust decarbonized trucking infrastructure, advancing the region's transportation network into a greener and more efficient future.

2.1 Methodology

Corridor traffic analysis provides essential data and insights to inform an ITA. Traffic movements, truck volumes, tours, and dwell times through the corridor provide an understanding of the traffic patterns and operational characteristics of medium- and heavy-duty trucks. This in-depth characterization becomes the backbone of future work and allows for informed decision-making in determining the optimum provision of BET charging facilities and HRI. By aligning infrastructure development with actual trucking demand, this ITA aims to establish efficient, reliable, and financially attractive facilities that meet the specific needs of the trucking industry and promote sustainable transportation solutions in the region.

The ITA follows a systematic, data-driven approach designed to yield holistic and comprehensive results (Figure 2-1) and employs a linear methodology. The three main steps of this approach are as follows:

1. Corridor traffic data analysis
2. Technology mix determination
3. Market assessment of ZEV and infrastructure

Figure 2-1. Infrastructure Technology Assessment Methodology



The first step was conducting an in-depth corridor traffic data analysis, leveraging data provided by StreetLight’s comprehensive transportation analytics. This analysis included metrics from StreetLight, such as:

- Volume
- Calibrated index
- Tours analysis
- Dwell time

These metrics offers valuable insights into truck movements, volumes, and dwell times.

The second step involved determining the most suitable technology mix to serve future customers, informed by trip characteristics from the corridor traffic data analysis. This critical phase considered the assumptions made for electric vehicle (EV) and hydrogen (H₂) suitability based on trip lengths so that the recommended technologies align with the specific truck profiles identified in the traffic data analysis.

The third step was to conduct a market assessment of alternative fuel trucks and related infrastructure to understand the evolving trends and potential for EV and H₂ trucking fleets. This assessment guided the ITA in projecting the future demand for BET charging facilities and HRI based on traffic analysis results, allowing for strategic planning and scalability. This informed the next part of the FS, which involved the screening analysis of potential sites near the interchange for prioritization.

The overarching goals of the ITA were to estimate the corridor demand forecast by vehicle class, considering the varying travel patterns and operational needs of different truck categories.

Additionally, the ITA aimed to recommend the most suitable technology for each site, so that the infrastructure can be optimized for specific trucking demands.

Last, by estimating the required infrastructure for BET and HRI, the ITA provided a comprehensive plan that supports the sustainable growth of the trucking industry and promotes the adoption of clean and efficient transportation solutions near the I-80/SR 65 interchange.

2.2 Corridor Traffic Data

Data for medium- and heavy-duty trucks for the 3-year period from January 2019 to December 2021 were analyzed for the following components:

- Zone Activity (Truck Volume) on Freeway Segments
- Tours Analysis for Truck Movements on Freeway Segments
- Dwell Analysis within a 10-Mile Buffer of the Interchange

The COVID pandemic occurred in early 2020, and the StreetLight data shows that there was no decline in heavy duty truck volumes and a 15 percent decline in medium duty truck volumes between February and March 2020. By June 2020, medium duty truck volumes returned to normal taking into account seasonal variations.

The StreetLight analyses compiled for this assessment helped determine the volume distribution of medium- and heavy-duty trucking along the corridor, as well as further categorize the volume into local and regional and long-haul and interstate traffic to assist in determining the preferred fueling infrastructure technology.

Limitations and Cautions: It is important to note that while StreetLight volume and calibrated index allow for normalization and interpretation of changes in trip activity, the analysis of tour length and dwell time does not have the same normalization capability. As such, caution is recommended when interpreting changes from month to month because variability may be influenced by sample size fluctuations. Nevertheless, the combination of these analyses, processing the data in multiple ways, and incorporating the StreetLight specialized definitions provided a robust foundation for the efforts to identify and evaluate the potential for BET charging facilities and HRI near the I-80/SR 65 interchange. The results of these analyses serves as a foundation for further ITA and site selection to best accommodate the demand and needs of the trucking industry in the region.

2.3 Zone Activity (Truck Volume) on Freeway Segments

Volume represents the estimated total truck trips as calculated by the StreetLight machine learning algorithm. This metric provided an estimate of the total trip activity, also known as average daily traffic, for medium- and heavy-duty trucks at three strategic freeway segments near the I-80/SR 65 interchange. As shown on Figure 2-2, the highest truck volumes are on I-80 eastbound and westbound, with traffic coming from and to SR 65 at this interchange.

Figure 2-2. 2019-2021 Average Daily Medium-duty and Heavy-duty Truck Volumes



2.4 Truck Movements on Freeway Segments

A tours analysis was performed on the data to determine the movement of medium- and heavy-duty trucks near the interchange (Figures 2-3 and 2-4). A tour is defined as a string of consecutive trips made by the same truck that can be considered part of the same movement. For this project, a trip was considered part of the prior trip's tour if it began within 0.6 mile and 4 hours of that trip's end. The tours analysis provided a comprehensive understanding of the sequence of trips made by medium- and heavy-duty trucks.

Figure 2-3. 2019-2021 Average Daily Medium-duty Truck Trip Lengths



Figure 2-4. 2019-2021 Average Daily Heavy-duty Truck Trip Lengths



2.5 Dwell Analysis within a 10-mile Buffer

StreetLight conducted a dwell analysis on the medium- and heavy-duty trucks within a 10-mile buffer surrounding the I-80/SR 65 interchange. Dwell refers to the time between two consecutive trips made by the same truck. For this analysis, trips were considered only if the successor trip began within 0.6 mile of the prior trip's end. The dwell analysis provided information about the idle times and waiting periods of trucks, providing information about potential waiting times and operational patterns.

In California, truck drivers and other employees must be given a 30-minute meal break if they work more than 5 hours in a day, and drivers who work a shift of 10 hours or more are entitled to a second 30-minute meal break. Employees are also entitled to a 10-minute rest period for each 4 hours that they work in a day.

The StreetLight data in Table 2-1 show that for medium-duty trucks, the average dwell time is a lengthy 353 minutes, with 30-minute dwell times occurring 42.14% of the time on average, but with 600-plus-minute dwell times at 15.81%. This is illustrative of multiple scenarios, notably the fact that many medium-duty trucks layover for long periods of time or have depots close by. It could be anticipated that some level of medium-duty truck traffic to a future site may want to use the charging infrastructure overnight or over extended periods of time. Longer dwell time amenities and also lower-power BET charging should be prioritized within the site development.

The StreetLight data in Table 2-2 show that for heavy-duty trucks, the average dwell time is only 137 minutes, with 30-minute dwell times occurring 44.69% of the time on average. This is illustrative of multiple scenarios, but most typically point to short deliveries in the surrounding urban area, loading and unloading activities in surrounding industrial warehouses, and short breaks by long-haul trucks traveling through the corridor. These data will inform the layout and amenities of a potential site, with the focus of quick, 30-minute stops for refueling and charging necessary for heavy-duty trucks.

Table 2-1. Medium-duty Truck Dwell Times within a 10-mile Radius

Average Dwell Time (min)	Dwell < 30 min	Dwell 30-60 min	Dwell 60-120 min	Dwell 120-180 min	Dwell 180-600 min	Dwell 600+ min
353	42.14%	16.53%	12.39%	4.97%	8.19%	15.81%

< = less than
min = minute(s)

Table 2-2. Heavy-duty Truck Dwell Times within a 10-mile Radius

Average Dwell Time (min)	Dwell < 30 min	Dwell 30-60 min	Dwell 60-120 min	Dwell 120-180 min	Dwell 180-600 min	Dwell 600+ min
137	44.69%	21.36%	13.47%	5.03%	9.06%	6.47%

2.6 Technology Mix Determination

The technology mix determination step was important in shaping the future charging and refueling infrastructure for the I-80/SR 65 interchange area. This step involves making informed decisions about which of the following are most suitable for addressing the diverse needs of the trucking industry in the region:

- BET technology
- H₂ fuel-cell electric vehicle (FCEV) technology
- Both technologies

The average one-way trip lengths identified in the corridor traffic data analysis were evaluated for both medium- and heavy-duty trucks.

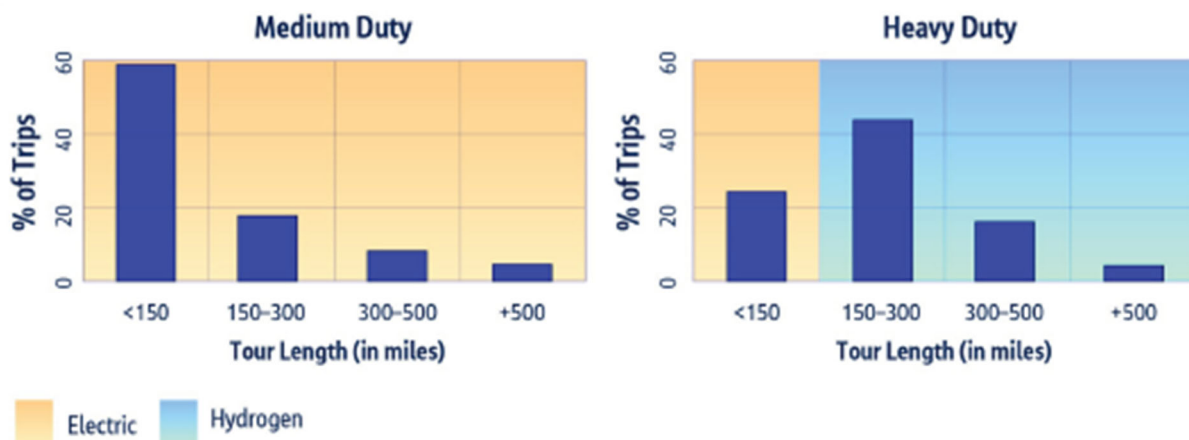
2.6.1 Assumptions

Two assumptions guide the selection of the most suitable technologies for medium- and heavy-duty truck categories:

1. EVs are best suited for all medium- trucks and heavy-duty trucks traveling less than 150 miles. This assumption is based on the understanding that medium-duty trucks engaged in middle-mile trucking and local and regional vocational operations typically undertake shorter one-way trips, making them ideal candidates for the range and charging capabilities of current EV technology. Likewise, heavy-duty trucks traveling less than 150 miles, despite their weight class, can be effectively served by EVs, especially with the availability of overnight charging facilities.
2. H₂ FCEVs are best suited for heavy-duty trucks traveling more than 150 miles. This assumption recognizes that heavy-duty trucks engaged in regional haul and drayage operations require vehicles with extended driving ranges and faster refueling times. H₂ FCEVs, with their capacity for longer ranges and quicker refueling than current BET models, are considered the best solution for these heavy-duty trucks. Moreover, this assumption considers the steep grade of the I-80 corridor between Rocklin and Truckee, where these heavy-duty trucks commonly traverse, and addresses potential challenges related to range and charging associated with battery-electric technology.

Figure 2-5 shows how most medium-duty tours in the sample are in the 150 miles and under category, while heavy-duty tours in the sample were more typically between 150 and 300 miles on I-80 and SR 65.

Figure 2-5. Tour Length Distribution for Medium-duty and Heavy-duty Trucks



2.6.2 Typical Truck Profiles

Based on these assumptions, medium-duty trucks, characterized by an average one-way trip length of approximately 33 to 35 miles, are best suited for BETs and will require EV supply equipment. These trucks typically engage in middle-mile trucking and local and regional vocational operations, making EVs a practical and environmentally friendly choice for their relatively shorter hauls. Additionally, heavy-duty trucks traveling less than 150 miles are also deemed suitable for EVs. Despite being heavy-duty, their relatively shorter one-way trips can be well-supported by current industry pack sizes, enabling overnight charging at the proposed facilities.

However, heavy-duty trucks with average one-way trip lengths greater than 150 miles are better suited for H₂ FCEV. These trucks, typically involved in regional haul (truck pulling trailer) and drayage (truck carrying shipping container) operations with roughly 300-mile round trips would benefit from H₂ fuel-cell trucks because these vehicles offer longer driving ranges and faster refueling times than current BET models. Based on the observations from the corridor traffic data analysis, the typical medium- and heavy-duty truck profiles can be summarized based on their one-way trip lengths and the assumed roundtrip distances (Table 2-3).

Table 2-3. I-80/SR 65 Medium and Heavy-duty Truck Characteristics

Characteristic	Medium-duty Truck	Heavy-duty Truck
Average One-Way Trip Length	Approximately 33 to 35 miles	Approximately 157 to 162 miles
Assumed Roundtrip Distance	Estimated to be around 70 miles (assuming two one-way trips)	Estimated to be around 320 miles (assuming two one-way trips)
Description	Mainly engaged in local or regional operations, covering relatively shorter distances; involved in middle-mile trucking and local and regional vocational tasks	Heavy-duty trucks passing through on I-80 are engaged in more extended regional haul and drayage operations; they cover significantly longer distances than the medium-duty trucks

2.6.3 Challenges for Heavy-duty Electric Trucks

The data reveal that while medium-duty BETs can adequately handle the assumed roundtrip distance of approximately 70 miles, the heavy-duty BETs might face challenges covering the assumed roundtrip distance of approximately 320 miles. The steep grades between Rocklin and Truckee on I-80 can further exacerbate this challenge for heavy-duty BETs. Hydrogen H₂ FCEVs can help address potential range and charging challenges.

2.6.4 Infrastructure Considerations

To support the transition to alternative fuel trucks, electric charging and HRI must meet the different needs of medium- and heavy-duty trucks. For medium-duty trucks, overnight charging

facilities could be sufficient, given their relatively shorter roundtrip distances. However, fast-charging infrastructure will be crucial for heavy-duty trucks, especially in the steep grade areas, so they can cover the longer distances within their operational range.

Spacing of truck stops along I-80 and SR 65 is also a consideration. California Senate Bill 671 requires that the California Transportation Commission prepare a Clean Freight Corridor Efficiency Assessment to identify freight corridors, or segments of corridors, and the infrastructure needed to support the deployment of medium- and heavy-duty ZEVs. Figure 2-6 shows that at least six electric charging locations and one H₂ refueling locations will be needed between Sacramento, California and Reno, Nevada.

Figure 2-6. Potential Minimum Viable Truck Stop Locations along Interstate 80



2.7 Market Assessment of Zero-Emission Vehicles and Infrastructure

A market assessment of ZEVs and related charging infrastructure helps understand the evolving trends and potential for electric and H₂ trucking fleets, and it forms the cornerstone of the projection of future demand for charging and refueling infrastructure. This high-level examination, guided by traffic analysis results, not only enables strategic planning and scalability, but also feeds into the next step of the FS, which focuses on the screening analysis of potential sites near the I-80/SR 65 interchange for prioritization.

2.7.1 Electric and Hydrogen Trucks

In the past decade, battery-electric and H₂ as primary propulsion fuels for medium- and heavy-duty trucks have grown from niche impractical technologies to mainstream products readily offered by top truck manufacturers. BET product on the market currently ranges from medium-duty class 2B, last-mile delivery vans, to heavy-duty, class 8, drayage and regional trucks, along with other vocational trucks and buses in between. Hydrogen, due to its similar fueling speed to diesel and high onboard energy storage capabilities, has become a potential alternative in long-haul trucking as a feasible and easy zero-emission alternative. Figure 2-7 shows the market progression of BET, with full implementation occurring in 2023, while H₂ should realize full implementation by 2024.

Figure 2-7. Electric Truck Market Progress Over Time

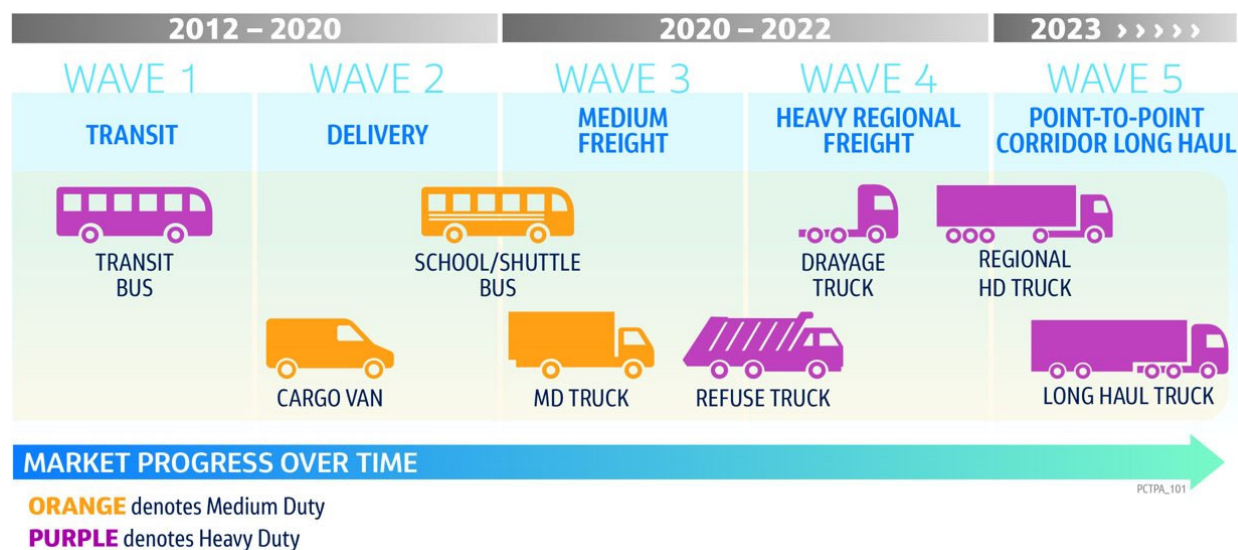


Table 2-4 shows the makes, models, and specifications of some common BETs, and regional, dry van, and drayage trucks on the market.

Table 2-4. Specifications of Some Common Battery-electric, Regional, Dry Van and Drayage Trucks on the Market

Weight Class	Make	Model	Range (miles)
Heavy Duty (class 6/7/8)	Nikola	TRE BEV	330
	Tesla	Semi	500
	Peterbilt	579EV	150
	Volvo	VNR Electric	275
	Lion	8	200
	Freightliner	eCascadia	230

Weight Class	Make	Model	Range (miles)
Medium Duty (class 2b/3/4/5)	Lion	5	200
	Lion	6	200
	Bollinger	B4	185
	International	eMV	135
	Lightning eMotors	ZEV4	130
	Freightliner	eM2	250
	Brightdrop	Zevo 400	250
	Brightdrop	Zevo 600	250

Table 2-5 shows the makes, models, and specifications of some common H₂-fueled, long-haul trucks on the market.

Table 2-5. Specifications of Some Common Hydrogen-Fueled, Long-haul Trucks on the Market

Weight Class	Make	Model	Range (miles)
Heavy Duty (class 6/7/8)	Nikola	TRE FCEV	500
	Hyundai	Xcient	450
	Kenworth/Toyota	T680FCEV	450
	Hyzon	HYHD8-110	350
	Hylion	Hypertruck FC	500

2.7.2 Hydrogen Truck Refueling

In California, the HRI for heavy-duty trucking is a growing focus, with concentration near strategic locations, such as the Port of Long Beach, Los Angeles, and Ontario, California. Currently, three operational, dedicated heavy-duty trucking, H₂ refueling stations are located in these areas, all operated by Shell Hydrogen. This indicates a significant initial investment by Shell, reflecting both the state's commitment to clean energy and the logistics needs of these port areas. Shell has also announced plans to expand its H₂ infrastructure to other locations, including West Sacramento.

Pilot Flying J, Travel Centers of America, and Love's/Trillium, other private developers, have planned or announced projects. These investments and plans signal a growing recognition of H₂ as a viable fuel alternative for heavy-duty trucking within the state, and the anticipated expansion of these facilities suggests a robust future for HRI in California.

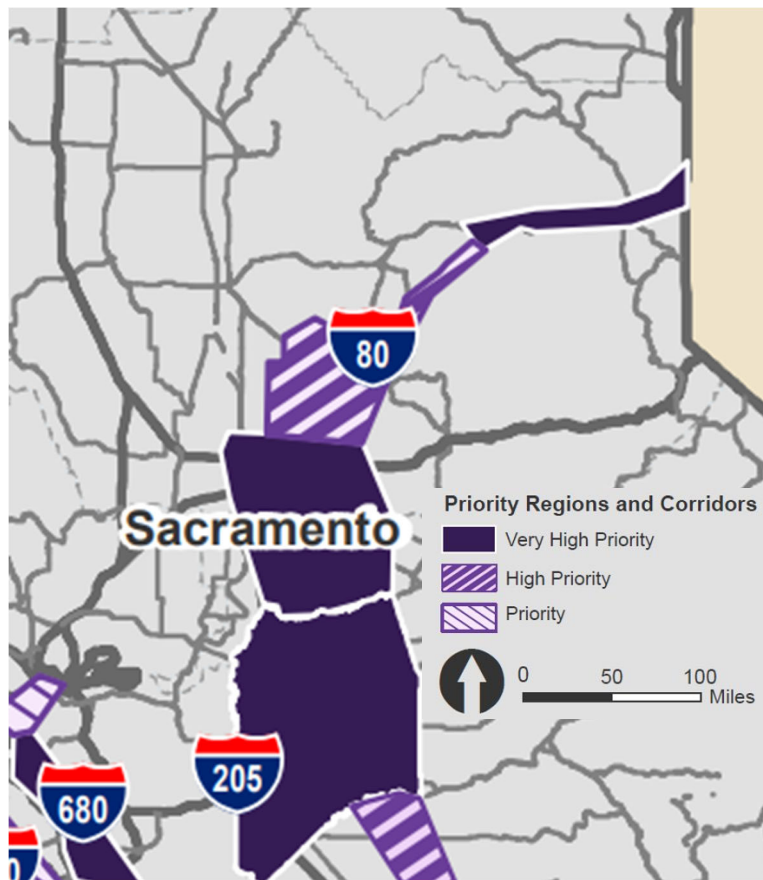
2.7.3 Electric Truck Charging

California has rapidly emerged as a focal point toward a greener trucking landscape. Private electric charging companies, such as Voltera Power, Terawatt, Electrify America, and WattEV, are growing their footprint across Northern California. In addition, joint ventures, such as GreenLane (a collaboration of Daimler, NextEra, and Blackrock) and Pilot Flying J (partnering with GM), along with Travel Centers of America (now under BP) are working to build charging networks, further exemplifying the robust private investment in this space. Together, they are not only enhancing the charging infrastructure in California but are also crafting a blueprint for integrating ZEVs.

2.7.4 Truck Parking Needs

The I-80 corridor is part of the nationwide truck parking shortage due to heavy truck traffic, where existing truck parking facilities are frequently at or near capacity. Per the California Statewide Truck Parking Study (Caltrans 2022), the I-80 Truckee Corridor is designated as a Very High Priority, with a deficit of 165 spaces during the peak hour (Figure 2-8). The lack of adequate parking spaces leads to trucks parking in undesignated areas, causing safety concerns and congestion. Additionally, limited parking options can force drivers to either cut their driving short or exceed legal driving hours to find a suitable spot, potentially compromising safety and regulatory compliance. The California Trucking Association as part of the stakeholder group for this study expressed the need for additional parking and stated that support for any site from the Association would be based on providing on-site truck parking.

Figure 2-8. California Statewide Truck Parking Study Priority Regions



The California Statewide Truck Parking Study also illuminated the urgent need to expand the charging and refueling infrastructure for electric and H₂-powered trucks, noting:

“Providing zero emission fuels (ZEF), described under Policy and Program Strategies in Support of Truck Parking, may not be feasible everywhere but at a minimum should be considered at all future truck parking capacity projects” (Caltrans 2022).

The transition to ZEVs adds another layer of complexity to the parking challenge. The infrastructure required for charging or refueling these vehicles is currently insufficient along I-80 and SR 65, threatening to slow the transition to cleaner transportation options. The industry's rapid movement toward sustainability demands an equally agile response in infrastructure development.

Several interlinked solutions must be considered. In addition to the expansion of existing facilities or building new ones is an urgent need to incorporate charging and refueling stations for electric- and H₂-powered trucks. Leveraging technology to provide real-time parking and charging station availability; exploring public-private partnerships to boost investment; and a

coordinated approach between the state, local authorities, and private sector could all form part of a comprehensive strategy.

2.7.5 Technology Recommendations

Electric batteries and H₂ FCEV technologies are ever evolving and stand to both significantly grow in efficiency and commercial viability in the coming decades.

Currently, this particular stretch of I-80 and SR 65 corridors are substantially underserved for alternative fuel trucking, vehicle charging and refueling locations, and diesel and gasoline fueling locations. An analysis of the current I-80 corridor from Reno, Nevada to Sacramento, California, as well as the SR 65 corridor from Roseville to Yuba City, California shows no existing H₂ or battery-electric public heavy-duty truck facilities, and only one diesel truck facility (the Pilot 49er truck stop). Demand and need is high along the corridor, and new truck facilities are badly needed, regardless of fuel type. A future site development in the vicinity of the I-80/SR 65 interchange would be well situated from both a customer traffic and revenue standpoint.

The Pilot 49er truck stop is roughly 20 miles west of the I-80/SR 65 interchange and the only major truck stop within the immediate vicinity along I-80. The Pilot 49er truck stop consists of the following (Figure 2-9):

- 225 non-fueling parking bays
- 6 pull-through fueling lanes for heavy- and medium-duty trucks
- 8 light-duty passenger fuel pump locations
- 2 weigh scale locations
- 1 restaurant
- 1 convenience store
- 1 six-bay truck maintenance facility

The I-80/SR 65 interchange area is likely to have a mix of medium- and heavy-duty truck traffic, each with distinct trip lengths and operational requirements. The technology mix determination

Figure 2-9. Existing Pilot 49er Truck Stop in Sacramento, California



step considers these specific truck profiles and associated trip lengths to propose an optimized mix of BET and HRI. By striking a balance between the two technologies, the proposed infrastructure aims to meet the varied operational needs of the trucking industry, while promoting the adoption of cleaner and more sustainable transportation solutions in the region. The goal is to serve the most customers and drivers along the corridor, ensure futureproofing, and serve multiple types of vehicles. The assumption is that the mix of infrastructure for each site would match and be proportional to the type of vehicle and driver who uses the corridor daily, and would include a mix of multiple technologies. In addition, the site should also provide for heavy-duty truck and trailer layover parking, which is badly deficient in this area of I-80, SR 65, and the greater California freeway network.

This approach sets the stage for a well-integrated and futureproof infrastructure that can adapt to the evolving demands of the trucking sector and advance the region's commitment to reducing GHG emissions and promoting environmental stewardship.

2.7.6 Vehicle User Characteristics

Based on current battery technologies and the trends of vehicle types and industries with battery-EVs, it is likely that medium-duty trucks will be battery-electric. Even medium-duty trucking with trips more than 500 miles, given their low weight requirements and higher efficiencies, are anticipated to trend toward battery-electric technologies. Battery-electric will also be the most prevalent technology in heavy-duty trucking with regional, drayage, and urban haul use cases less than 150 miles. An example is heavy-duty, dry van trucking that serves regional beverage, food distributor, and less-than-truckload trucking in the greater Sacramento region.

The regional medium- and heavy-duty trucks will be primarily charged overnight in private depot yards but will need mid-day on-route fast-charging stations so that they can meet each day's changing needs. The demand for medium- and heavy-duty trucks capable of mid-day fast charging for BETs is very large, and it is anticipated that this will result in the greatest revenue generation and vehicle traffic to a future site.

This usage scenario is important to highlight, as the site's amenities and concession should be developed so as to provide the following:

- Quick food and beverage offerings
- Fast charging to provide layover times of approximately 20 to 40 minutes, typically during a lunch break
- Sitting areas, and lunch and breakfast options for drivers
- Potential for valet service to park, plug, and unplug trucks to avoid drivers needing to operate chargers; this has an added benefit of efficiently using fast-charging stations and efficient truck movements once the charge session has concluded

While a much smaller percentage of truck traffic traveling through the corridor long distance (more than 150 miles), heavy-duty truck traffic is also a category that should not be ignored when developing service infrastructure. This truck type and usage scenario is anticipated to be predominantly H₂ FCEVs in the coming decades due to limitations on BET ranges. The Roseville and Rocklin area, along with the larger Sacramento region, is an important corridor for the growth of H₂, long-haul trucking; thus, a site should include some provisions for H₂ fueling.

2.7.7 Site Characteristics

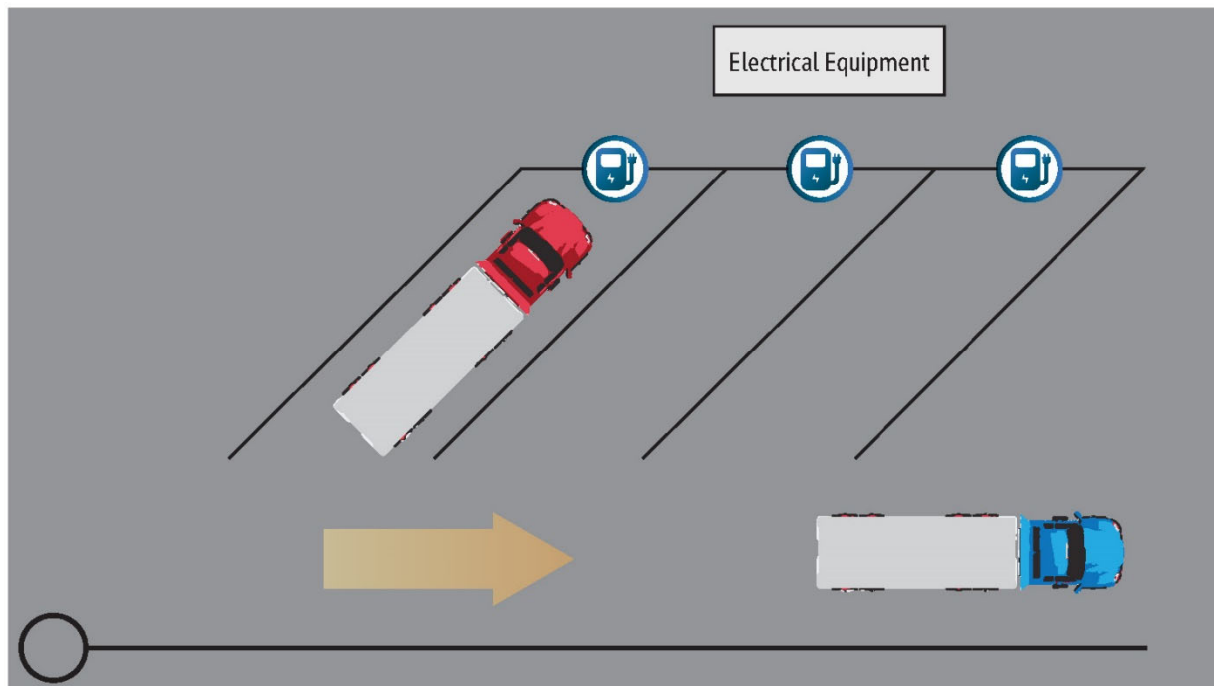
Using the average volume data, it was determined that approximately 80% of available fueling and charging stalls should be allocated for regional and urban medium- and heavy-duty BETs. H₂ heavy-duty trucks with trips more than 150 miles constitute roughly 20% of the total volume, and it is expected that these vehicles would constitute the future H₂ fueling demand.

Depending on specific layout, size, and exit and entrance requirements, the ideal site should consist of four separate areas to accommodate different trucking types and address projected future needs:

1. Of the 80% allocated for BET stalls, 75% should be able to service medium-duty vans, trucks, and vocational trucks. These facilities should include facility features, such as:
 - Nose-in parking (Figure 2-10)
 - Waiting queue areas
 - Valets
 - Large screens showing charger status in food areas
 - Sitting areas

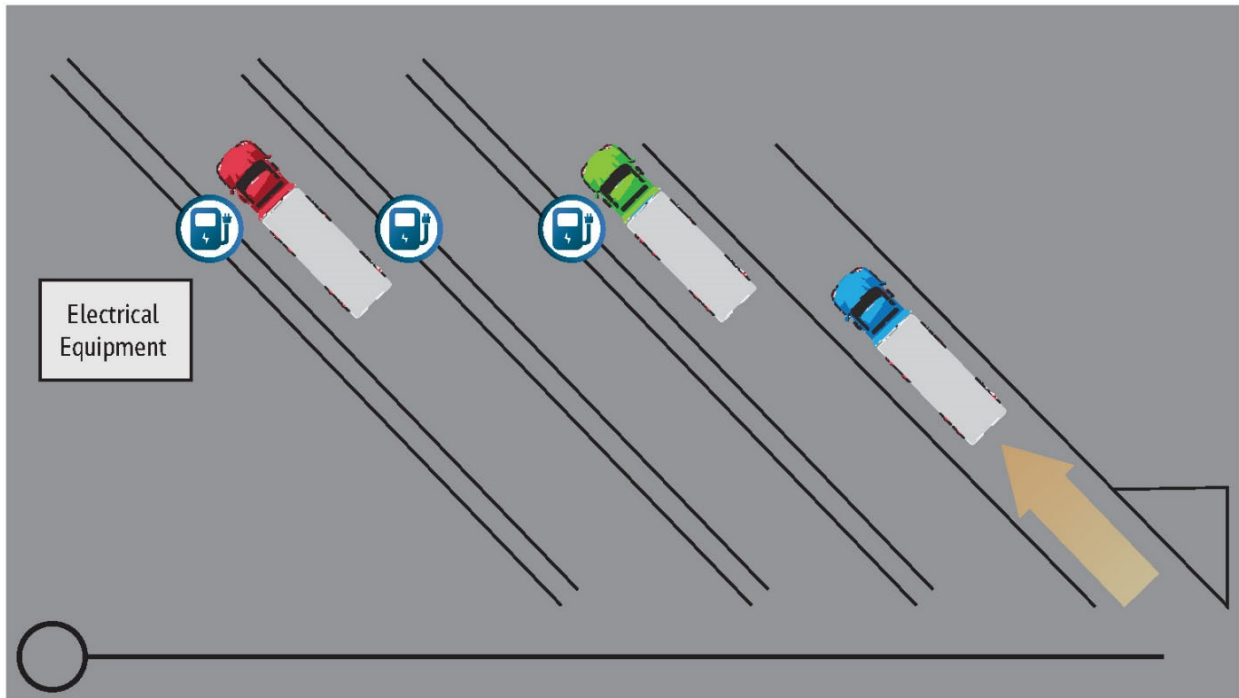
This area would primarily serve fleet vehicles that require mid-day and lunch break charging.

Figure 2-10. Example Nose-in Parking



2. In addition to the 80% allocated for BET stalls, 25% should be designed for heavy-duty trucks and trailers with pull-through stalls with 350-kilowatt (kW) fast chargers for short (less than 1-hour dwell times) (Figure 2-11). Like the medium-duty scenario, this is envisioned to primarily serve daily mid-day charging needs of local and regional trucking companies.

Figure 2-11. Example Pull-through Truck Parking Stall Layout



3. Approximately 20% of the total stalls available for both BET and H₂ trucks should provide H₂ refueling for heavy-duty trucks and trailers and should be designed for a vehicle refuel dwell time of no more than 15 minutes. Long-haul trucking, while a smaller percentage of the corridor's traffic, represents a crucial population that ultimately will also need to be served in the coming decades.
4. Dedicated parking should be provided for heavy-duty trucks and trailers requiring longer overnight layover needs. These parking areas should be co-located with the heavy-duty EV and H₂ truck and trailer areas, addressing the lack of general heavy-duty truck parking along the immediate stretch of I-80.

3 Site Analysis

Selection of suitable sites involved developing a list of sites to consider and ranking them against high-level screening criteria. Three sites were selected using the high-level screening criteria and were evaluated in greater detail, as described in this section.

3.1 Sacramento Area Council of Governments Coordination

Sacramento Area Council of Governments (SACOG) is currently leading a separate FS for truck alternative fuel in the Northern California Megaregion. The study identified 55 candidate locations based on geographic information system (GIS) data, stakeholder input, and recommendations from various sources. These sites met specific criteria, including:

- Industrial zoning
- Proximity to freeway exits
- Leveraging other transportation projects
- Not next to residential areas

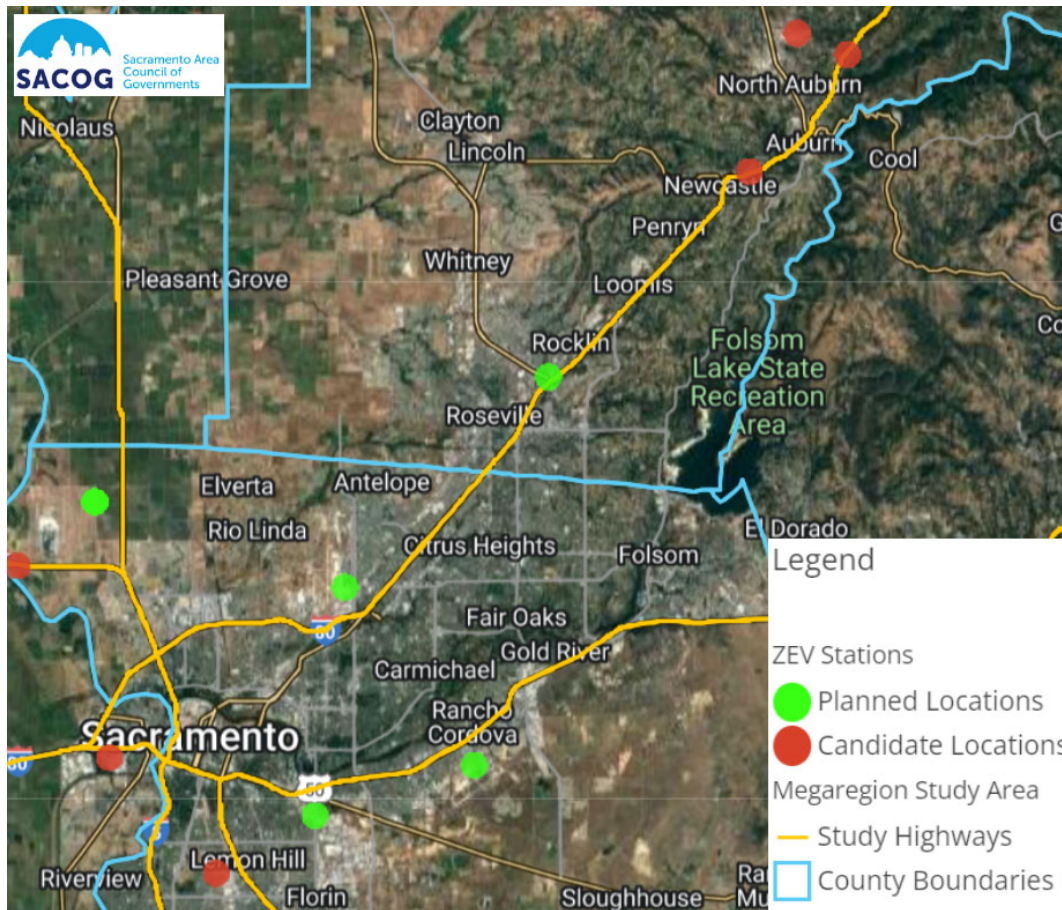
After feedback from the Steering Committee, 42 sites were selected for further evaluation. Using GIS data, Google Maps, property records, and capacity maps, the project team assessed factors that could impede the construction of a ZEV fueling hub or make the site economically unviable compared to others in the area. This led to the categorization of the remaining 43 sites into 3 groups, each requiring distinct approaches for feasibility, outreach, community engagement, and business models.

The study also referenced earlier work by the California Fuel Cell Partnership, defining three types of stations: Clusters, Connectors, and Destination stations. These stations vary in size and purpose, accommodating overnight charging, daytime opportunity charging, and other services.

Additionally, SACOG has compiled a database of considered locations for ZEV fueling facilities. Figure 3-1 shows a screenshot from this database.

Figure 3-1. SACOG Desired Locations for Zero-emission Vehicle Fueling Facilities

Source: SACOG, 2023



Current ZEV station development is underway, with various agencies and developers actively engaging with fleets and planning for depot and public charging. The 2023 *California Building Code* mandates EV-ready infrastructure for new commercial and industrial buildings with loading docks or truck parking. Several charging hubs are already operational or in planning stages in Sacramento, Livermore, and Tracy, while H₂ stations are also being considered for the region. The process of identifying candidate locations involved considering factors, like:

- Jurisdictional support
- Near-term demand
- Property accessibility
- Economic impact
- Alignment with existing and planned infrastructure

Sites were screened to verify suitability, resulting in a final list of more than 40 locations in the 3 main categories.

For existing truck fueling stations, the team recommends direct engagement with owners and operators to educate them about ZEV opportunities. Sites meeting Megaregion criteria are listed, along with their respective cities. Sites listed for sale are recommended for evaluation, with results shared with real estate brokers representing the properties. Feasibility analyses may lead to sales or listings, potentially expediting privately funded ZEV station development. Sites not for sale, including those owned by government agencies or private entities, require outreach to gauge interest and willingness to participate in an evaluation. Community engagement is essential to provide ZEV fueling benefits to residents and businesses.

The study also provides information about expected throughput and peak demand at the identified stations, which will be crucial for planning and development. Table 3-1 shows the candidate sites identified in Placer County.

Table 3-1. Placer County Candidate Sites

City	Address	Description
Auburn	14330 Musso Road	Industrial building on land leased from UP through 2032
Auburn	10201 Ophir Road	Vacant property
Auburn	13666 New Airport Road	Undeveloped land near airport
Emigrant Gap	41975 Nyack Road	Authorized and unauthorized truck parking

Source: SACOG, 2023

3.2 High-level Site Screening

The goal of the high-level site screening was to consider all candidate sites and refine the list based on fatal flaws and implementation considerations. Figure 3-2 summarizes the conclusions of the screening, and Sections 3.1.1 through 3.1.3 provide details.

Figure 3-2. Site Screening Matrix

Site	1 Roseville Electric Substation	2 Miner Ravine	3 Roseville Pkwy	4 Taylor Rd	5 Secret Ravine Ramp	6 Galleria	7 Sierra College	8 Horseshoe Bar	9 Penryn	10 Bell
Acreage	15.7		14.2	2.8		20				
Ownership	PG&E		City of Roseville	Strauch Trust		Galleria LLC				
Electric Charging			Can Not Excavate							
Hydrogen Refueling	Overhead Powerlines		Can Not Excavate							
Revenue Generation Potential	Large		Large	Small		Large				
Site Development Cost			Ramp Access	Low						
Site Development	Overhead Powerlines		No Digging	Needed for 80/65		Pending Development				
Environmental and Community Considerations	Former Landfill		Nearby Apartments Former Burn Dump	Nearby Church		Former Landfill				
Truck Route Access										
Grant Funding - CEJST Mapping										
Local Agency Concerns	High Traffic Area		Old Landfill	None		High Traffic Area				

Potential Issues: ■ Low ■ Medium ■ High

Five sites were screened out because they are not close enough to the I-80/SR 65 interchange. These sites include:

- Miner Ravine (Site 2)
- Sierra College (Site 7)
- Horseshoe Bar (Site 8)
- Penryn (Site 9)
- Bell (Site 10)

Secret Ravine Ramp (Site 5) was screened out because it lacks sufficient operating space and because it has no technically feasible options for site access.

The other four sites were evaluated based on the criteria in Figure 3-2 and assigned a color based on its level of performance against a given criterion, as follows:

- A green cell indicates the criterion appears to pose no challenge to a site's feasibility.
- A yellow cell indicates the criterion appears to pose a challenge to a site's feasibility.
- An orange cell indicates the criterion appears to pose a significant challenge to a site's feasibility.

Roseville Electric Substation (Site 1) was eliminated through discussions with stakeholders because Pacific Gas and Electric Company (PG&E) (owner) has purposed this space for future expansion of the electrical substation. Babeeta Nagra, PG&E, included the following justification for the team to eliminate Site 1:

"While PG&E currently has undeveloped land around its Atlantic Substation (known as Site 1 Roseville Electric Substation in the I-80/SR 65 Interchange Truck Alternative Fueling Feasibility Study); there are future expansion plans at the substation that would minimized availability of access and land on the property. At this time, PG&E would suggest SACOG remove site 1 from its evaluation criteria as a potential site due to future development on the site."

Seven sites were screened out during the high-level site screening, leaving Roseville Parkway (Site 3), Taylor Road (Site 4), and Galleria (Site 6) to be evaluated during the detailed site evaluation.

3.2.1.1 California Legal Truck Routes

All three remaining sites (sites 3, 4, and 6) are not accessible by California Legal Truck Routes within the City of Roseville. Various regional corridor priorities may change this, but this is an important feasibility consideration, as well as a consideration for the sites' competitiveness for funding.

Figure 3-3 shows the existing truck routes as they relate to the nearby sites considered by this study.

Figure 3-3. California Legal Truck Routes



3.3 Detailed Site Evaluation

Three sites were identified to progress to a detailed design phase and are discussed in this section.

3.3.1 Roseville Parkway (Site 3) Overview

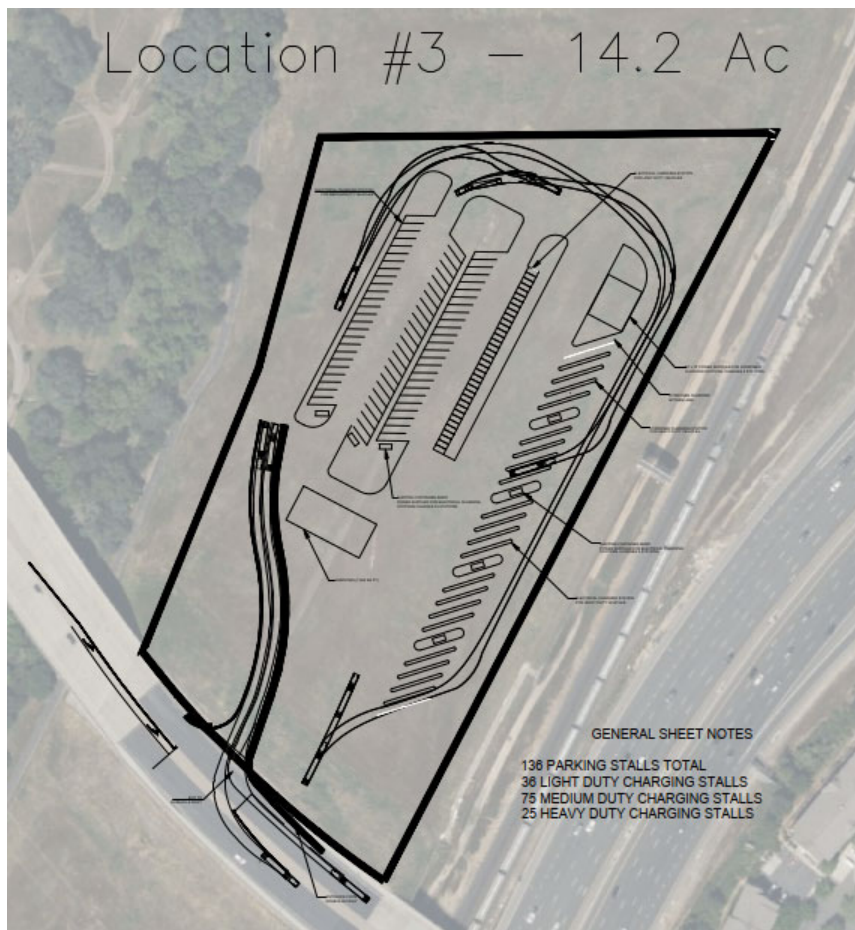
Site 3 is one of three recommended sites for medium- and heavy-duty truck charging and refueling along the I-80/ SR-65 corridor in Roseville, California. The primary factors influencing this recommendation are the number of vehicles associated with the site, access to the site, and the available power. This site includes fueling islands, charging and fueling equipment, as well as a large 7,800 square foot (ft²) concession building. A total of 136 vehicles can be served at this site. The vehicles include parking spaces to accommodate 36 light-duty, 75 medium-duty, and 25 tractor-trailer heavy-duty vehicles. The medium- and heavy-duty quantities represent

approximately 0.4% of the overall daily I-80 combined eastbound and westbound corridor traffic volume.

Figure 3-4 shows a detailed parking layout, with truck turning analysis of the site for reference. A higher resolution layout is shown in the Appendix. The schematic design in the Appendix shows additional detail, including a detailed charging and refueling equipment layout.

The subsections that follow the site layout provide a summary of the site conditions and upgrades needed to charge the associated vehicles.

Figure 3-4. Site 3 Layout



3.3.1.1 Electric Vehicle Supply Equipment and Hydrogen Fueling Equipment Summary

Site 3 is located atop a capped landfill site, complicating the traditional way of installing electric vehicle supply equipment (EVSE) and H₂ fueling facilities. It is anticipated that aboveground gantries, raceways, and trestle structures will be used to distribute H₂ fuel and electrical wiring throughout the facility.

The site has the capacity to serve a total of 136 vehicles (36 light-duty, 75 medium-duty, and 25 tractor-trailer heavy-duty). Five of the planned 25 pull-through heavy-duty lanes are allocated for H₂ refueling, while the remaining spaces are dedicated for BETs.

It is anticipated that Level 3 direct current (DC) charging of up to 150 kW should be used for the light-duty and medium-duty vehicles, considering the need for a quick mid-day charge, with vehicle battery pack sizes ranging from 90 to 300 kilowatt-hours (kWh).

It is anticipated that the vehicles classified as heavy-duty, with Class 8 truck and trailer combinations would be served by 350 kW DC charging systems. This larger size will help futureproof the site and enable quick approximately 30-minute charging times for semi-truck vehicles, with battery packs ranging from 200 to 900 kWh.

To serve the needs of the region's customers and accommodate the parking lot layout, it is recommended that fifty-six 150-kW dual-port DC charging systems and twenty 350-kW single-port DC charging systems be installed across the parking areas at Site 3.

Hydrogen fueling equipment sizing will be based upon the installation of five pull-through refueling lanes. Each lane can have one dispenser that can accommodate 350 and 700 bar refueling. It is anticipated that the lanes will serve heavy-duty H₂ FCEVs that have onboard capacity of approximately 50 kilograms (kg) of H₂.

Adjacent to the refueling lanes will be the H₂ refueling equipment compound. The compound will contain H₂ storage (bulk and high pressure), compressors or cryopumps, and chillers or vaporizers. Hydrogen can be either stored as a compressed gas or as a liquid. Because of the quantities of H₂ and logistics, we anticipate that the H₂ will be stored in liquid form. The H₂ storage quantity for the site will be approximately 10,000 kg.

Site 3 also is a good candidate for the deployment of substantially sized aboveground storage tanks (ASTs) for H₂ and associated distribution systems for H₂ FCEVs. Hydrogen facilities require significant footprint, approximately 8,000 to 10,000 ft², and Site 3 can accommodate these H₂ facilities. It is projected that the H₂ fueling infrastructure onsite would have the ability to support primarily heavy-duty, long-haul semi-truck volume, in addition to supplying H₂ to light-duty passenger vehicles as well.

3.3.1.2 Civil Summary

Access to Site 3 from Interstate 80 is via the Atlantic Street/Eureka Road interchange, Taylor Road, and Roseville Parkway. Departing the site to return to the freeway would utilize the same routes in the opposite directions. Vehicles accessing from Westbound I-80 are required to weave across three lanes of traffic on Atlantic Street to access Taylor Road, which may be difficult for large trucks and could impact traffic operations. A new, signalized intersection on Roseville Parkway would be required to access the facility. From the new intersection, a 525-foot-long roadway to the site would need to be constructed to accommodate the approximately 25-foot elevation difference between the site and elevated Roseville Parkway. The new intersection and connecting roadway would be designed and constructed per City of Roseville standards.

The local roadways accessing this site are not currently legal truck routes per the City of Roseville's Truck Route Map. Coordination with the City and potential additional capital improvements would be necessary to permit these roadways to be used by trucks to access the site.

As mentioned in the previous section, Site 3 would be constructed on top of a capped landfill. Significant environmental mitigation could be required to develop the site. Excavation would not be permitted, requiring the import of material to accommodate site grading and provide cover for underground utilities.

3.3.1.3 Electrical Summary

The primary incoming electrical feed would be supplied by the local municipal utility, Roseville Electric, and would be routed through overhead aerial lines adjacent to the site along Galleria Boulevard. Exact sizing of the service and primary medium-voltage tie-in points are still to be determined.

The anticipated electrical loads of the site consist of the following elements:

- Site lighting and building loads: 200 kW
- Fifty-six 150 kW DC fast charger for light-duty and medium-duty vehicles
 - Peak load: 8.4 megawatts (MW)
 - Expected nominal load: approximately 3 MW
- Twenty 350 kW DC fast charger for heavy-duty tractor-trailers
 - Peak Load: 7 MW
 - Expected Nominal Load: approximately 4 MW
- Hydrogen fueling infrastructure:
 - Peak Load: approximately 250 kW

Given the scale and size of the electrical needs for the site, onsite renewables, battery storage, and integrated charger management software should be explored to support balanced energy usage.

3.3.2 Taylor Road (Site 4) Overview

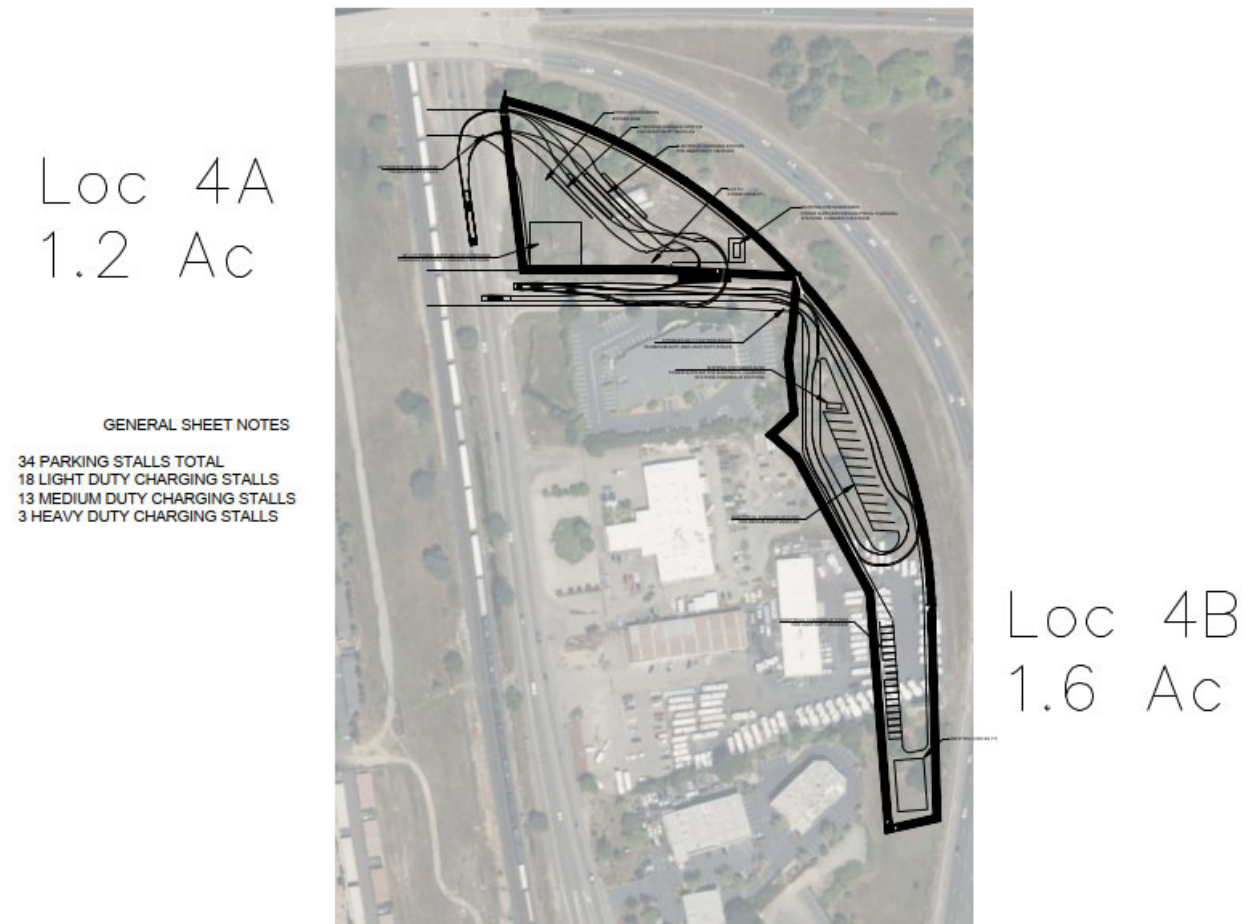
Site 4 is one of three recommended sites for medium- and heavy-duty truck charging and refueling along the I-80/ SR-65 corridor in Roseville, California, and is the smallest site, comprising 1.2 acres. From a feasibility and developer attractiveness standpoint, Site 4 represents the most feasible site for establishing ZEV charging and fueling adjacent to the I-80/SR-65 interchange.

The primary factors influencing this recommendation are the number of vehicles associated with the site, access to the site, and the available power. This site includes fueling islands, charging and fueling equipment, as well as a smaller 2,800 ft² concession building. A total of 34 vehicles

can be served at this site. The vehicles include parking spaces to accommodate 18 light-duty, 13 medium-duty, and 3 pull-through lanes for tractor-trailer heavy-duty vehicles. The medium- and heavy-duty quantities represent approximately 0.1% of the overall daily I-80 combined eastbound and westbound corridor traffic volume.

Figure 3-5 shows a detailed parking layout, with truck turning analysis of the site for reference. A higher-resolution layout is shown in the Appendix. The schematic design in the Appendix shows additional detail, including a detailed charging and refueling equipment layout.

Figure 3-5. Site 4 Layout



The following subsections provide a summary of the site conditions and upgrades needed to charge the associated vehicles. Refer to the schematic design for complete details.

3.3.2.1 Electric Vehicle Supply Equipment and Hydrogen Fueling Equipment Summary

Site 4 is located adjacent to the I-80/SR-65 interchange, and bounded on the north by Taylor Road. It is intermixed between multiple mixed-use sites, including a recreational vehicle dealership and medical office building complex.

The site has the capacity to serve a total of 34 vehicles (18 light-duty, 13 medium-duty, and 3 tractor-trailer heavy-duty). One of the planned three pull-through heavy-duty lanes is allocated for H₂ refueling, while the remaining spaces are dedicated for BETs.

It is anticipated that Level 3 DC charging of up to 150 kW should be used for the light-duty and medium-duty vehicles, considering the need for a quick mid-day charge, with vehicle battery pack sizes ranging from 90 to 300 kWh. It is anticipated that the vehicles classified as heavy-duty, with Class 8 truck and trailer combinations, would be served by 350 kW DC charging systems. This larger size will help futureproof the site and support quick, approximately 30-minute charging times for semi-truck vehicles, with battery packs ranging from 200 to 900 kWh.

To serve the needs of the region's customers and accommodate the parking lot layout, it is recommended that fifteen 150 kW dual-port DC charging systems and three 350 kW single-port DC charging systems be installed across the parking areas at Site 4.

Site 4 also represent good candidates for the deployment of smaller-sized H₂ ASTs and associated distribution systems for H₂ FCEVs. While only a single pull-through H₂ fueling lane is shown on the layout, it is anticipated that this should be adequate to meet the needs of future truck traffic.

H₂ fueling equipment sizing will be based upon the installation of three pull-through refueling lanes. Each lane can have one dispenser that can accommodate 350 and 700 bar refueling. It is anticipated that the lanes will serve heavy-duty H₂ fuel cell trucks that have onboard capacity of approximately 50 kg of H₂.

Adjacent to the refueling lanes will be the H₂ refueling equipment compound. The compound will contain H₂ storage (bulk and high pressure), compressors or cryopumps, and chillers or vaporizers. H₂ can be either stored as a compressed gas or as a liquid. Because of the quantities of H₂ and logistics, we anticipate that the H₂ will be stored in liquid form. The H₂ storage quantity for the site will be approximately 6,000 kg.

Hydrogen facilities require a significant footprint, approximately 4,000 to 6,000 ft², and site 4 can accommodate these H₂ facilities. It is projected that the H₂ fueling infrastructure onsite would have the ability to support primarily heavy-duty, long-haul semi-truck volume, in addition to potentially supplying H₂ to light-duty passenger vehicles as well.

3.3.2.2 Civil Summary

Access to Site 4 from westbound Interstate 80 is via the Atlantic Street/Eureka Road interchange and Taylor Road. From eastbound I-80 access is from the Taylor Road interchange. Vehicle departing the site to return to the westbound freeway would utilize the Taylor Road interchange while eastbound vehicles would use Taylor Road to the Atlantic Street/Eureka Road interchange. Similar to Site 3, vehicles accessing from Westbound I-80 are required to weave across three lanes of traffic on Atlantic Street to access Taylor Road, which may be difficult for large trucks and could impact traffic operations. A new, signalized intersection on Taylor Road at Stonehouse

Court would be required to access the facility. The new intersection and connecting roadway would be designed and constructed per City of Roseville standards.

The local roadways accessing this site are not currently legal truck routes per the City of Roseville's Truck Route Map. Coordination with the City and potential additional capital improvements would be necessary to permit these roadways to be used by trucks to access the site.

Access and civil concerns include the following:

- Confined site with minimal staging area.
- Access to and from site unto Taylor Road is difficult, but not infeasible.
- Generally, site is a good candidate for development by a third-party developer.

The site cannot easily accommodate increased truck and commercial traffic due to the distance from the I-80 interchange with Eureka Road, as well as the designation of Taylor Road as a non-truck route corridor. Vehicles accessing the site from westbound I-80 or toward eastbound I-80 will need to travel more than 1 mile on local streets. To maintain safe and efficient traffic flow in and out of the site, the heavy-duty fueling and charging area will require an entrance off of Taylor Road and an expansion of Stonehouse Court to accommodate existing truck traffic during turning.

3.3.2.3 Electrical Summary

The primary incoming electrical feed would be supplied by the local municipal utility, Roseville Electric, and would be routed through overhead aerial lines adjacent to the site along Taylor Road. Exact sizing of the service and primary medium-voltage tie-in points are still to be determined.

The anticipated electrical loads of the site consist of the following elements:

- Site lighting and building loads: 100 kW
- Fifteen 150 kW DC fast charger for light-duty and medium-duty vehicles
 - Peak Load: 2.25 MW
 - Expected Nominal Load: approximately 1 MW
- Three 350 kW DC fast chargers for heavy-duty tractor-trailers
 - Peak Load: 1.1 MW
 - Expected Nominal Load: approximately 700 kW
- Hydrogen fueling infrastructure:
 - Peak Load: approximately 150 kW

Given the scale and size of the electrical needs for the site, primary power availability from Roseville Electric should be feasible. Onsite renewables, specifically solar canopies, should be explored to offset daytime and mid-day charging demand.

3.3.3 Galleria (Site 6) Overview

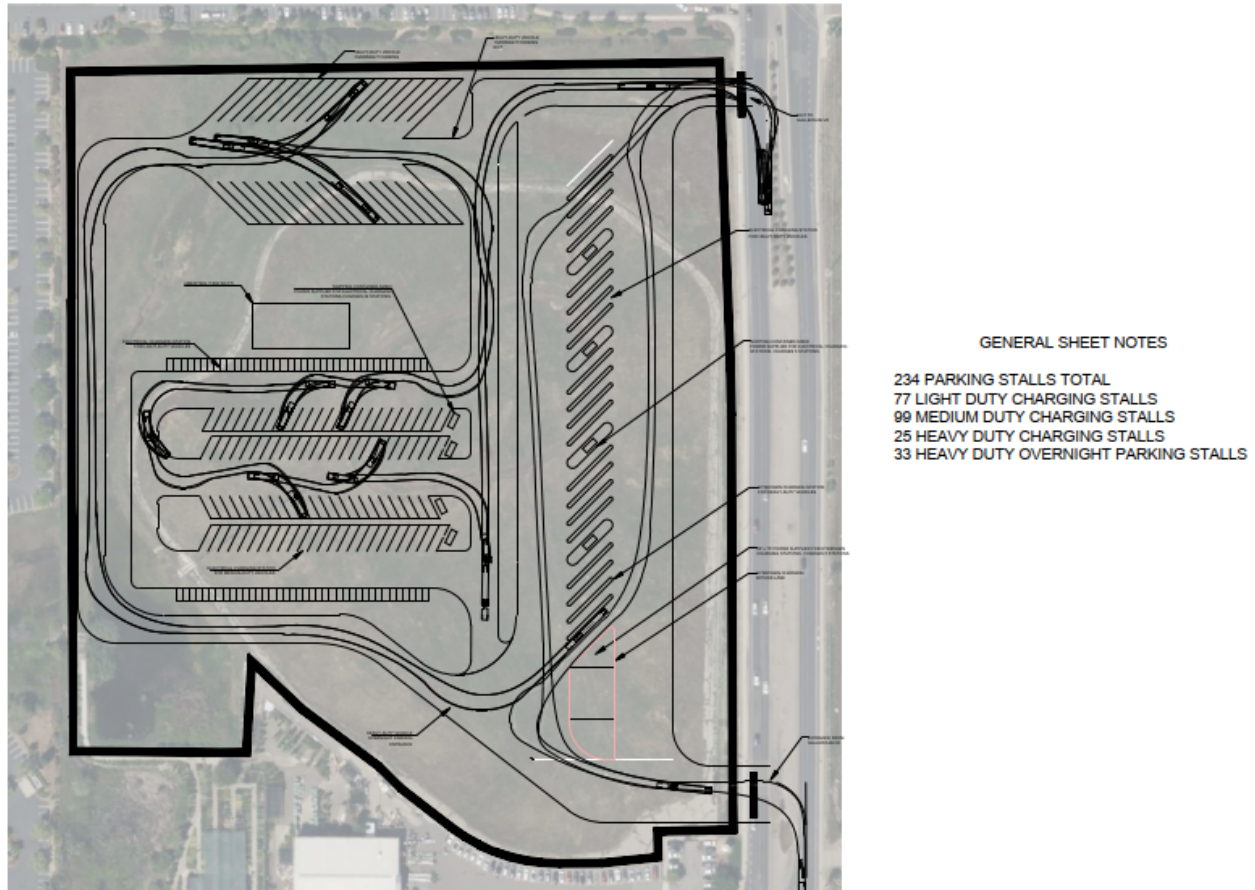
Site 6 is one of three recommended sites for medium- and heavy-duty truck charging and refueling along the I-80/ SR-65 corridor in Roseville, California and is the largest site, comprising 20 acres.

The primary factors influencing this recommendation are the number of vehicles associated with the site, access to the site, and the available power. This site includes fueling islands, charging and fueling equipment, as well as a large 7,800 ft² concession building. A total of 201 vehicles can be served at this site, with an additional 33 spaces allocated for non-fueling and charging overnight parking. The site's charging and fueling parking spaces can accommodate 77 light-duty, 99 medium-duty, and 25 tractor-trailer heavy-duty vehicles. The medium- and heavy-duty quantities represent approximately 0.8% of the overall daily I-80 combined eastbound and westbound corridor traffic volume.

Figure 3-6 shows a detailed parking layout, with truck turning analysis of the site for reference. A higher-resolution layout is shown in the Appendix. The schematic design in the Appendix shows additional detail, including a detailed charging and refueling equipment layout.

Figure 3-6. Site 6 Layout

Location #6 – 20.0 Ac



The following subsections provide a summary of the site conditions and upgrades needed to charge the associated vehicles.

3.3.3.1 Electric Vehicle Supply Equipment and Hydrogen Fueling Equipment Summary

Site 6 is located atop a capped landfill site with grades approximately 10 feet higher than the adjacent Galleria Road, complicating the traditional way of installing EVSE and H₂ fueling facilities. It is anticipated that aboveground gantries, raceways, and trestle structures will be used to distribute H₂ fuel and electrical wiring throughout the facility.

The site has the capacity to serve a total of 201 vehicles (77 light-duty, 99 medium-duty, and 25 tractor-trailer heavy-duty). Five of the planned 25 pull-through heavy-duty lanes are allocated for H₂ refueling, while the remaining spaces are dedicated for BETs.

It is anticipated that Level 3 DC charging of up to 150 kW should be used for the light-duty and medium-duty vehicles, considering the need for a quick mid-day charge, with vehicle battery

pack sizes ranging from 90 to 300 kWh. It is anticipated that the vehicles classified as heavy-duty, with Class 8 truck and trailer combinations, would be served by 350 kW DC charging systems. This larger size will help futureproof the site and support quick approximately 30-minute charging times for semi-truck vehicles, with battery packs ranging from 200 to 900 kWh.

To serve the needs of the region's customers and accommodate the parking lot layout, it is recommended that eighty-eight 150 kW dual-port DC charging systems and twenty 350 kW DC charging systems be installed across the parking areas at Site 6.

H₂ fueling equipment sizing will be based upon the installation of five pull-through refueling lanes. Each lane can have one dispenser that can accommodate 350 and 700 bar refueling. It is anticipated that the lanes will serve heavy-duty H₂ FCEVs that have onboard capacity of approximately 50 kg of H₂.

Adjacent to the refueling lanes will be the H₂ refueling equipment compound. The compound will contain H₂ storage (bulk and high pressure), compressors or cryopumps, and chillers or vaporizers. H₂ can be either stored as a compressed gas or as a liquid. Because of the quantities of H₂ and logistics, we anticipate that the H₂ will be stored in liquid form. The H₂ storage quantity for the site will be approximately 10,000 kg.

Site 6 also represents a good candidate for the deployment of H₂ ASTs and associated distribution systems for H₂ FCEVs. H₂ facilities require a significant footprint, approximately 8,000 to 10,000 ft², and Site 6 can accommodate these H₂ facilities on a large scale. It is projected that the H₂ fueling infrastructure onsite would have the ability to support primarily heavy-duty, long-haul semi-truck volume, in addition to potentially supplying H₂ to light-duty passenger vehicles as well.

3.3.3.2 Civil Summary

Access and civil concerns include the following:

- Site is approximately 10 feet above the grade of Galleria Road, potentially leading to traffic flow inefficiencies.
- Access to Galleria Road may require signal intersection and restrictions to truck direction of traffic, and two exit and entrance turn lanes on Galleria Road.
- Site upgrades and underground work is not feasible due to the landfill, causing major barriers for a future developer.

The site cannot easily accommodate increased truck and commercial traffic due to the proximity to Roseville Galleria shopping district, as well as the designation of Atlantic Street, Wills Road, and Galleria Boulevard as non-truck route corridors. The site topography represents a challenge, given that the current site is higher elevation than the surrounding areas and roadway, so additional civil work will be required to develop ramps to provide easy access to the site by heavy-duty truck and trailer vehicles. To maintain safe and efficient traffic flow in and out of the

site, two exits and entrances will be required off of Galleria Road, requiring new traffic signals, as shown on the high-level site layout on Figure 3-6.

3.3.3.3 Electrical Summary

The primary incoming electrical feed would be supplied by the local municipal utility, Roseville Electric, and would be routed through overhead aerial lines adjacent to the site along Taylor Road. Exact sizing of the service and primary medium-voltage tie-in points are still to be determined.

The anticipated electrical loads of the site consist of the following elements:

- Site lighting and building loads: 200 kW
- Eighty-eight 150 kW DC fast charger for light-duty and medium-duty vehicles
 - Peak Load: 13 MW
 - Expected Nominal Load: approximately 8 MW
- Twenty 350 kW DC fast charger for heavy-duty tractor-trailers
 - Peak Load: 7 MW
 - Expected Nominal Load: approximately 5 MW
- Hydrogen fueling infrastructure:
 - Peak Load: approximately 250 kW

Given the scale and size of the electrical needs for the site, onsite renewables, battery storage, and integrated charger management software should be explored to support balanced energy usage.

3.3.4 Environmental Considerations

Site development is subject to environmental review under the *California Environmental Quality Act* (CEQA), including preparation of an environmental impact assessment document. This section discusses the potential environmental impacts associated with the three sites being advanced to detailed design, focusing on the most important topics of environmental concern. During detailed design, each of these topics should be further explored to support decision-making regarding the preferred alternative, given the potential for some environmental considerations to greatly affect site development costs and schedule. Primarily, this is of greatest concern for the closed landfills where reuse opportunity will be dictated by the California Department of Toxic Substances Control (DTSC).

Table 3-2 is a high-level evaluation of the three sites based on important topics of environmental concern. Potential environmental impacts are based on the conceptual site layouts shown on Figures 3-4, 3-5, and 3-6. If alternative access routes are proposed or other major offsite work is included in the project description, additional environmental impacts may occur.

Table 3-2. Environmental Considerations

Environmental Concern	Site 3 (Galleria)	Site 4 (Taylor Road)	Site 6 (Roseville Parkway)
Hazardous Materials	DTSC restricts reuse and will need to update allowable land uses to accommodate this development.	No apparent constraints. Consider Phase 1 site assessment to determine potential for impacts.	DTSC restricts reuse and will need to update allowable land uses to accommodate this development.
Land Use	Potential for City of Roseville to determine that development is consistent with land use designation and zoning is unknown.	Likely that City of Roseville will determine that development is consistent with land use designation and zoning.	Designation of General Open Space by the City of Roseville is assumed to require a General Plan Amendment to allow development.
Nuisance Concerns (Operation)	Low concern due to high traffic area and nearby industrial uses.	Moderate concern – industrial area but adjacent to medical office building.	Moderate concern from apartments on northern side and expectation that site will remain as open space.
Nuisance Concerns (Construction)	Low concern due to large site that should accommodate most construction activity.	Impacts may be unlikely depending on medical building activity. Taylor Road ingress and egress may require traffic control.	Construction noise will affect residents north of the site. Roseville Parkway ingress and egress may require traffic control.
Biological and Cultural Consultations	Capped landfill indicates very low level of biological and cultural concern.	Undeveloped site indicates some – but low – potential for concern.	Capped landfill indicates very low level of biological and cultural concern.

A simple summary of Table 3-2 could be that Site 4 appears to have the least potential for environmental impacts; therefore, it might be considered environmentally superior. That conclusion is typical for environmental review, where development equates to an adverse impact. However, the much larger footprints of sites 3 and 6 mean greater support for EV charging and H₂ refueling, which contribute to much broader environmental benefits. The current structure of environmental review does not provide much opportunity for these benefits to be considered; however, environmental benefits should be incorporated into the analysis in some way and not just focus on a least-harm approach.

In addition to the substantive concerns that must be addressed, environmental review and approval processes also must be considered during detailed design. At this conceptual level of analysis, it is premature to fully develop a process roadmap. However, the following topics are recommended for further discussion.

- Consideration of two equally reasonable roles for PCTPA and the City of Roseville:
 - PCTPA as the Applicant for development review, with City of Roseville as the CEQA Lead Agency

- PCTPA as the CEQA Lead Agency, with City of Roseville conducting needed land use updates as a CEQA Responsible Agency
- The specific role of DTSC as a CEQA Responsible Agency for Site 3 and Site 6, and what specific actions would be taken by DTSC during the development review process
- Potential CEQA streamlining given the project’s important role in the transition to renewable energy; it is our understanding that new CEQA exemptions are being developed for some types of projects, including H₂ fueling
- Any federal environmental review that may be triggered by federal funding; federal agencies are actively promoting the energy transition; however, full consideration under the *National Environmental Policy Act* and related consultations are likely to be required as a caveat of all federal funding processes

3.3.5 Cost Estimates

The costs in Table 3.3 were developed based on unit pricing taken from historical costs of a variety of similar projects for the three sites. Unfortunately, given the uniqueness of a truck charging and refueling sites of this scale, there are not any similar sites that have been developed of this type. In addition, sites 3 and 6 involve site civil work with landfill and hazardous materials considerations, which dramatically increases the variability and potential cost of those sites and these considerations have been estimated as part of the costs in Table 3.3. Further scoping and exploration are recommended to further refine the site civil upgrade costs.

Table 3-3. Preliminary Site Cost Estimates

Cost Component	Site 3	Site 4	Site 6
Site Civil Upgrades	\$21,300,000	\$4,200,000	\$30,000,000
Electrical Grid Upgrades	\$4,500,000	\$4,500,000	\$4,500,000
EV Charger Equipment (150 kW)	\$5,600,000	\$1,500,000	\$8,800,000
EV Charger Equipment (350 kW)	\$5,000,000	\$750,000	\$5,000,000
H ₂ Equipment	\$5,000,000	\$3,000,000	\$5,000,000
Building and Facilities Construction	\$3,900,000	\$1,400,000	\$3,900,000
Signal and Roadway Upgrades for Site Access	\$1,200,000	\$2,500,000	\$2,500,000
Design and Engineering	\$3,073,000	\$1,095,500	\$4,109,000
Total	\$47,000,000	\$17,000,000	\$63,000,000

Unit costs were developed and used based on the following rough assumptions:

- Site civil upgrades were estimated at \$1,500,000 per acre.
- EV charger equipment was estimated at \$100,000 per 150 kW charging system, and \$250,000 per 350 kW charging system.
- H₂ equipment was estimated at \$1,000,000 per fueling lane.
- Building and facilities construction was estimated at \$500/ft² of new building construction.
- Signal and roadway upgrades for site access was estimated at \$1,200,000 per new signaled intersection development.
- Design and engineering costs were estimated at 7% of the overall construction and equipment costs.

4 Funding Considerations

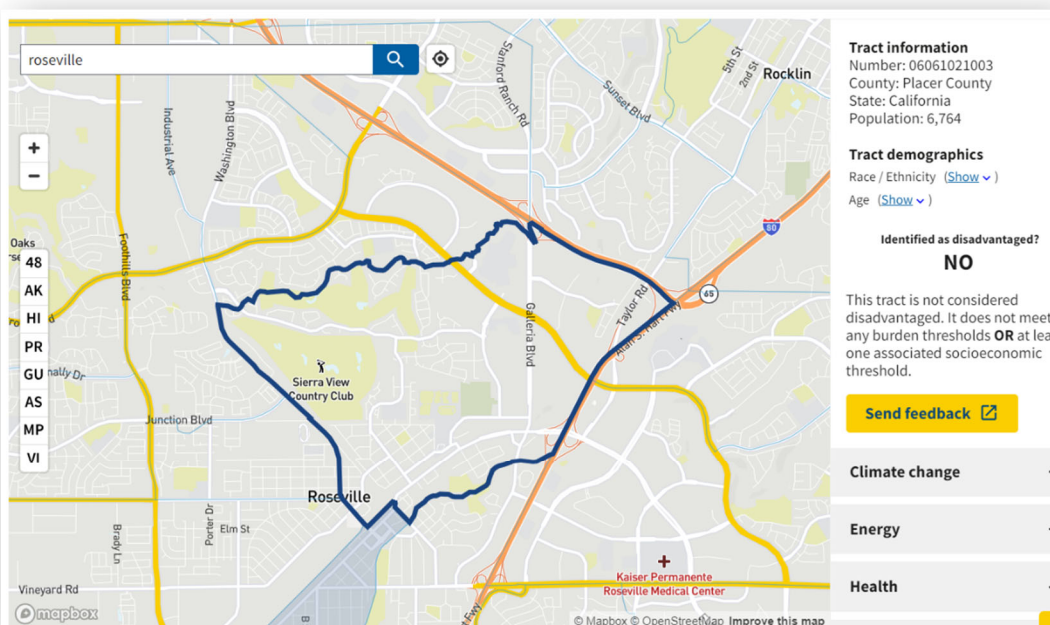
This section discusses the funding considerations for the project.

4.1 Federal Funding

Federal funding options to advance the project are limited primarily due to the site’s location, which is outside of a census-designated “disadvantaged community.” Although a number of federal grant programs make funding available to advance charging and fueling infrastructure development (often as a component of a larger transportation or community development investment), the programs are highly competitive and are known to prioritize grant awards to disadvantaged communities. Figure 4-1 shows that the only disadvantaged community in the project vicinity is in the area of Old Town Roseville, south of the three project sites.

Despite this obstacle, it is recommended that PCTPA continue to monitor federal grant opportunities in the event that federal funding priorities change or new grant programs emerge. The U.S. Department of Transportation’s (USDOT’s) Charging and Fueling Infrastructure Grant Program is solely focused on providing grants for charging and fueling infrastructure projects and is expected to announce its first round of awards by early 2024, with another round of grants available beginning in spring 2024. Awards from the first round of this program will help to inform the types of projects that are expected to compete well in future program cycles (USDOT 2023).

Figure 4-1. Federal Justice 40 Disadvantaged Communities Map

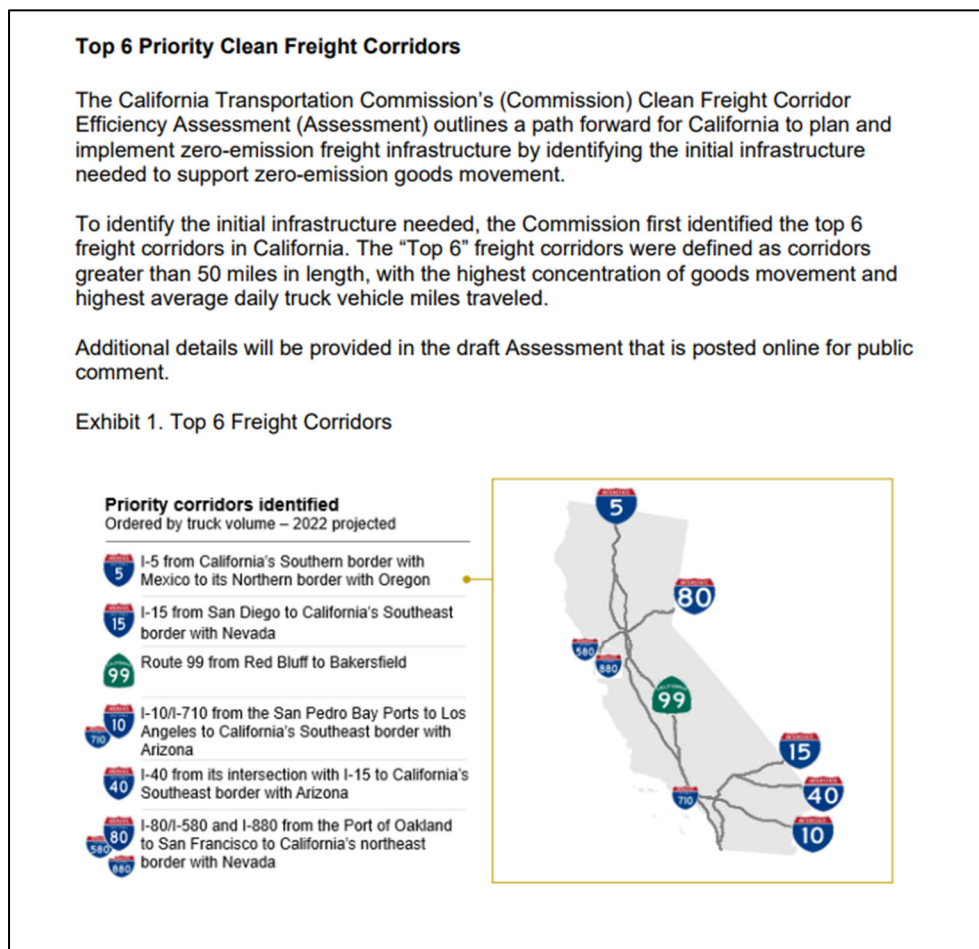


4.2 State Funding

In 2017, California Governor Brown signed into law Senate Bill 1, which levies fuel taxes on gasoline and diesel fuel sold in the state. Revenue from the tax funds multiple discretionary and formulaic programs designed to maintain the California transportation system in a state of good repair. One of these programs includes the Trade Corridor Enhancement Program (TCEP), which is designed to fund projects on the California freight transportation network. ***This project is considered an eligible project activity for TCEP, and PCTPA should consider applying for this funding to help finance the project.***

Additionally, the California State Senate passed Senate Bill 671 that directs the California Transportation Commission (CTC) to develop a Clean Freight Corridor Efficiency Assessment. The assessment recommends priority freight corridors on the state and interstate highway system governed by California Department of Transportation (Caltrans). One of the top six priority segments is I-80 within the project area as shown in, which means the CTC will be more likely to select this project for funding in upcoming cycles for TCEP.

Figure 4-2. SB 671 Priority Corridors



4.3 Regional Funding

SACOG serves as the Metropolitan Planning Organization in the Sacramento region. There are several funding programs available from the agency for organizations in their jurisdiction, which consist of regional allocations of federal and state funds.

PCTPA can use funding from the regional program to fund a variety of projects, including EV charging projects and elements of these systems supporting the rollout of EV charging. These grants are available annually for projects demonstrating GHG reductions.

In the 2023 round of funding, Sacramento County successfully secured \$3,000,000 for operational improvements at the Jackson and Bradshaw intersection, highlighting the ability to fund operational improvements using regional SACOG funding. PCTPA should consider applying for both the regional program and the climate action program.

4.4 Private Funding

In November 2023, the U.S. Department of Energy announced its intention to provide California with \$1.2 billion to partially fund a \$12 billion program administered by ARCHES H₂ LLC to develop a H₂ hub in California. Therefore, similar to EV charging, the demand for H₂ fueling is poised to grow broadly and quickly. Therefore, PCTPA may have opportunities to partner with a private developer before or after applying for public funding. The current recommendations keep the sites open to development for a private partner that is interested in an EV charging, H₂ fueling, or mixed-alternative fuel development. This allows PCTPA flexibility to choose a developer with goals that also reflect PCTPA's transportation needs.

5 Recommendations and Conclusions

Based on the traffic data and truck volumes analysis, technology assessment, site selection, and funding considerations, the Draft Feasibility Study recommends PCTPA consider the following:

1. Carrying the three identified sites into the environmental phase to attract a private company to purchase and develop a site for truck alternative fuel purposes.
2. Evaluate some of sites that were determined to be too remote from the interchange as part of a separate I-80 alternative fuel site corridor study.
3. Initiate a Countywide alternative fuel study to identify a coordinated plan of future potential sites that consider proximity and distance needed for hydrogen refueling and electric charging.

6 References

California Transportation Commission (CTC). n.d. *Senate Bill 671 - Top 6 Freight Corridors in California*. Accessed December 2023. <https://catc.ca.gov/-/media/ctc-media/documents/programs/sb671/092023-sb-671-top-6-freight-corridors-a11y.pdf>.

U.S. Department of Transportation (USDOT). 2023. *Charging and Fueling Infrastructure Grant Program*. August 2. <https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program>.

Appendix

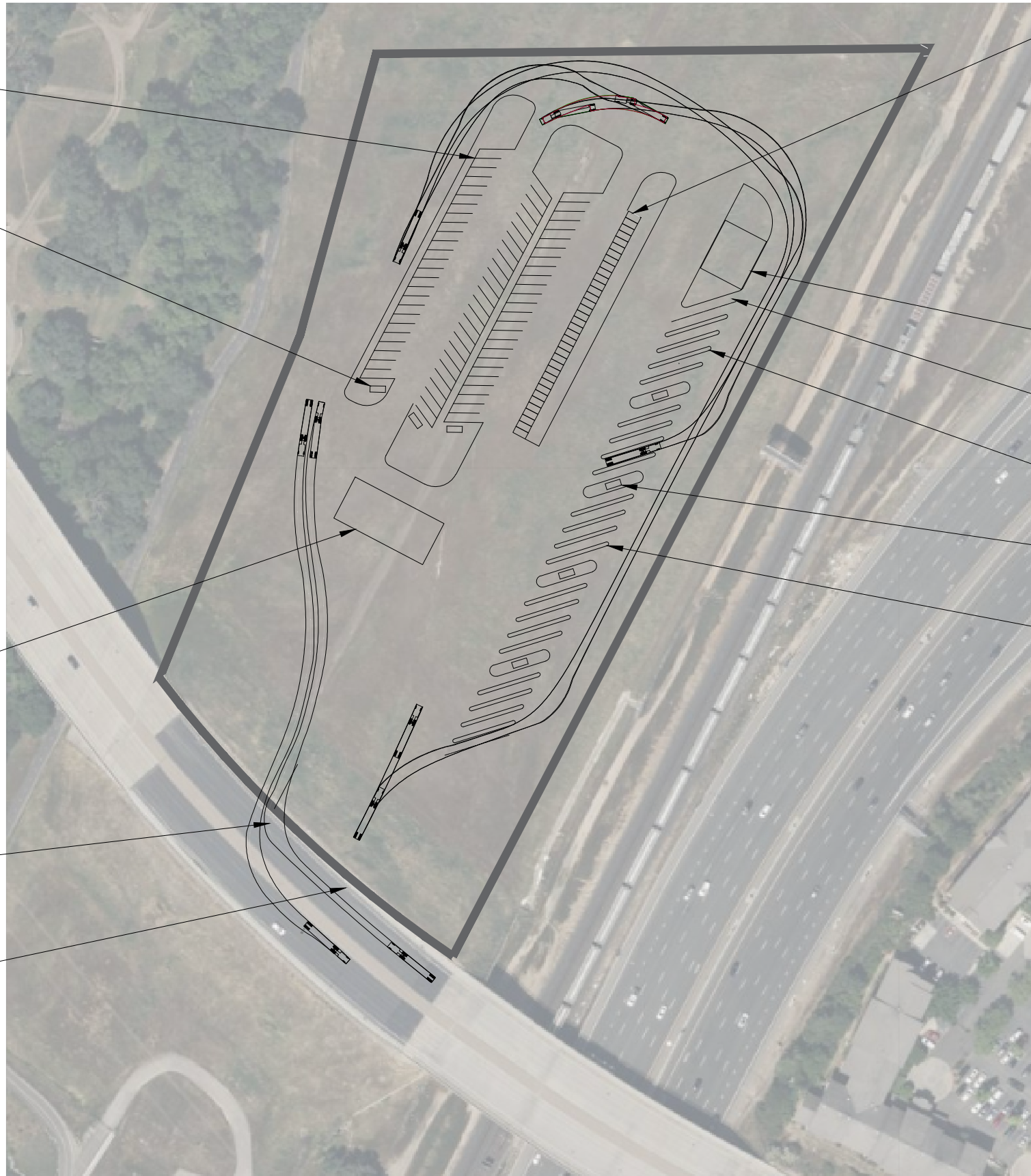
Detailed Site Plans



Appendix A Detailed Site Plans

Conceptual engineering was performed for the selected sites to show feasible layouts for hydrogen truck refueling and battery electric truck charging infrastructure that includes equipment, dwell areas, site access, and parking, and shows turning paths for trucks to reach the various amenities. These are included in the following three layouts for sites 3, 4, and 6.

Roseville Parkway



ELECTRICAL CHARGING STATION FOR MEDIUM-DUTY VEHICLES

SHIPPING CONTAINER-SIZED POWER SUPPLIER FOR ELECTRICAL CHARGING STATIONS. CHARGES 24 STATIONS.

AMENITIES (7,800 SQ FT)

EXIT TO ROSEVILLE PKWY

ENTRANCE FROM ROSEVILLE PKWY

ELECTRICAL CHARGING STATION FOR LIGHT-DUTY VEHICLES

60' x 70' POWER SUPPLIER FOR HYDROGEN CHARGING STATIONS. CHARGES 5 STATIONS.

HYDROGEN CHARGING BYPASS LANE

HYDROGEN CHARGING STATION FOR HEAVY-DUTY VEHICLES

SHIPPING CONTAINER-SIZED POWER SUPPLIER FOR ELECTRICAL CHARGING STATIONS. CHARGES 5 STATIONS.

ELECTRICAL CHARGING STATION FOR HEAVY-DUTY VEHICLES

GENERAL SHEET NOTES

136 PARKING STALLS TOTAL
 36 LIGHT DUTY CHARGING STALLS
 75 MEDIUM DUTY CHARGING STALLS
 25 HEAVY DUTY CHARGING STALLS

Jacobs

I-80 / SR 65 Interchange
 Alternative Truck Fueling
 Feasibility Study - Site Layouts

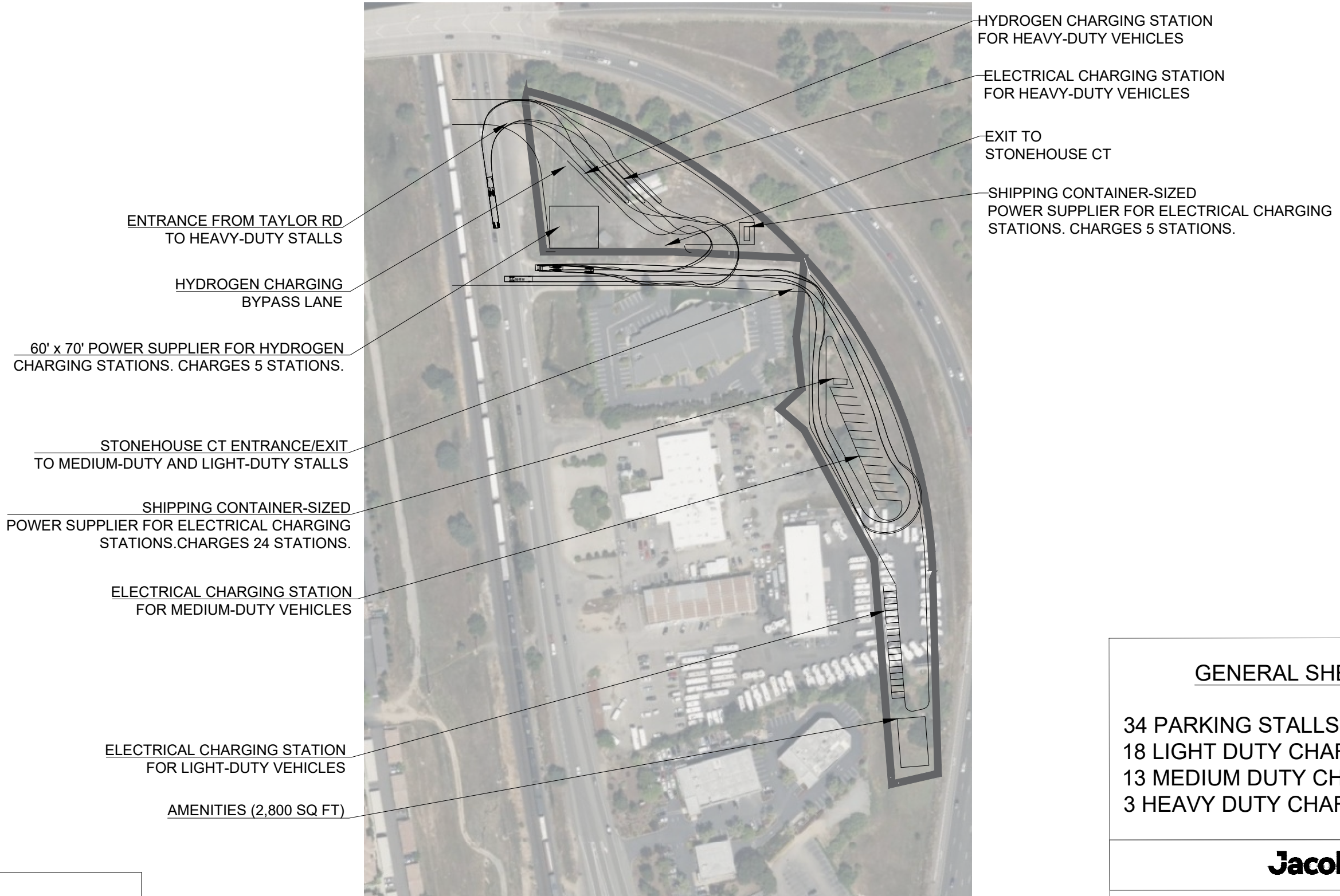
Location #3 - 14.2 Acre



0 80

 1" = 80'

Taylor Road



GENERAL SHEET NOTES

34 PARKING STALLS TOTAL
 18 LIGHT DUTY CHARGING STALLS
 13 MEDIUM DUTY CHARGING STALLS
 3 HEAVY DUTY CHARGING STALLS

Jacobs

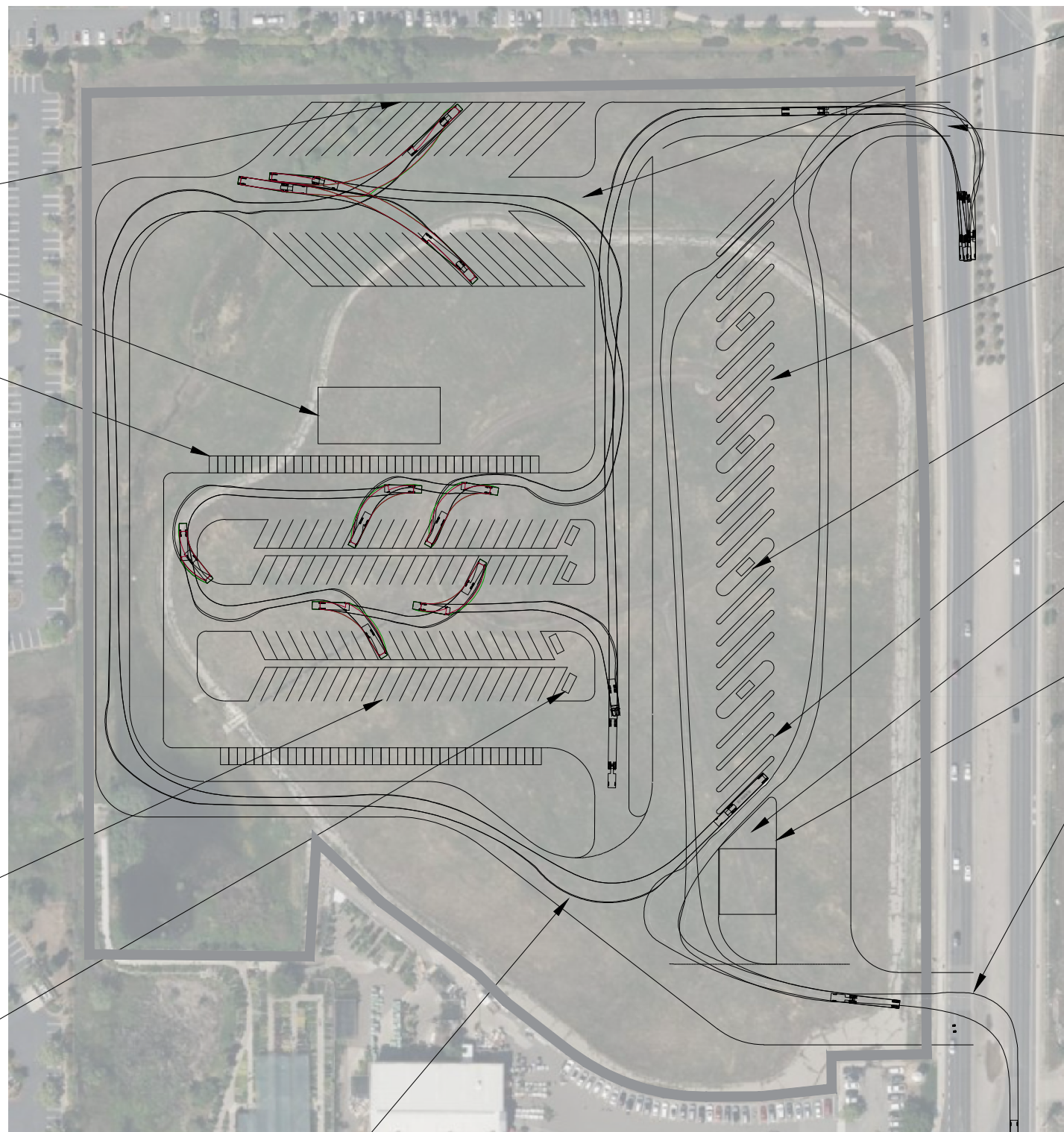
I-80 / SR 65 Interchange
 Alternative Truck Fueling
 Feasibility Study - Site Layouts

Location #4 - 2.8 Acre



0 80
 1" = 80'

Galleria



HEAVY-DUTY VEHICLE OVERNIGHT PARKING

AMENITIES (7,800 SQ FT)

ELECTRICAL CHARGING STATION FOR LIGHT-DUTY VEHICLES

ELECTRICAL CHARGING STATION FOR MEDIUM-DUTY VEHICLES

SHIPPING CONTAINER-SIZED POWER SUPPLIER FOR ELECTRICAL CHARGING STATIONS. CHARGES 24 STATIONS.

HEAVY-DUTY VEHICLE OVERNIGHT PARKING ENTRANCE

HEAVY-DUTY VEHICLE OVERNIGHT PARKING EXIT

EXIT TO GALLERIA BLVD

ELECTRICAL CHARGING STATION FOR HEAVY-DUTY VEHICLES

SHIPPING CONTAINER-SIZED POWER SUPPLIER FOR ELECTRICAL CHARGING STATIONS. CHARGES 5 STATIONS.

HYDROGEN CHARGING STATION FOR HEAVY-DUTY VEHICLES

60' x 70' POWER SUPPLIER FOR HYDROGEN CHARGING STATIONS. CHARGES 5 STATIONS.

HYDROGEN CHARGING BYPASS LANE

ENTRANCE FROM GALLERIA BLVD

GENERAL SHEET NOTES

234 PARKING STALLS TOTAL
 77 LIGHT DUTY CHARGING STALLS
 99 MEDIUM DUTY CHARGING STALLS
 25 HEAVY DUTY CHARGING STALLS
 33 HEAVY DUTY OVERNIGHT PARKING STALLS

Jacobs

I-80 / SR 65 Interchange
 Alternative Truck Fueling
 Feasibility Study - Site Layouts

Location #6 - 20.0 Acre



0 80
 1" = 80'



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

January 9, 2024 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Gaby Wentz, Caltrans
Sean Shaw, Caltrans
Vin Cay, City of Lincoln
Matthew Medill, City of Lincoln
Roland Neufeld, City of Lincoln
Merril Buck, Town of Loomis
Wes Heathcock, Town of Loomis
Megan Bressemer, City of Rocklin
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Mark Stout, City of Roseville
Stefanie Kemen, City of Roseville
Ed Scofield, City of Roseville
Tiffany Gray, Placer County
Katie Jackson, Placer County
Kevin Ordway, Placer County

Staff

Rick Carter
Mike Costa
David Melko
Solvi Sabol

I-80/SR 65 Interchange Truck Alternative Fueling Feasibility Study

David Melko said the purpose of the I-80/SR 65 Interchange Truck Alternative Fueling Feasibility Study is to help create a path for future interchange funding. He noted that I-80 is a federally designated alternative fuel corridor.

David went over the goals of the Study which include evaluating the feasibility of electric charging and/or hydrogen fueling infrastructure and providing a basis for future PA&ED sites. The steps involved included determining if I-80/SR 65 interchange is a good area for a truck alternative fueling station, assessing five locations based on advantages and disadvantages at each site, and finally recommending three sites to carry into PA&ED and pursuing grants in 2024.

Three sites were identified; however, the City of Roseville has concerns. We will be meeting with them next Tuesday and their comments will be incorporated into the next Board presentation.

David went over the preliminary cost estimates for each site noting that the estimates do not include land acquisition costs. Jacobs has recommended pursuing state funding due to timing. Additionally, the sites could be competitive through the TCEP funding program.

Given the preliminary outlook, staff could consider (1) carrying the three sites into the PA&ED phase to gauge private company interest, (2) consider the seven eliminated sites as part of a separate I-80 alternative fuel study, or (3) examining a countywide alternate fuel study.

Countywide Electric Vehicle Charging Infrastructure Plan – Proposed SACOG Grant Local Match Strategy

David explained that SACOG has a two-year Carbon Reduction Program grant opportunity that they are making available for planning purposes. About eighty percent of the funding available is going towards zero emission deployment and twenty percent towards regional trail network implementation. PCTPA can pursue a grant of up to \$1.5 million. We have met with all jurisdictions, and other relevant agencies including PG&E, Roseville Electric and the Air Pollution Control District to gauge their interest in this opportunity. The grant is due to SACOG at the end of February, and we are meeting with SACOG on January 19th for a pre-application check-in. David explained that the grant requires a 11.47% match, and staff is recommending this be funded through the Section 8 TDA process. David presented the respective local match share by jurisdiction. David noted that there has been a series of statewide Public Works officials' meetings regarding requiring on street public charging and this plan would support this effort. David said he will bring the final match numbers to the TAC in February.

Caltrans Climate Adaption Grant – Proposed Placer County Evacuation & Transportation Resiliency Plan Grant Application

David explained that climate adaptation planning is an important state priority given extreme weather events, including those experienced in Placer County. There is a Caltrans Climate Adaptation grant opportunity with applications due on January 18, 2024. David said that PCTPA and Office of Emergency Services (OES) will submit a joint application with an ask of \$630,000. The local match will be coming from OES with the total proposal of \$730,000. This is a 12-month schedule, concurrent with the OES Local Hazard Mitigation Plan update.

David went through the goals of the plan which includes preparing a countywide evacuation and transportation plan and creating a more safe, sustainable, and resilient transportation system evacuation system for all of Placer County.

STBG Rural Exchange Funds

Rick explained that PCTPA receives STBG state rural exchange funds. STBG are federal funds however the rural exchange funds can be swapped out for state funds in census designated rural areas. The eligible areas in Placer County include Auburn, Colfax, and certain portions of rural Placer County. The exchange is managed on a 3-year cycle. Rick presented the estimates for each area. We will be sending out agreements for those funds in the next few weeks.

Equity Planning Study

Mike Costa explained that staff presented an overview of the equity planning study process to the Board last September. The goal of the study is to incorporate equity policies into our overall PCTPA planning process as this is an important component in obtaining state and federal funding. Doing so requires defining equity in transportation for Placer County. PCTPA in partnership with DKS Associates will be presenting the results of the equity planning study, and a set of proposed equity policies for adoption, to the Board for consideration in January.

Upcoming Dates / Deadlines

- a. PCTPA Board Meeting: January 24, 2024
- b. Placer County Annual Coordination Meeting: February 13th fr. 1:00 – 4:00 PM | Roseville Corporation Yard
- c. Next TAC Mtg: February 13 @ 4:00 PM

The TAC meeting concluded at approximately 3:51 p.m.

ss:rc

TO: PCTPA Board of Directors
FROM: Solvi Sabol, Planning Administrator
SUBJECT: STATUS REPORT

DATE: January 24, 2024

Freeway Service Patrol (FSP)

The FY 2023/24 2nd quarter statistical summary for Placer FSP is attached. For the 2nd quarter there were 580 total assists. This compares to 745 assists in the same quarter last year. Eight survey comments were submitted for the 2nd quarter. All motorists rated the service as “excellent.”

PCTPA FSP FY 2023/24 2nd Quarter, (Oct - Dec 2023) Statistical Summary									
Total Assists: 580 Total Responses: 8									
Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count	
Car/Minivan/Wagon	58.97%	342	Found by You	43.45%	252	Yes, very	100.0%	8	
Sport Utility Vehicle/Crossover	20.86%	121	Dispatched by CHP	41.55%	241				
Pickup Truck	11.55%	67	Partner Assist	12.93%	75	How did FSP know you needed help?	Percent	Count	
Blank			Revisit	0.52%	3	Driver saw me	100.00%	8	
Other	2.41%	14	Directed by CHP Officer	1.55%	9	Others			
Motorcycle	1.03%	6		100.0%	580				
Truck - Over 1 Ton	2.24%	13	FSP Action			How would you rate this service?	Percent	Count	
Big Rig	1.21%	7	Quick Fix / Repair	10.00%	58	Excellent	100.0%	8	
RV/Motorhome	0.69%	4	Towed to Drop Zone	18.79%	109				
Truck - Under 1 Ton	1.03%	6	Towed Off Freeway	6.21%	36	How did you hear about FSP?	Percent	Count	
	100.0%	580	Traffic Control	24.48%	142	Hadn't heard until today	87.50%	7	
Vehicle Problem	Percent	Count	Partner Assist	10.00%	58	Was helped previously	12.50%	1	
Accident	54.66%	317	Tagged Vehicle	3.10%	18	Have seen trucks driving around	0.00%	0	
Mechanical	16.55%	96	None - Not Needed	3.45%	20	Brochure	0.0%	0	
Flat Tire	12.07%	70	Called for Private Assistance	2.24%	13	Other	0.00%	0	
Out of Gas	5.34%	31	Other	2.93%	17				
Abandoned	3.45%	20	Debris Removal	1.38%	8	How long did you wait before FSP	Percent	Count	
Partner Assist	0.00%	0	None - Motorist Refused	4.31%	25	Less than 5	0.00%	0	
Driver Related	2.24%	13	Escort Off Freeway	11.03%	64	5 - 10 minutes	50.00%	4	
Other	0.52%	3	Provided Transportation	2.07%	12	10 - 15 minutes	12.50%	1	
Overheated	1.55%	9		100.0%	580	15 - 20 minutes	12.50%	1	
None - Not Needed	0.69%	4	Vehicle Location	Percent	Count	20 - 30 minutes	0.00%	0	
Electrical	0.69%	4	Right Shoulder	63.45%	368	30 - 45 minutes	0.00%	0	
Unsecured Load	0.69%	4	Left Shoulder	9.83%	57	Over One Hour	25.00%	2	
Debris	1.38%	8	In Freeway Lane(s)	18.10%	105				
Car Fire	0.17%	1	Blank	0.00%	0	Other Metrics			
Locked Out	0.00%	0	Ramp/Connector	8.28%	48	Average Duration (Minutes)		9.85	
	100.0%	580	Unable to Locate	0.00%	0	Overtime Assists		17	
			Gore Point	0.34%	2	Overtime Blocks		28	
				100.0%	580	Multi-Vehicle Assist		264	
Source: http://www.sacfsp.com/admin			Total Comments	NA	8				

ss:mbc



January 8, 2024

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
RE: Funding Strategy Outreach Program December 2023 Activities

Below please find a brief summary of Funding Strategy activities that took place in the month of December. Please let us know if you have any questions. Thank you!

Account Management/ Strategic Communications Advice

- Attended biweekly meetings;
- Monthly General Comms Alignment Meetings;
- Met with PCTPA Finance Director;
- Prepared monthly report of activities;

Collateral

- Coordinated with Creative Team on digital advertising;

Community Engagement & Outreach

- Met with local and regional elected leaders;
- Met with local and regional stakeholders individually on latest Funding Strategy research;
- Presented with executive director to Women in Transportation;
- Engaged various community groups;
- Planned Pizza Night Out with Councilmember Ken Broadway;
- Planned Pizza Night Out with Supervisor Suzanne Jones;
- Planned Coffee with Supervisor Jim Holmes;

Planned Activities for January:

- Weekly team meetings;
- Coordinating and planning additional partnership presentations, community meetings and events;
- Hold stakeholder meeting;
- Hold Coffee with Supervisor Jim Holmes;
- Plan Pizza Night Out with Councilmember Ken Broadway;
- Plan Pizza Night Out with Supervisor Suzanne Jones;
- Additional research presentations;
- Prepare for Sun City Roseville Events in February;
- Prepare for additional Mayor/Supervisor Community Coffees/Dinners;

Fiscal Year 23/24 Budget: \$90,000

Monthly Retainer Fee: \$7,500 for 12 months

Remaining Budget: \$40,000



DKS WORK SUMMARY MEMO

DATE: January 5, 2024

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

FROM: Kendall Flint, Project Manager | DKS

SUBJECT: Work Summary

P#23049-001 & 005

WORK PERFORMED THROUGH DECEMBER 31, 2023

DKS is pleased to provide this summary of work performed on behalf of PCTPA through December 31, 2023.

TASK ORDER 1: ON CALL SUPPORT SERVICES

- Attended monthly meetings with 3Fold to collaborate on upcoming outreach efforts.
- Developed and deployed social media posts on behalf of PCTPA.
- Attended weekly coordination meeting with staff.

TASK ORDER 3: CSTA SUPPORT

DKS provided support services for CSTA as follows:

- Regular meetings with CSTA project manager.
- Updated logos and versions for CSTA.

TASK ORDER 4: REGIONAL TRANSPORTATION PLAN UPDATE SUPPORT

DKS provided support to PCPTA for its engagement efforts as part of the current RTP Update. Tasks completed include:

- Development of social media posts, survey boosts and Facebook ad placements.

TASK ORDER 5: DEVELOPMENT OF EQUITY POLICY PLAN

DKS is preparing an Equity Policy Plan for Board Review later this fall. Tasks include:

- Provided summary documents for focus groups.
- Drafted initial Equity Index for staff review.

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

January 3, 2024

To: Matt Klick, Executive director

From: Mark Watts, Legislative Advocate

Re: State Advocacy Activities – December 2023 Monthly Update

I am pleased to provide the following memo to Placer County Transportation Planning Agency (PCTPA) on recent developments on state legislation, budget matters, and administrative activities of interest to the statewide transportation planning, programming and development industry.

STATE ADVOCACY

Speaker Rivas Makes Committee Appointments

On December 27, Speaker Robert Rivas made committee appointments for the remainder of the 2023-24 legislative session. The Assembly Transportation Committee membership is as follows:

- Assemblymember Lori Wilson, Chair
- Assemblymember Vince Fong, Vice Chair
- Assemblymember Cecilia Aguiar-Curry
- Assemblymember Marc Berman
- Assemblymember Juan Carrillo
- Assemblymember Laurie Davies
- Assemblymember Gregg Hart
- Assemblymember Corey Jackson
- Assemblymember Josh Lowenthal
- Assemblymember Diane Papan
- Assemblymember Kate Sanchez
- Assemblymember Phil Ting
- Assemblymember Greg Wallis
- Assemblymember Christopher Ward
- Assemblymember Buffy Wicks

Legislature Reconvenes in January to Take Up Two-Year Bills and Budget Shortfall

The Legislature will return to Sacramento on January 3 for the start of the second year of the 2023-24 legislative session. The legislative calendar is busier earlier in the second year of the two-year session. Two-year bills that are still in their house of origin will face immediate deadlines – needing approval in the first house by the end of January. Any measure that does not proceed to the second house will be dead for the session. Further, the Governor's January Budget will be released on January 10 and as previously reported, the state is facing significant funding shortfalls and will likely need to make mid-

year adjustments as they begin to contemplate the 2024-25 state budget. Finally, the deadline for new measures introduced in 2024 is Friday, February 16. We will keep you apprised of new legislative proposals of interest as they emerge in the weeks ahead.

STATE BUDGET

LAO Updates Revenue Estimates & Budget Shortfall Spurs DOF to Reduce Current Year Spending

The nonpartisan Legislative Analyst's Office released its [Fiscal Outlook](#) in early December, updating its previous budget numbers provided in their [December 1 blog post](#) that we reported on last month. The LAO is now estimating a \$68 billion budget deficit, largely due to dramatic revenue shortfalls in 2022-23. Because tax filing extensions resulted in significantly delayed information about the state's fiscal picture, the LAO shared further that the Legislature is limited in its options for addressing the shortfall.

Included in the LAO's recommendations for addressing the shortfall were eliminating one-time General Fund spending of nearly \$10 billion in 2024-25, of which about \$2.2 billion is dedicated to transportation (mostly population-based Transit and Intercity Rail Capital Funding). The LAO also proposed pulling back one-time General Fund spending in the current year that has not yet been allocated.

The state could also reduce spending on schools and community colleges and reduce one-time spending for about \$27 billion in solutions. While the state has nearly \$24 billion in reserves available to address the budget problem, the state is facing a multiyear budget issue, and the reserves are insufficient to cover the longer-term deficits. These options and others would allow the Legislature to solve most of the deficit largely without impacting the state's core ongoing service level but again, those solutions do not solve the longer-term fiscal picture. More to come on January 10 after the release of the January Budget.

In the meantime, the Department of Finance recently sent a letter to state departments directing them to limit current year spending given the state's projected budget deficit for 2024-25. The letter directs state entities under the Governor's control "to take immediate actions to reduce current-year General Fund expenditures." Departments also are directed to "ensure more prudent spending from other state funds given the fiscal outlook." Such letters are typical for California and other governments during budget downturns.

ZEV IMPACTS ON STATE TRANSPORTATION FUNDING

LAO Report Highlights Transportation Revenue Impacts of California Climate Policies

The Legislative Analyst's Office [released a report](#) last week raising a red flag about the impending impacts of the state's efforts to reduce the carbon footprint from the transportation sector on transportation revenue sources. The key finding of the report was not unexpected: the adoption of zero-emission vehicles (ZEVs) will decrease the consumption of gasoline and diesel fuels, and

consequently reduce the associated state tax revenues that currently provide about one-third of the revenue for the state and local multimodal transportation system.

Specifically, the LAO's analysis found, compared to current levels, that over the next decade the state's gasoline excise tax revenue will decline by \$5 billion (or 64 percent), the diesel excise tax will decline by \$290 million (or 20 percent), and diesel sales tax by \$420 million (or 20 percent). The \$100 annual ZEV registration fee established by SB 1 – the Road Repair and Accountability Act of 2017 – will offset some of the revenue losses, but only minimally. The LAO projects a net reduction in state transportation revenues of \$4.4 billion (31 percent) over the next decade as compared to current levels.

The report details how the projected losses will impact specific state highway, transit, and local street and road projects. The LAO also discusses options for addressing the issue, including: (1) increasing existing fuel taxes and vehicle fees, (2) shifting transportation costs to other fund sources, (3) reducing and reprioritizing spending for transportation programs, and (4) generating revenues from new transportation-related charges (such as implementing a road charge or new taxes on alternative fuels). On the latter option, the LAO recommends that the Legislature monitor this issue closely in the coming years and to begin to develop a plan for how it will address impending declines in state transportation revenues.

TRANSIT

Transit Transformation Task Force

On December 19, 2023, CalSTA Undersecretary Mark Tollefson led the initial and formative meeting of the Task Force formed pursuant to the 2023 budget trailer bill, SB 125. Secretary Toks Omishakin provided a spirited opening talk for the group of 25 members.

The time spent at this session focused on individual introductions to the Task Force and public observers.

Going Forward – The plan is to meet again in February, then every two months after that. In the meantime, CalSTA is hiring a firm for technical assistance and we will be notified then that occurs.



January 4, 2024

Placer County Transportation Planning Agency Federal Update

Capitol Hill and Administration

Capitol Hill. The 118th Congress returns for its Second Session facing a large agenda including unfinished business from 2023. The Continuing Resolution (CR) passed late in the First Session provided temporary funding for two tranches of federal agencies through January 19 and February 2, respectively. Funding for the US Department of Transportation (in addition to several other federal agencies, including the Departments of Housing and Urban Development, Energy, Agriculture, and Veterans Affairs) runs out on January 19. If Congress does not pass a final version of the Fiscal Year (FY) 2024 Transportation-Housing and Urban Development spending bill or another CR by that date, then a partial federal government shutdown would begin on January 20, resulting in more than 18,000 DOT employees being furloughed without pay. Funding for all remaining federal agencies will run out on February 2 under the current CR.

Administration. The Federal Highway Administration (FHWA) opened applications for \$9.7 billion in multi-year funding through the [Bridge Investment Program's "Planning" and "Bridge Project"](#) categories, which fund bridge planning, repair and replacement projects. Planning grants will cover planning, feasibility analyses, and revenue forecasting, while Bridge Project grants will include bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less. Applications for both programs are due March 19. FHWA also released a new [Traffic Control Device Manual](#) to improve safety for pedestrians, bicyclists, and all road users. The manual, last updated edition in 2009, is the national standard for traffic signs, signals, and pavement markings to ensure a uniform and predictable environment for people who walk, bike, and drive. It is an important guide used every day by transportation professionals for roadway safety.

PCTPA Federal Agenda

In December, TFG facilitated an initial meeting with the Office of the Secretary of Transportation focusing on our 80/65 project and building an ongoing working relationship with key personnel in the Secretary's office. PCTPA and TFG provided an overview of the project and received helpful comments and suggestions from a senior DOT official. TFG continued working with PCTPA staff to identify and prioritize capital projects and policy interests, assisting PCTPA in organizing project development for grant applications and earmark proposals. Mike Miller attended PCTPA's December 6 Board meeting virtually and provided an update on PCTPA's federal agenda.

Project Funding Opportunities – Grants Calendar & Appropriations (FY2025)

TFG continued to focus on developing competitive grants and congressionally directed spending opportunities, focusing on setting up opportunities in CY 2024.

Competitive Grants & Earmarks. TFG will continue to PCTPA on upcoming grant opportunities and prepare for the upcoming FY 2025 earmarking process.

CAPITOL CORRIDOR

Monthly Performance Report



SERVICE PERFORMANCE OVERVIEW

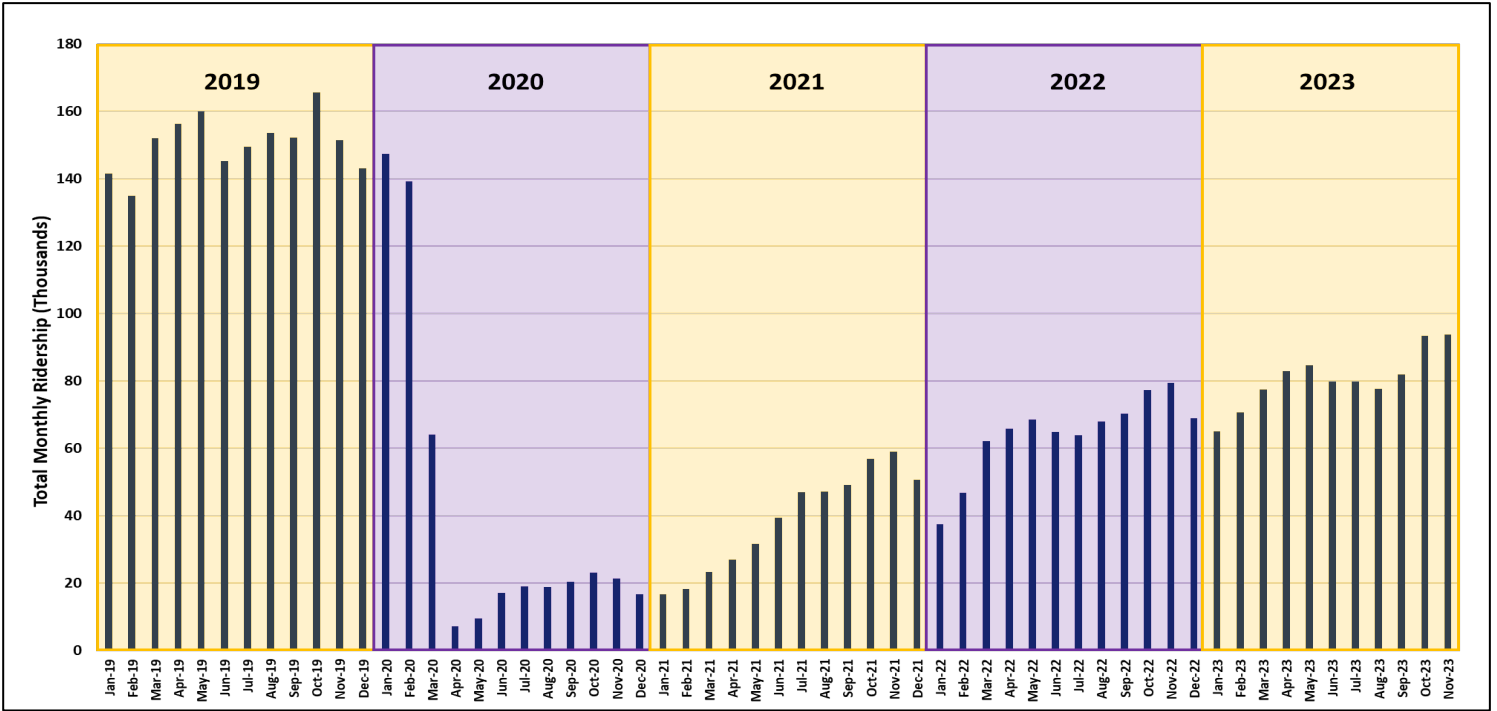
November 2023 Service Performance for the Capitol Corridor

During November 2023, Capitol Corridor continued to experience growth with an increase in ridership of 19% and revenue of 25% as compared to the same period in FY 2023. This marked Capitol Corridor's busiest month of the year, the highest since February 2020. However, the November end-point on-time performance (OTP) fell short of our 90% target, we closed the month at 85%. We continue to focus on improving OTP by addressing third-party safety incidents, including vehicle and trespasser-related issues.

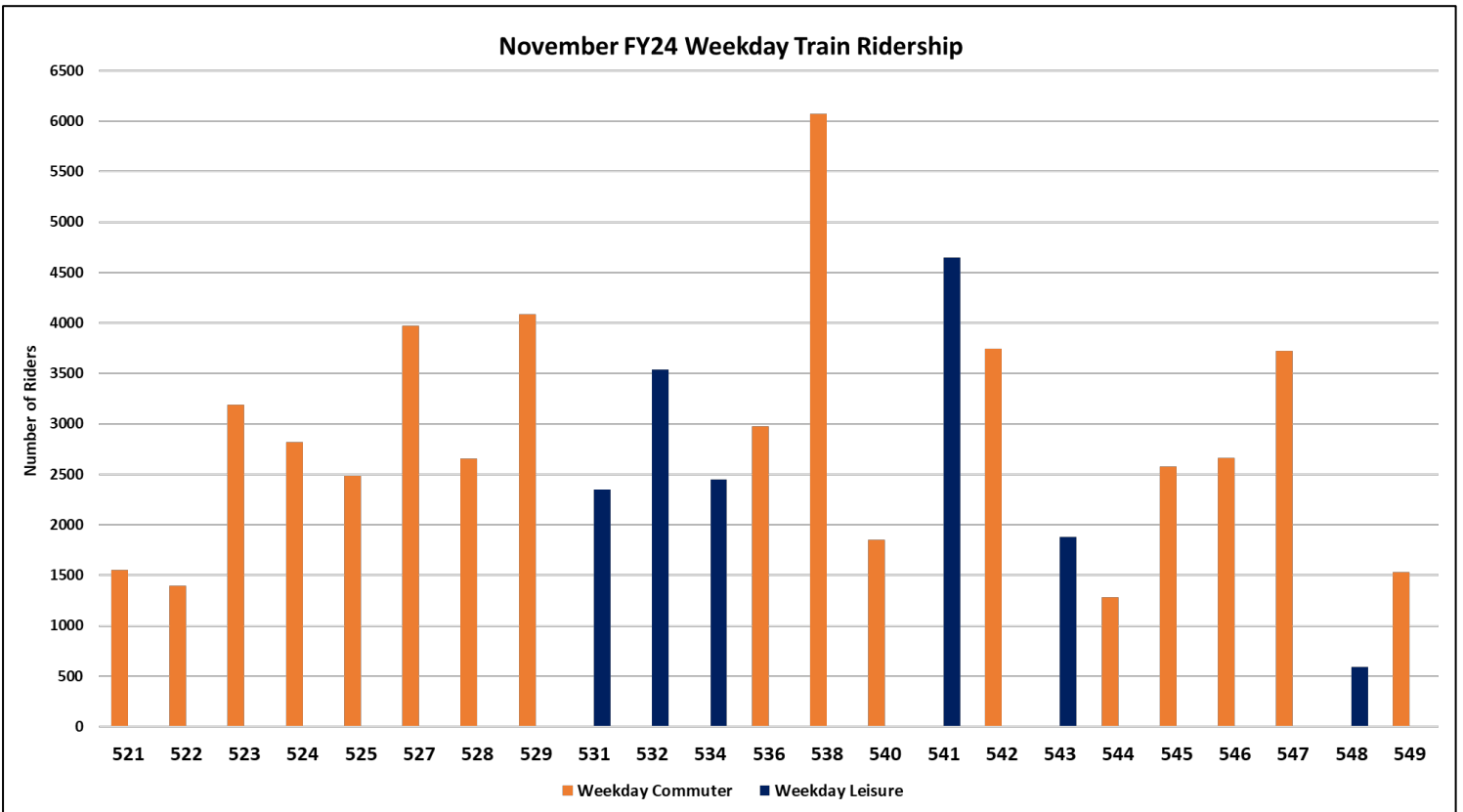
Performance Metric	Nov FY 2024	vs. FY 2023	vs. FY 2019	FY 2024 YTD	vs. FY 2024 ABP	vs. FY 2023 YTD	vs. FY 2019 YTD
Ridership	93,834	19%	-37%	185,838	-16%	18%	-40%
Revenue	\$2,424,622	25%	-29%	\$4,801,958	7%	25%	-28%
End-Point OTP	85%	10%	1%	86%	-4%	11%	-2%
Passenger OTP	85%	8%	2%	87%	-4%	7%	0%

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

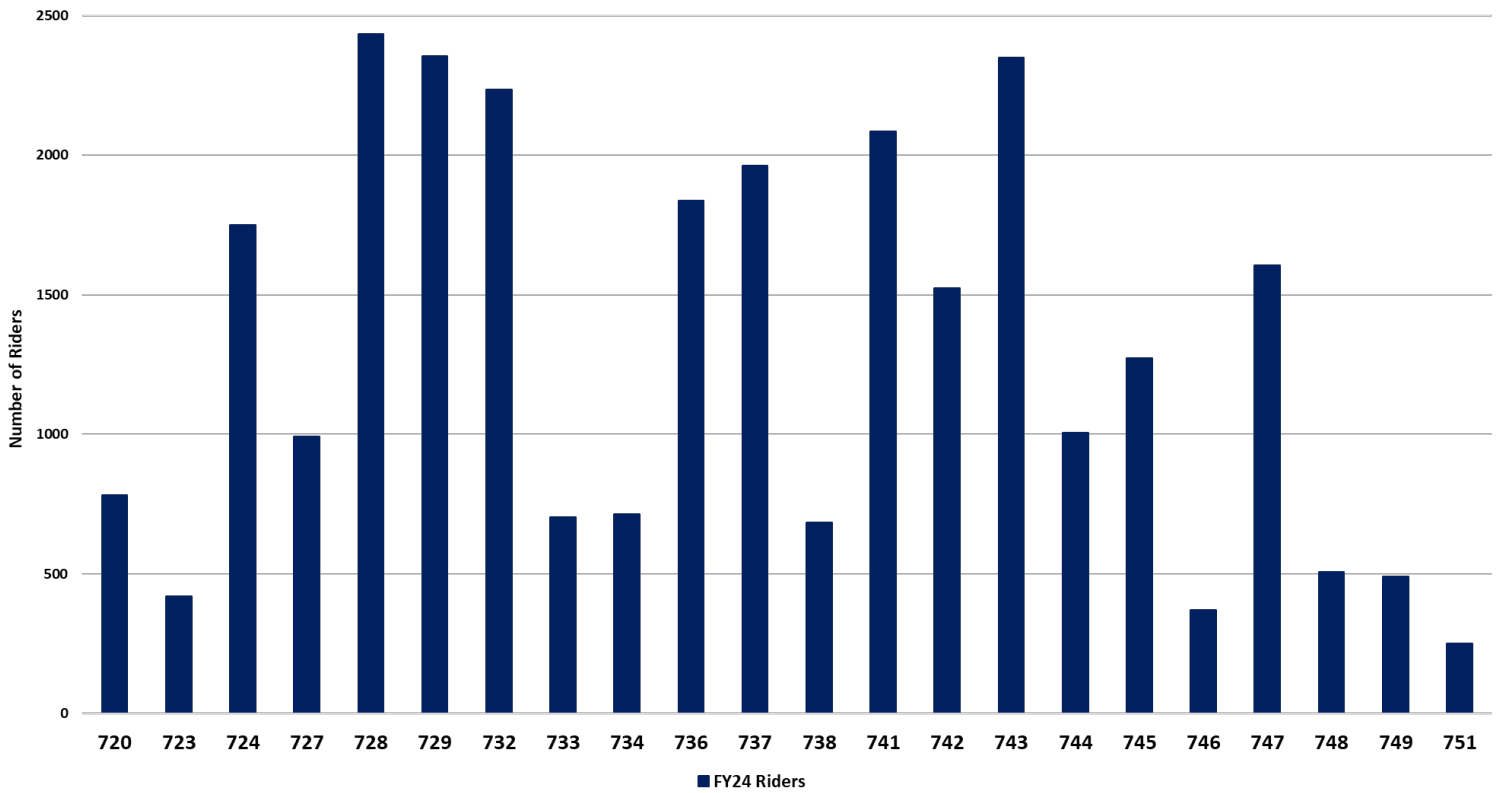
Total Monthly Ridership (January 2019 to November 2023)



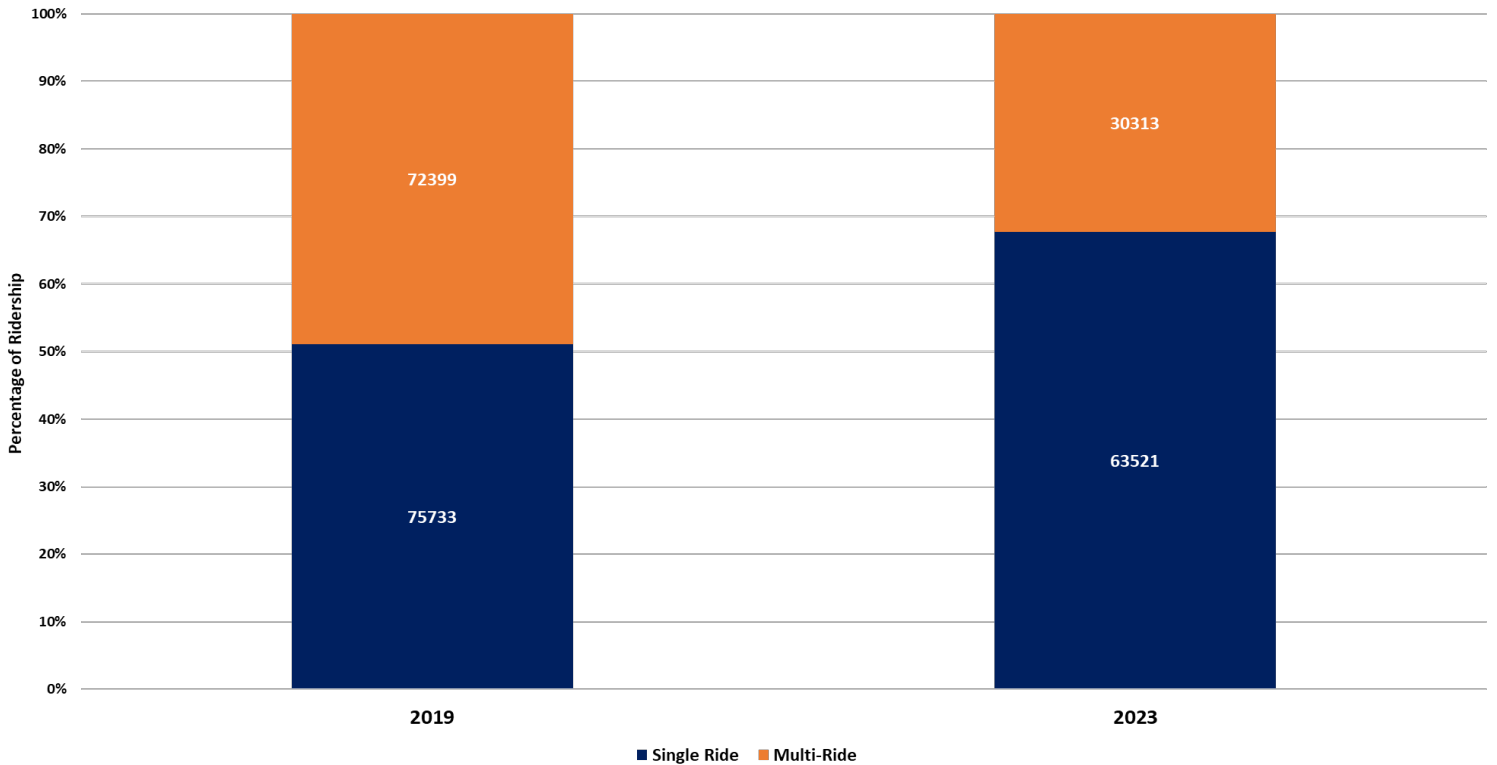
November Ridership Data Analysis



November FY24 Weekend Train Ridership



Ridership by Single-Ride & Multi-Ride Tickets (Nov. FY 19 vs FY 24)



LEGISLATION AND FUNDING

State Legislation and Funding

California Selection as National Hydrogen Hub

California will receive up to \$1.2 billion from the U.S. Department of Energy to accelerate the development and deployment of clean, renewable hydrogen, which is critical to cutting pollution and expanding the clean energy economy statewide. Hydrogen will likely play a key role in moving Capitol Corridor toward a zero-emission operations plan.

Senate Bill 125 Guidelines

On September 29, the California State Transportation Agency (CalSTA) adopted the final guidelines for the \$5.1B funds authorized under AB 102. The guidelines govern access to the General Fund-supported Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program.

Federal Legislation and Funding

Continuing Resolution Passed to Avert Federal Government Shutdown

President Joe Biden signed the “Further Continuing Appropriations and Other Extensions Act, 2024” (HR 6363) on November 16, 2023. This second Continuing Resolution (CR) will continue to fund government operations in a novel two-tiered approach or “laddered” approach, and it also avoids the immediate threat of a government shutdown. Federal funding for Departments of Transportation-Housing & Urban Development, Agriculture, and Energy and Water, Military Construction is extended to January 19, 2024, while the remaining eight federal agencies (Defense, Labor-HHS-Education, Commerce-Justice-Science, Interior-Environment, State-Foreign Operations, Financial Services, Legislative Branch, and Homeland Security) are to be funded through February 2, 2024. The CR does not incorporate the FY 2024 authorized funding increases included in the Infrastructure Investment and Jobs Act. President Biden is expected to sign the bill before the current CR expires.

Fiscal Year 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

The Federal Railroad Administration (FRA) has awarded \$42.5 million to the Capitol Corridor Joint Powers Authority (CCJPA) through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program to complete Phase 1 of the Sacramento to Roseville Third Track Project. This funding represents the first funding for Capitol Corridor under the Infrastructure Investment and Jobs Act (IIJA) and the first federal capital investment in our service since 2009. Once completed, the investment will support the first expansion of service since 2006. The success of this application could not have happened without the consistent and enthusiastic support of the CCJPA Board, the support of our many local and regional partners, including Placer County, the City of Roseville, the City of Sacramento, and the Sacramento Area Council of Governments, and the support of our Congressional delegation.

Federal Corridor Identification and Development Program

I am happy to share that the Capitol Corridor service was one of many rail corridors across the country selected under the new FRA Corridor Identification and Development Program. This program is intended to be the mechanism through which rail corridor improvements are identified, evaluated, and implemented. Funding in the amount of \$500K for each identified corridor is intended to be the first step in the process. The formal submission was made by the California Department of Transportation, together with nine other corridors across the state. The Capitol Corridor selection is summarized as follows:

Capitol Corridor (Up to \$500,000) - California Department of Transportation: The proposed corridor would enhance the existing state-supported Capitol Corridor between San Jose and Auburn, CA, with an extension to San Francisco, Salinas, and Novato, CA, and to Reno/Sparks, NV. The proposed corridor would also include new frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

A complete list of corridors across the country is available at the link below.

<https://railroads.dot.gov/sites/fra.dot.gov/files/2023-12/FY22%20CID%20Project%20Summaries-Map.pdf>

Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program Notice of Funding Opportunity (NOFO)

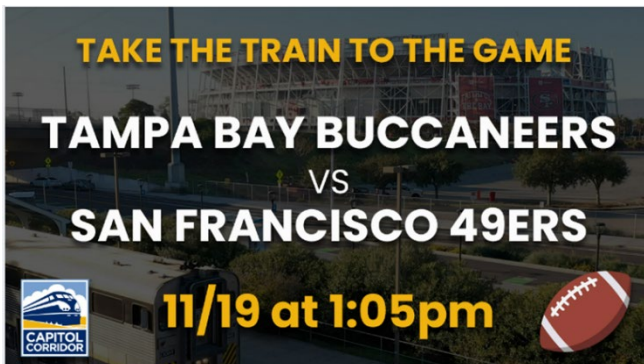
USDOT has published its notice of funding opportunity for the fiscal year 2024 round of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program in the amount of \$1.5 billion for FY24 RAISE awards. RAISE grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, including tourism, state of good repair, partnership and collaboration, and innovation.

[The full NOFO text can be found here](#) and applications are due February 28, 2024. As required by the BIL, award decisions will be announced by June 27, 2024. [USDOT will offer a series of webinars on the RAISE application process, which will be made available here.](#)

Key Notices of Federal Funding Opportunities

The U.S. Department of Transportation (DOT) has posted [Key Notices of Funding Opportunity](#), a schedule for upcoming Notices of Funding Opportunities (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate.

PROGRAM UPDATES



49ers/Levi's Stadium Ridership

On November 19, the San Francisco 49ers played the Tampa Bay Buccaneers at Levi's Stadium, and we carried approximately 1409 riders to the game. We continue to have strong ridership to the game as the San Francisco 49ers continue their winning season!

Onboard Pet Program

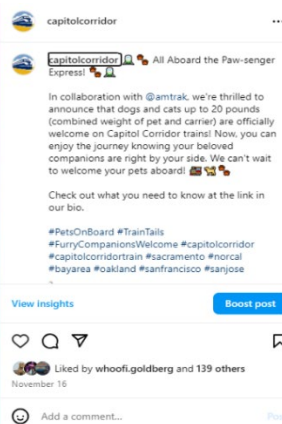
The numbers are in for Capitol Corridor’s new pets’ onboard policy that launched on November 16th. Fifty pet reservations were made during the first two weeks, making Capitol Corridor “one of the better performing state-supported services” for pet programs.



Social Media

In November, we experienced increased audience growth and shared major amenity announcements, Café Car drink specials, and holiday happenings along the corridor.

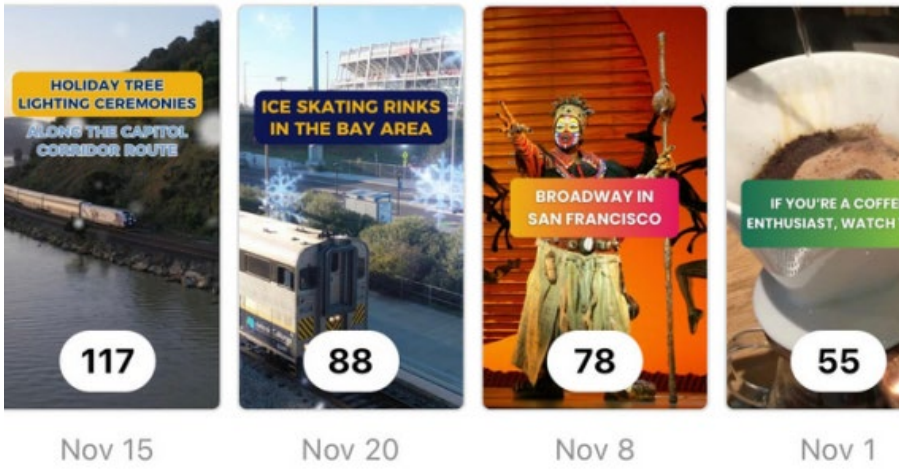
Best Performing Post



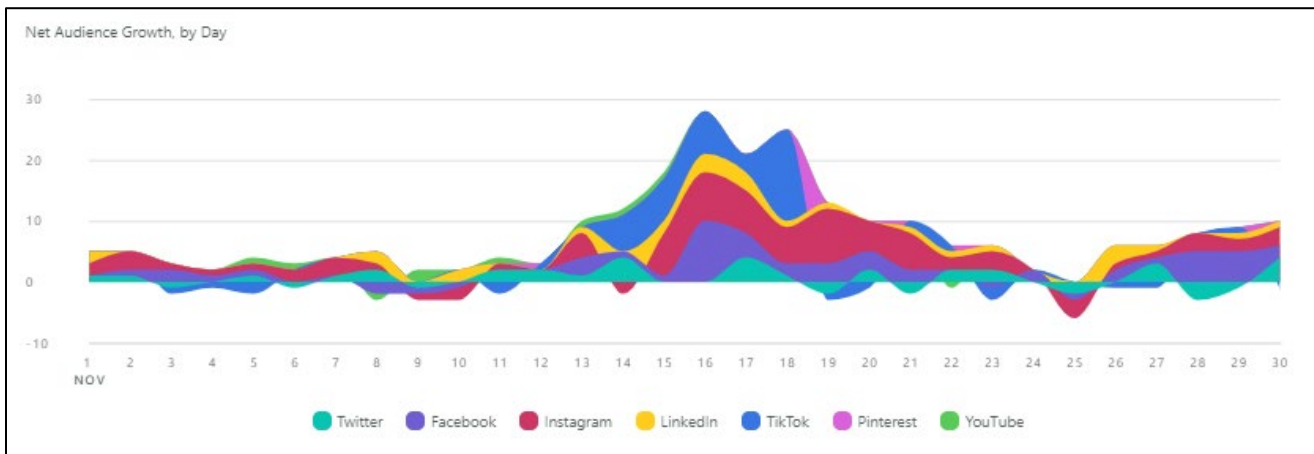
Onboard Pet Program Launch - Best performing post!

- 🐾 Impressions: 25,080
- 🐾 Engagements: 1013
- 🐾 Shares: 54

Top November Reels



Total Growth: 36,180 (increased MoM)



OUTLOOK - CLOSING

We are pleased to see our ridership grow at its highest levels in over three years, and we continue to experience steady year-over-year increases every month. The Siemens Venture cars have begun commissioning testing for the San Joaquin route, and this is an important step to free up equipment for use on the Capitol Corridor route. We eagerly anticipate the extra equipment to be used in our service to increase capacity on some of our busiest trains. We are excited to have been selected for the Corridor ID program. We will pursue additional federal funding to improve safety along our corridor and get back to 90% on-time performance, which is the standard our riders deserve. We look forward to engaging with riders next January during our Annual Business Plan workshops and using their feedback to continually enhance our service. Thanks for your continued support this year. Happy holidays to you and your family from your friends at Capitol Corridor!

TO: PCTPA Board of Directors

DATE: January 24, 2024

FROM: DeeAnne Gillick, General Counsel

SUBJECT: **EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT
AMENDMENT**

ACTION REQUESTED

The Board will consider the performance of the Executive Director in closed session and authorize labor negotiations. In the event there is a recommended amendment to the Executive Director's employment agreement, it will be considered and approved by the Board pursuant to this agenda item and the Board of Directors will authorize the Chair to execute any amendment to the Executive Director's Employment Agreement. Any changes to the salary schedule for the position of the Executive Director will be made concurrently upon Board approval of this item.

BACKGROUND

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

MBC:ss