



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, September 23, 2026
9:00 AM**

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

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

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

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Webinar access: <https://placer-ca-gov.zoom.us/j/95885980752>

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

Webinar ID: 958 8598 0752

- A. Flag Salute**
- B. Roll Call**
- C. Meeting Procedures**
Solvi Sabol, Clerk to the Board
- D. Agenda Review:**
Matt Click, Executive Director

- E. Approval of Minutes:** August 26, 2026 **Action**
Pg. 1
- F. Public Comment**
Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
Pg. 5
These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. Authorize the Executive Director to Submit a Caltrans 2027/28 Sustainable Planning Grant Application for the Smart 65 Feasibility Study – Not to Exceed \$840,000
 2. Approve FY 2026/27 PCTPA Claim for Location Transportation Funds (LTF) – Planning & Administration Funds \$1,837,050 Pg. 7
 3. Approve FY 2026/27 State of Good Repair (SGR) Project List Pg. 10
 4. Approve FY 2026/27 County of Placer Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$200,000 Pg. 14
- H. 9:00 AM – PUBLIC HEARING: City of Auburn Draft 2045 General Plan Consistency Determination** **Action**
Pg. 20
David Melko, Principal Transportation Planner
- Adopt a resolution finding the City of Auburn's Draft 2045 General Plan consistent with the Airport Land Use Compatibility Plan (ALUCP)
- I. Adopt Placer County's Priority Project Lists for SACOG's 2026 Surface Transportation and Block Grant System Performance and Next Generation Solutions & Clean Air Funding Programs** **Action**
Pg. 27
Mike Costa, Principal Transportation Planner
- J. Traffic Report Update** **Info**
Cory Peterson, Senior Transportation Planner
- K. Executive Director's Report** **Info**
- L. Board Direction to Staff**
- M. Informational Items** **Info**
1. Technical Advisory Committee (TAC) Minutes – September 8, 2026 Pg. 36
 2. Status Reports
 - a. Dodd and Chabaan Strategies, LLC (Mark Watts) – September 2026 Pg. 39
 - b. The Ferguson Group – September 2026 Pg. 43
 - c. PCTPA Receipts and Expenditures – August 2026 Separate cover

Next Board Meeting – October 28, 2026

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

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



ACTION MINUTES

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

August 26, 2026 - 9:00 a.m.

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

ROLL CALL | Present: Ben Brown, Trinity Burruss, Amanda Cortez, Anthony DeMattei, Alice Dowdin Calvillo, Bruce Houdesheldt, Suzanne Jones (Chair). **Absent:** Broadway, Wilkins

Agenda Review

Matt noted PCTPA Consent Item 4 would be pulled when the agenda reached Item G, due to a discrepancy in the posted LOTA amount; David would speak to the item at that time. No changes to the agenda as posted.

Approval of Action Minutes – June 24, 2026

A motion to approve the June 24, 2026 Action Minutes was made by Dowdin Calvillo and seconded Cortez. The motion passed unanimously.

Public Comment

There was no public comment.

CONSENT CALENDAR: Placer County Transportation Planning Agency (PCTPA)

A motion to approve the PCTPA Consent Calendar items 1-3 and 5-11 as shown below was made by Cortez and seconded by Dowdin Calvillo. The motion passed unanimously.

1. Approve Placer-Sacramento Gateway Plan Solutions for Congested Corridors Cycle 5 Grant Application - Jacobs Consulting Letter of Task Agreement #26-02 - \$95,000
2. Approve First Amendment to PCTPA-STA Cooperative Agreement for Placer-Sacramento Gateway Plan Update - \$95,000
3. Accept Countywide Zero Emissions Vehicle Infrastructure Plan Final Report
5. Accept FY 2024/25 TDA Financial Audits (under separate cover)
6. Amend the 2026 PCTPA, PCALUC, WPCTSA, and PCLTA Board Meeting Calendars
7. Approve Final LTF Finding of Apportionment, STA Fund Estimate, and SGR Fund Estimate for Fiscal Year 2026/27
8. Authorize the Executive Director to Execute an Agreement with USDOT for the Colfax Comprehensive Safety Action Plan (CSAP) - \$100,000
9. Accept FY 2024/25 City of Roseville TDA Financial Audit (under separate cover)
10. Approve PCTPA Federal Transit Administration (FTA) Section 5311 FFY 2025/26 Funding Apportionment Distribution and Program of Projects for Auburn and Placer County: \$809,470
11. SR 49 Sidewalk Gap Closure Project Management Contract Amendment - \$10,000

Consent Calendar: Item 4

A motion to approve Item 4 of the PCTPA Consent Calendar item as shown below was made by Houdesheldt and seconded by Cortez. The motion passed unanimously.

4. Approve On-Call Technical Services in Support of the Countywide Zero Emission Vehicle Infrastructure Plan - ICF Consulting, L.L.C. Letter of Task Agreement - \$165,000 (corrected from \$162,00 as posted).

Freeway Service Patrol Contractor Award

Presenter: Cory Peterson, Senior Transportation Planner

Public comment: Lutfi Abed and Hussein Abed of Extreme Towing, the unsuccessful proposer for Beats 265 and 281, spoke in opposition to the staff recommendation. Officer Steve McCumsey of the California Highway Patrol addressed the Board regarding notice of violation (NOV) history among FSP operators, noting that violations occur across all FSP tow companies as a normal part of day-to-day operations and should not be attributed to any single contractor.

Action Taken: On a motion by DeMattei, seconded by Houdesheldt, with Burruss opposed, the Board authorized the Executive Director to execute the following agreements between PCTPA and Sierra Hart Towing:

- a. Contractor Services Agreement 27-01 for Beat 265 for an amount not to exceed \$735,650 for a term of three years ending December 31, 2029.
- b. Contractor Services Agreement 27-02 for Beat 281 for an amount not to exceed \$735,650 for a term of three years ending December 31, 2029.

Placer Sacramento Gateway Plan (PSGP) Presentation

Presenter: David Melko, Principal Transportation Planner, and Luke McNeel-Caird, Jacobs, project consultant.

Discussion: Jacobs provided an overview of the PSGP Update, including progress to date and next steps. The update, funded through a 2025 Sustainable Transportation Competitive Planning Grant and being prepared under contract with Jacobs, is scheduled for completion by October 2026 to support a project application for SCCP Cycle 5 in November 2026.

Action Taken: No action required. Informational item.

Evacuation and Transportation Resiliency Study (ETRS) Presentation

Presenter: Cory Peterson, Senior Transportation Planner and Dave Atkinson, Placer County Office of Emergency Services (OES)

Discussion: Staff and OES provided an update on the ETRS, funded through a Caltrans Climate Adaptation Planning Grant with DKS Associates as lead consultant. The project team has completed existing conditions documentation, disaster scenario modeling, and agency coordination, including two "Virtual Incident Command Center" workshops with Public Works, law enforcement, CalFire, and local fire departments in Eastern and Western Placer. A round of community engagement in late 2025 included an interactive map survey, focused interviews, and pop-up events across the county. Recommended infrastructure and operational improvements are currently in development. The study is anticipated to be completed by early 2027.

Action Taken: No action required. Informational item.

2050 Regional Transportation Plan (RTP) Technical Update

Presenter: Cory Peterson, Senior Transportation Planner

Discussion: Staff provided an overview of the RTP Technical Update, which PCTPA is preparing to align its RTP adoption schedule with SACOG's Technical Update to the Blueprint MTP/SCS, expected in 2027. The update will adjust the RTP's base year and refresh data points but will not substantially add or change the project list. Community engagement is planned at events throughout September and October 2026, with some coordinated alongside outreach for the Evacuation and Transportation Resiliency Study. The Technical Update is anticipated to be completed by the end of 2027.

Action Taken: No action required. Informational item.

Executive Director's Report: Matt Click, Executive Director

Federal Reauthorization

- No significant movement since last meeting; Congress returns from summer break Monday, August 31, with 15 legislative days remaining before the September 30 federal fiscal year-end.
- Senate EPW Committee has not yet begun drafting; Democrats and Republicans have not agreed on a top-line number.
- A continuing resolution is expected.

Congressman Bera Meeting – August 4

- PCTPA and SACOG met with Congressman Bera in Auburn (thanks to Vice Chair Dowdin Calvillo for hosting); a positive introductory conversation, with Bera looking to better understand the region's infrastructure priorities.

Grant Activity

- Clean Air Grant, Placer County APCD — \$300,000 — Awarded (City of Lincoln as applicant, written with ICF); paired with \$1M SB 125 funding for \$1.3M total toward electric bus charging at the Lincoln library.
- US DOT BUILD Grant, Rocklin Rd. Interchange — \$25M — Not Awarded.
- CTC Active Transportation Plan, Rocklin Rd. Interchange (bike/ped bridge + ATP features) — \$25M — Submitted, second attempt; decision expected November.
- CTC Solutions for Congested Corridors, Cycle 5 — \$50M+ (Placer projects) — Preparing, per Gateway Plan/Cycle 5 discussion earlier on the agenda.
- SACOG six-county federal funding round (STBG/CMAQ): SACOG staff have recommended 4 of 5 submitted Placer projects in the category of STBG System Preservation totaling \$7.7M for Placer projects. STBG System Performance and CMAQ applications were submitted September 14.

SR 65 – Phase 1 Improvements – BUILD Grant

- Scope: southbound lane addition between Blue Oaks and Galleria, and an auxiliary lane from Pleasant Grove to Galleria.
- Matt and David Melko are working weekly-to-daily with Caltrans and the consultant team to hold schedule.

- Currently on track to let the project and begin construction by **spring 2027**; Matt will flag the Board if that changes.
- Regulatory approvals and permits needed by end of 2026 to hit that timeline.

I 80/ SR 65 Interchange

- Staff will seek grant funding for near-term improvements — a package of auxiliary lanes to help with congestion.
- One of these, the Eureka to Douglas auxiliary lane on eastbound I-80, is now included in the Placer-Sacramento Gateway Plan presented earlier by David.

Other

- Reminder: the December Board meeting is moving from December 2 to December 9, at the request of a few Board members.

Board Direction to Staff: Vice Chair Dowdin Calvillo noted that she will not be able to make to the September 23rd Board meeting due to a conflict with the League of California Cities meeting. Her alternate, Mayor Davis, has been notified.

ADJOURN: The meeting adjourned at approximately 10:30 AM. A video of this meeting can be viewed here: [August_26_PCTPA_Board_Mtg](#)

Matt Click, Executive Director

Suzanne Jones, Chair

Solvi Sabol, Clerk of the Board

TO: PCTPA Board of Directors**DATE: September 23, 2026****FROM: Matt Click, Executive Director****SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for September 23, 2026 agenda for your review and action.

1. **Authorize the Executive Director to Submit a Caltrans 2027/28 Sustainable Planning Grant Application for the Smart 65 Feasibility Study – Not to Exceed \$840,000**

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

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

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

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

The not to exceed study cost is \$840,000, consisting of a not to exceed \$700,000 in Caltrans grant funds and a 20 percent local match of \$140,000 provided by SPRTA.

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

2. **Approve FY 2026/27 PCTPA Claim for Location Transportation Funds (LTF) – Planning & Administration Funds \$1,837,050**

Staff recommends approval of the attached Resolution 26-31 and the PCTPA LTF claim for FY 2026/27 in the amount of \$1,837,050. This amount represents \$475,000 in planning funds and \$1,362,050 in administration funds per the FY 2026/27 Final Apportionment of Local Transportation Funds approved at the August 2026 Board Meeting. Staff recommends approval.

3. **Approve FY 2026/27 State of Good Repair (SGR) Project List**

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. Part of the TDA includes the State of Good Repair (SGR) program which was added after the passage of Senate Bill 1 (SB 1) in 2017. It funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. At the August 26, 2026 Board meeting, the PCTPA Board approved the Final FY 2026/27 SGR Fund Estimate of \$686,456. Each jurisdiction claiming SGR funds is required to submit a list of projects to Caltrans that they plan to utilize the funds for. PCTPA then submits a unified project list to Caltrans, alongside the Final FY 2026/27 SGR Fund Allocation. Board approval by resolution is required to authorize submittal of this project list to Caltrans. Staff recommends approval of the attached Resolution 26-28.

4. **FY 2026/27 County of Placer Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$200,000**

The County of Placer has submitted claims for \$200,000 in bicycle/pedestrian LTF funds for FY 2026/27. These funds were awarded to the County as part of the Revolving Match Fund (RMF) program on May 27, 2026, pending approval of their submitted grant. The County has been awarded a Mobility Zones grant from SACOG for the Bowman Road Sidewalk Project and is now eligible to claim the RMF funds. The County's claim is compliant with the approved applicable five-year Bicycle & Pedestrian Cash Management Plans. Staff recommends approval of the claim.

ss:mbc:ss

CLAIM FOR LOCAL TRANSPORTATION FUNDS

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
2260 DOUGLAS BLVD. STE 130, ROSEVILLE, CA 95661

FROM: CLAIMANT: Placer County Transportation Planning Agency
ADDRESS: 2260 Douglas Blvd. Ste 130, Roseville, CA 95661

CONTACT PERSON: Matthew Click, Executive Director
Phone: (530) 823-4030 Email: mclick@pctpa.net

The Placer County Transportation Planning Agency (PCTPA) hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2026/2027 in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

PCTPA Administration	\$ 475,000
PCTPA Planning	<u>\$ 1,362,050</u>
TOTAL	\$ 1,837,050

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

(signature)

Suzanne Jones, PCTPA Chair

Date:: September 23, 2026

APPLICANT:

PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

(signature)

Matthew Click, Executive Director

Date:: September 23, 2026



RESOLUTION #26-31 OF THE BOARD OF DIRECTORS

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

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held September 23, 2026 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

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

NOW, THEREFORE, BE IT RESOLVED that PCTPA has reviewed the claim and has made the following allocations from the 2026/27 fiscal year funds.

- | | | |
|----|--|---------------------|
| 1. | To the Placer County Transportation Planning Agency
for administrative purposes (PUC 99233.1): | \$ 475,000 |
| 2. | To the Placer County Transportation Planning Agency
for transportation planning purposes (PUC 99233.2): | <u>\$ 1,362,050</u> |
| | Total LTF Funds Claimed | \$ 1,837,050 |

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

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning
Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board



RESOLUTION #26-28 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: APPROVAL OF THE FY 2026/27 REGIONAL PROJECT LIST FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held September 23, 2026 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

WHEREAS, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program that allocates in FY 2026/27 approximately \$140 million to transit operators in California to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, these funds will be allocated under the State Transit Assistance (STA) Program formula to the Regional Transportation Planning Agencies per PUC Sections 99313 and 99314; and

WHEREAS, Placer County Transportation Planning Agency (PCTPA) has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin; and

WHEREAS, PCTPA as the Regional Transportation Planning Agency is responsible for receiving and allocating SGR funds and may serve as an eligible project sponsor to receive SGR program funds for local agencies; and

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

WHEREAS, SB-1 named the Department of Transportation (Department) as the administrative agency for the SGR; and

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

WHEREAS, the Placer County Transportation Planning Agency concurs with and approves the attached project list for the funds, and

NOW, THEREFORE, BE IT RESOLVED THAT the Board of Directors hereby approves the SB-1 State of Good Repair Project List for FY 2026/27; and

BE IT FURTHER RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

BE IT FURTHER RESOLVED that Matt Click, Executive Director, be authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements. |

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2026/2027 STATE OF GOOD REPAIR (SGR) FINAL ALLOCATION ESTIMATE
(EXCLUDING TAHOE BASIN)
AUGUST 2026**

PUC 99313 Allocation	\$588,251
PUC 99314 Allocation	\$98,206
Total SGR Allocation Available to Jurisdictions ⁽¹⁾	\$686,457

FY 2026/2027 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2025 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	Reallocation to Transit Operator ⁽³⁾	PUC 99313 Total Allocation
Placer County	105,512	24.85%	\$146,161	\$194,183	\$340,344
Auburn	13,506	3.18%	\$18,709	\$0	\$18,709
Colfax	2,020	0.48%	\$2,798	(\$2,798)	\$0
Lincoln	56,494	13.30%	\$78,259	(\$78,259)	\$0
Loomis	6,822	1.61%	\$9,450	(\$9,450)	\$0
Rocklin	74,842	17.62%	\$103,675	(\$103,675)	\$0
Roseville	165,455	38.96%	\$229,198	\$0	\$229,198
TOTAL	424,651	100.00%	\$588,251	\$0	\$588,251

Notes: (1) FY 2026/2027 State of Good Repair Final Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1, 2026

(2) Table E-1: City/County Population Estimates January 1, 2025 to January 1, 2026, DOF, released May 1, 2026.

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

FY 2026/2027 Jurisdiction PUC Section 99314 SGR Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$7,137,582	81.9%	\$80,406	\$420,750
Auburn	\$61,956	0.3%	\$324	\$19,033
Colfax	\$0	0.0%	\$0	\$0
Lincoln	\$0	0.0%	\$0	\$0
Loomis	\$0	0.0%	\$0	\$0
Rocklin	\$0	0.0%	\$0	\$0
Roseville	\$1,353,589	17.8%	\$17,475	\$246,673
TOTAL	\$8,553,127	100.0%	\$98,205	\$686,456

Notes: (4) FY 2026/2027 State of Good Repair Final Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1, 2026

FY 2026/2027 SGR Project Summary

Jurisdiction	Project Title	FY 2026/27 Allocation Amount
Placer County	PM and 35' Bus Purchase	\$420,750
Auburn	Purchase of Electric Infrastructure	\$19,033
Roseville	Bus Stop Improvement and Replacement Program	\$246,673
	FY 2026/27 Total	\$686,456

Division of Rail and Mass Transportation**State Transit Assistance State of Good Repair Program****Authorized Agent Form**

Authorized Agent

The following individual(s) are hereby authorized to execute for and on behalf of the named Regional Entity/Transit Operator, and to take any actions necessary for the purpose of obtaining State Transit Assistance State of Good Repair funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid at the beginning of Fiscal Year 2017-2018 until the end of the State of Good Repair Program. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself.

 Matt Click, AICP; Executive Director OR
 (Name and Title of Authorized Agent)

 (Name and Title of Authorized Agent) OR

 (Name and Title of Authorized Agent)

AS THE Executive Director
 (Chief Executive Officer / Director / President / Secretary)

OF THE _____
 (Name of County/City Organization)

 (Print Name) (Title)

 (Signature)

Approved this 23rd day of September, 2026

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

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

FROM:

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

CONTACT PERSON: Emily Bardakjian
Phone: 530-745-7552 Email: EBardaki@placer.ca.gov

The County Of Placer 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 \$200,000 be approved for Fiscal Year 2026/27, 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:
COUNTY OF PLACER

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

TITLE: _____ TITLE: Chair

DATE: _____ DATE: 08/11/26

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: County of Placer

Fiscal Year: FY 2026/27

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
PJ02920 – Bowman Sidewalk Infill Project. The Project proposes the construction of new sidewalk segments along Bowman Road between Apple Lane and Luther Road to close critical gaps in the existing pedestrian network.	\$4,069,000	Mobility Zones Program (CRP Funds): \$3,590,000 Revolving Match Fund Program (Bicycle/Pedestrian Funds): \$200,000 Local Funds: \$279,000

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

In the matter of: A Resolution authorizing the Chair to execute and submit a claim for FY 2026-27 Local Transportation Funds for the Bowman Sidewalk Infill Project totaling \$200,000 to the Placer County Transportation Planning Agency.

Resolution No.: 2026-174

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on August 11, 2026, by the following vote on roll call:

AYES: GORE, DEMATTEI, JONES, GUSTAFSON, LANDON

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 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 and State Transit Assistance Fund established by the Transportation Development Act; and

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

WHEREAS, the PCTPA allocates 2% of the LTF funding for bicycle and pedestrian facilities; and

WHEREAS, for the Fiscal Year 2026-27, the County of Placer proposes submitting a Claim for Local Transportation Funds to the PCTPA in the amount of \$200,000 for the Bowman Sidewalk Infill Project.

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 2026-27 Local Transportation Funds Claim as specifically described in Exhibit "1" attached hereto and incorporated herein, to the Placer County Transportation Planning Agency, in the amount of \$200,000 of Local Transportation Funds for bicycle and pedestrian purposes, as authorized by the California Public Utilities Code Section 99233.3, and by the California Code of Regulations Section 6655.2.

BE IT FURTHER RESOLVED, that this claim is hereby approved by the Board of Supervisors.

Exhibit 1: PCTPA – Claim for Local Transportation Funds



RESOLUTION #26-30 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATION OF BICYCLE AND PEDESTRIAN TRUST FUNDS TO THE COUNTY OF PLACER

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held September 23, 2026 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

WHEREAS, California Government Code Section 29532.1(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; and

WHEREAS, PCTPA established a Revolving Match Fund (RMF) of Bicycle and Pedestrian LTF funds to assist jurisdictions with local matches to grants for their bicycle and pedestrian projects; and

WHEREAS, the County of Placer was awarded \$200,000 in Revolving Match Funds on May 27, 2026

THEREFORE, BE IT RESOLVED THAT the PCTPA has reviewed the claim and makes funds available from the 2026-2030 5-year Bicycle and Pedestrian Cash Management Plan for allocation in fiscal year 2026/27.

1. To the County of Placer for the Bowman Road Sidewalk Project (Revolving Match Funds)
\$200,000

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

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** September 23, 2026

FROM: David Melko, Principal Transportation Planner

SUBJECT: **9:00 A.M. - PUBLIC HEARING: CITY OF AUBURN DRAFT 2045
GENERAL PLAN CONSISTENCY DETERMINATION**

ACTION REQUESTED

1. Conduct a public hearing to receive public input regarding the consistency of the City of Auburn Draft 2045 General Plan with the Placer County Airport Land Use Compatibility Plan (ALUCP).
2. Adopt Resolution No. 26-27 finding that the City of Auburn Draft 2045 General Plan is consistent with the ALUCP because:
 - a) there are no direct conflicts between the Draft 2045 General Plan and the ALUCP; and
 - b) a mechanism is currently in place under the City's Zoning Ordinance, Sections 159.140–159.151, Airport Zoning, to ensure that future land use development within the Auburn Municipal Airport Influence Area under City jurisdiction does not conflict with the ALUCP.

BACKGROUND

Prior City of Auburn General Plan Consistency Determinations

The City's Housing Element 2021–2029, adopted in November 2020; Safety Element, adopted in December 2020; and General Plan 1992–2012 and Zoning Ordinance, adopted in December 2021, received prior consistency determinations from the ALUC.

The Draft 2045 General Plan is intended to establish a long-term framework for the City of Auburn's growth and development. The Plan was developed to be consistent with the ALUCP, which guides development near the Auburn Municipal Airport and its implementation. The Draft 2045 General Plan envisions the Airport serving as a nexus for advanced aviation, with its modernization supporting Auburn's economy.

DISCUSSION

The City of Auburn has requested that the ALUC review the Draft 2045 General Plan and determine its consistency with the adopted 2021 ALUCP, as amended (Attachment 1). The City's Draft 2045 General Plan and Draft Environmental Impact Report (DEIR) are available for review and download at:
<https://www.auburn2045.org/resources>.

Public Notice

Notice of the public hearing was published in the Auburn Journal on September 12, 2026. The hearing notice was also posted on the PCTPA website and distributed by email to Auburn Municipal Airport and community stakeholders.

State Law

State law requires local jurisdictions with airports to review and amend their General Plans for consistency with the ALUCP within 180 days of the ALUC's adoption of the ALUCP. Alternatively, a jurisdiction may adopt findings and override the ALUC or refer all development proposals within the airport influence area to the ALUC for review until General Plan consistency is determined.

Placer County Airport Land Use Commission
PUBLIC HEARING: CITY OF AUBURN DRAFT 2045 GENERAL PLAN
CONSISTENCY DETERMINATION
September 2026
Page 2

Once a local agency satisfies the General Plan consistency requirement, the ALUC's authority to review proposed projects around the airport becomes more limited. Responsibility for land use decisions within the applicable airport influence area then generally rests with the local jurisdiction with land use authority.

General Plan Consistency Factors

To achieve consistency between a General Plan and an ALUCP, a city or county may choose one of the following strategies:

- Incorporate ALUCP policies into existing General Plan elements.
- Adopt a General Plan Airport Element.
- Adopt the ALUCP as a stand-alone document.
- Adopt an Airport Combining District or Overlay Zoning Ordinance.

According to the California Airport Land Use Planning Handbook, a General Plan does not have to be identical to an ALUCP to be considered consistent. Two tests are used to determine consistency between a General Plan and an ALUCP:

1. There can be no direct conflicts between the ALUCP and the General Plan or amendment; and
2. The General Plan must delineate a mechanism or process to ensure that future land use development within the airport influence area will not conflict with the ALUCP.

General Plan Consistency Evaluation

The Draft 2045 General Plan contains policies addressing airport safety, noise, airspace protection, and overflight and provides the foundation demonstrating airport-land use compatibility.

1. No Direct Conflicts Between the ALUCP and the General Plan

The ALUCP addresses four principal airport land use planning concerns: safety, airspace protection, noise, and overflight compatibility.

Safety concerns include risks to the population associated with aircraft operations and accidents. These concerns primarily relate to General Plan land use designations that do not meet the density criteria for residential uses or intensity criteria for non-residential uses specified in the ALUCP.

Airspace protection addresses aircraft safety by protecting navigable airspace around airports, including through appropriate height restrictions. Noise compatibility addresses the effects of aircraft noise on communities adjacent to the Airport. Overflight compatibility requires notification to purchasers of residential property regarding airport proximity, aircraft overflight, and potential noise exposure.

The Draft 2045 General Plan incorporates policies and implementing actions supporting airport land use compatibility within the following General Plan Elements: Economic Development, Land Use, Noise, Safety, and Transportation.

Economic Development Element

The Economic Development Element includes three policies addressing Airport improvements, the Airport as a community asset, and connectivity between the transportation system and the Airport Industrial Park. Although economic development is not specifically addressed in the ALUCP, the proposed City policies do not conflict with the ALUCP.

Land Use Element

The Land Use Element includes a specific section addressing the Auburn Municipal Airport. Policies address protecting and sustaining the Airport and Airport Business District as important economic and municipal assets; ensuring consistency of adjacent land uses with the Airport Master Plan; and coordinating airport land use compatibility efforts with Placer County, including future updates to the ALUCP. This coordination would address several issues, including nonconforming and noise-sensitive residential land uses in proximity to the Airport, special exception approvals, notification and disclosure requirements, and reduction of aviation safety hazards through a coordinated development review process within the airport influence area. These policies do not conflict with the ALUCP and are consistent with its policies.

Safety Element

The Safety Element emphasizes minimizing public exposure to aviation safety hazards and preserving the safety of aircraft operations. Safety Element policies are coordinated with and implemented through the Land Use Element, including implementation of land use policies and zoning provisions intended to limit the encroachment of incompatible uses on properties in the vicinity of the Airport. These policies do not conflict with the ALUCP and are consistent with its policies.

Transportation Element

The Transportation Element includes a specific section addressing Aviation. Policies focus on improving the Airport through implementation of the Airport Master Plan, which is currently under development. These policies do not conflict with the ALUCP and are consistent with its policies. However, once the Airport Master Plan is completed, it will be subject to a separate consistency determination and may result in the need to update the ALUCP as it relates to the Auburn Municipal Airport.

Draft Environmental Impact Report

The DEIR references the ALUCP in its discussion of the existing regulatory setting. It concludes that potential noise and safety impacts associated with airport land use compatibility are less than significant and are addressed through the requirement that all proposed development within the airport influence area comply with the ALUCP.

2. Mechanism for Ensuring Future Land Use Development Does Not Conflict with the ALUCP

Eliminating direct conflicts between the Draft 2045 General Plan and the ALUCP is not, by itself, sufficient to ensure that future land use development will adhere to the compatibility criteria established in the ALUCP. An implementation process must also be established, either directly within the General Plan or through reference to a separately adopted ordinance, regulation, or other policy document.

There are three components to the process for ensuring compliance with the ALUCP compatibility criteria:

a. Delineation of Compatibility Criteria

Consistency between the Draft 2045 General Plan and the ALUCP is established through the Land Use and Safety Elements. Land Use Element Policies LU-7.4 and LU-7.6 and Safety Element Policy S-9

Placer County Airport Land Use Commission
PUBLIC HEARING: CITY OF AUBURN DRAFT 2045 GENERAL PLAN
CONSISTENCY DETERMINATION
September 2026
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provide the City with a policy basis for ensuring airport land use compatibility and requiring projects under review to comply with applicable ALUCP compatibility criteria.

b. Identification of Mechanisms for Compliance

Adoption of the Draft 2045 General Plan by the Auburn City Council will establish a policy-level requirement that development be consistent with the ALUCP. Government Code Section 65860 requires the City's Zoning Ordinance to be consistent with the General Plan. The City already has an airport protection mechanism in place. The City's Zoning Ordinance is that mechanism and received a consistency determination from the ALUC in December 2021. It is available at:

[https://auburn.municipalcodeonline.com/book?type=ordinances#name=159_Airport_Zoning_\(Sections_159.140-159.151\)](https://auburn.municipalcodeonline.com/book?type=ordinances#name=159_Airport_Zoning_(Sections_159.140-159.151))

Specifically, Sections 159.140–159.151, Airport Zoning, require the referral of land use actions to the ALUC for consistency review and provide that the criteria contained in the ALUCP shall be used to determine whether a proposed land use is compatible with airport operations.

c. Indication of Review and Approval Procedures

Once the Draft 2045 General Plan is approved, subsequent development approvals and entitlements will require the City to ensure conformance with the ALUCP. Under State law, legislative actions that have an impact on the ALUCP must also be reviewed by the ALUC for consistency before the City Council takes action. Consistent with this requirement, General Plan Land Use Element Policy LU-7.3 requires consistency with ALUCP policies, and Policy LU-7.6 requires adherence to ALUC project review procedures.

Based on the above analysis, the Draft 2045 General Plan provides a policy basis for airport land use compatibility, and an implementation mechanism is currently in place through Sections 159.140–159.151, Airport Zoning, to ensure airport-land use compatibility. Together, these provisions will ensure that future land use development within the Airport Influence Area under City jurisdiction does not conflict with the ALUCP.

ALUC Choices of Action

The ALUC may determine that the City's Draft 2045 General Plan is:

1. Consistent with the ALUCP;
2. Consistent with the ALUCP, subject to conditions; or
3. Inconsistent with the ALUCP based on specific conflicts.

Staff Recommendation

Staff recommend that the ALUC find the City of Auburn Draft 2045 General Plan consistent with the ALUCP. City of Auburn staff and the Technical Advisory Committee (TAC) concur with this recommendation.

Attachment 1 – City of Auburn Request for Consistency Determination

DM:mbc:ss



CITY OF AUBURN

Planning & Economic Development Departments
1225 LINCOLN WAY • AUBURN, CA 95603 • PHONE (530) 823-4211

August 26, 2026

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

Re: City of Auburn General Plan/ALUCP Consistency Determination

Dear Mr. Click:

The City of Auburn is requesting that the Placer County Airport Land Use Commission (ALUC) make a determination of consistency, pursuant to Section 2.9.2(b) of the adopted Airport Land Use Compatibility Plan (ALUCP) and Public Utilities Code Section 21676(a), regarding the consistency of the City of Auburn General Plan with the Compatibility Plan.

The City of Auburn anticipates that any recommended amendments to the General Plan resulting from the ALUC consistency determination will be considered and acted upon by the City Council within 180 days of receiving the ALUC's determination, as required by state law.

Please feel free to contact me if you have any questions regarding the City's consistency determination request. I may be reached at (530) 823-4211, Ext. 144.

Sincerely,

Jonathan Wright



Jonathan Wright
Economic Development
City of Auburn

Phone 530-823-4211, ext. 144
Web www.auburn.ca.gov
Email jwright@auburn.ca.gov
1225 Lincoln Way, Auburn, CA 95603

CC Tia Klumpp, Planning Director
Tyghe Richardson, Airport Manager
Barry Miller, General Plan Managing Consultant



PLACER COUNTY
AIRPORT LAND USE
COMMISSION

RESOLUTION #26-27 OF THE BOARD OF DIRECTORS

IN THE MATTER OF

CITY OF AUBURN DRAFT 2045 GENERAL PLAN CONSISTENCY WITH THE PLACER COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

The following resolution was duly passed by the Placer County Airport Land Use at a regular meeting held September 23, 2026 by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT: |

WHEREAS, Resolution No. 97-10 designated Placer County Transportation Planning Agency as the Airport Land Use Commission for Placer County; and

WHEREAS, the Placer County Airport Land Use Commission is duly formed and operating under the State Aeronautics Act, California Public Utilities Code Section 21001 et seq., including Article 3.5, Sections 21670 – 21679.5 of the Act; and

WHEREAS, California Public Utilities Code Section 21670(a) requires Airport Land Use Commissions to prepare Airport Land Use Compatibility Plans for public-use airports to promote compatibility between airports and the land uses surrounding; and

WHEREAS, the Placer County Airport Land Use Commission adopted on September 22, 2021, as subsequently amended, an Airport Land Use Compatibility Plan for Auburn Municipal Airport; and

WHEREAS, local jurisdictions with airports, such as the City of Auburn, are required to review and amend their General Plans for consistency within 180 days of an Airport Land Use Commission's adoption of an Airport Land Use Compatibility Plan, or the jurisdiction can adopt findings and

override the Airport Land Use Commission, or refer all development proposals within the airport influence area to the Airport Land Use Commission for review until such time that General Plan consistency can be determined; and

WHEREAS, at its regular meeting on September 23, 2026, via a noticed public hearing, the Placer County Airport Land Use Commission reviewed and considered the City of Auburn Draft 2045 General Plan for consistency with the Placer County Airport Land Use Compatibility Plan.

NOW THEREFORE BE IT RESOLVED that the Placer County Airport Land Use Commission hereby finds and determines:

1. That the foregoing recitals are true and correct and hereby adopted.
2. That after considering all the evidence presented, the City of Auburn General Plan Draft 2045 General Plan is consistent with the ALUCP because:
 - a) there are no direct conflicts between the Draft 2045 General Plan and the ALUCP; and
 - b) a mechanism is currently in place under Sections 159.140–159.151, Airport Zoning, to ensure that future land use development within the Auburn Municipal Airport Influence Area under City jurisdiction does not conflict with the ALUCP.
3. That this action requires the City of Auburn to become responsible for day-to-day implementation of the ALUCP.
4. That pursuant to State law (Public Utilities Code, Chapter 4, Article 3.5, Section 21676(b)), certain legislative actions that have an impact on the ALUCP shall be submitted for review by the Airport Land Use Commission for consistency prior to the City Council taking final action.

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Airport Land Use Commission

Matt Click, AICP
Executive Director

ATTEST:

Solvi Sabol
Clerk of the Board

MEMORANDUM

TO: PCTPA Board of Directors **DATE:** September 23, 2026

FROM: Mike Costa, Principal Transportation Planner

SUBJECT: **ADOPT PLACER COUNTY'S PRIORITY PROJECT LISTS FOR
SACOG'S 2026 STBG SYSTEM PERFORMANCE AND NEXT
GENERATION SOLUTIONS & CLEAN AIR FUNDING PROGRAMS**

ACTION REQUESTED

Adopt Resolution No. 26-29, supporting Placer County's Priority Project List for the Sacramento Area County of Government's 2026 Surface Transportation Block Grant System Preservation and Next Generation & Clean Air Solutions Funding Programs.

BACKGROUND

The Placer County Transportation Planning Agency (PCTPA) serves as the State's designated Regional Transportation Planning Agency (RTPA) for Placer County. As the RTPA, PCTPA had historically administered the distribution of federal Surface Transportation Block Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) funding to Placer's local jurisdictions and the County under an Memorandum of Understanding (MOU) with the Sacramento Area Council of Governments (SACOG), which serves as the federally-designated Metropolitan Planning Organization (MPO) for El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. However, in the Spring of 2021, the Federal Highway Administration and Federal Transit Administration issued a Corrective Action to the California Department of Transportation that changed the process for how STBG and CMAQ funds could be distributed by an MPO. In July 2023, the SACOG Board of Directors approved a new administrative process for the distribution of STBG and CMAQ funding that consisted of a six-county, competitive funding program to select projects to receive available STBG and CMAQ funds. Under this new process, PCTPA no longer distributes federal STBG and CMAQ funds directly to Placer County's jurisdictions; and Placer County's jurisdictions must now compete directly for the regional STBG and CMAQ funds available in the competitive funding program.

In April 2024, PCTPA and SACOG established a new MOU that contains administrative protocols for SACOG's regional funding program. Under the MOU's terms, SACOG is responsible for issuing a Call for Projects for STBG and CMAQ funds and establishing performance-based targets for each county within the region. PCTPA is responsible under the MOU for submitting a prioritized project list to SACOG on behalf of all applicants in Placer County applying for STBG and CMAQ funds during the competitive funding round cycle.

Since June 2025, PCTPA staff has led a comprehensive and strategic effort to prepare Placer County's local jurisdictions for SACOG's competitive funding round cycle. This collaborative process involved using SACOG's performance-based target established for Placer County and determining a local needs-based methodology by which all of Placer County's jurisdictions could share potential funding for their eligible projects being nominated for STBG and CMAQ funding. While this effort does not

PCTPA Board of Directors

Adopt Placer County's Priority Project Lists for SACOG STBG System Preservation and Next Generation Solutions & Clean Air Funding Programs

September 23, 2026

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guarantee award of funding towards Placer County's eligible projects, it does strategically increase the competitiveness of the Placer region's project nominations submitted for the regional funding programs.

SACOG issued a Call for Projects for its STBG System Preservation funding program on March 19, 2026, which closed on May 8, 2026. The STBG System Preservation program was the first of three competitive regional funding programs that made approximately \$38.8 million of STBG funds available for projects that generally address roadway repair and maintenance needs. The funding program's overall goal was to help agencies collectively maintain the local and regional roadway network in a state of good repair. Funding was available for projects that anticipated delivery in Federal Fiscal Years (FFYs) 2027/28 through 2029/30. The Placer County region submitted five project applications for this competitive funding program, totaling approximately \$10.2 million. Four of these five projects are currently being recommended by SACOG staff for funding, totaling approximately \$7.6 million, which will be decided by SACOG's Board of Directors at their September meeting.

DISCUSSION

On June 1, 2026, SACOG issued Call for Projects for the remaining two competitive funding programs: STBG System Performance and Next Generation Solutions & Clean Air (CMAQ). Approximately \$92 million of CMAQ funds are available within the Next Generation Solutions & Clean Air funding program, while approximately \$72.2 million is available within the STBG System Performance funding program. Eligible projects for the STBG System Performance funding program include projects that improve and/or enhance local and regional roadways, transit upgrades, electric vehicle charging, new bike and pedestrian infrastructure, mobility hubs, and smart-transportation technologies that help manage traffic and improve reliability. CMAQ-eligible projects within the Next Generation Solutions & Clean Air funding program include projects that have demonstrable emissions reduction and air quality improvement benefits such as high-capacity transit, zero-emission vehicles and charging infrastructure, bikeway and trail enhancements, complete streets improvements, traffic flow mitigation, and other programs that support carpooling, transit use, and other clean alternative transportation options. Funding for both programs is available for projects that anticipate delivery in FFYs 2027/28 through 2029/30.

Using SACOG's performance-based target, and a local needs-based methodology, PCTPA worked extensively with all of Placer's jurisdictions to establish a list of nine eligible project nominations for SACOG's STBG System Preservation program and two eligible CMAQ project nominations for SACOG's Next Generation Solutions & Clean Air program. These projects were then reviewed and ranked by PCTPA staff into the following prioritized project lists using SACOG's 2026 funding round evaluation criteria. Similar to the STBG System Preservation funding program, SACOG's evaluation criteria favors projects that are shovel-ready for construction, mitigate potential risks to project delivery, present a cost-effective or emissions reduction approach, are supported by community input and/or a demonstrated need, and conform to SACOG's regional transportation performance goals. These performance goals include vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) reduction, congestion reduction, modal choice improvement, economic prosperity, addressing climate

PCTPA Board of Directors**Adopt Placer County's Priority Project Lists for SACOG STBG System Preservation and Next Generation Solutions & Clean Air Funding Programs****September 23, 2026****Page 3**

adaptation and resilience, supporting good movement, improving safety and security, and maintaining a state of good repair.

STBG System Performance Prioritized Project List

Priority Ranking	Project Title	Lead Agency Sponsor	Requested STBG Funding	Total Project Cost (Approximate)
1	King Road Multimodal Safety and Pavement Rehabilitation Project	Town of Loomis	\$500,000	\$1.3 million
2	Sunset Boulevard Sidewalk Gap Closure Project	City of Rocklin	\$2,050,000	\$2.8 million
3	Vision Zero Signal Detection Upgrades	County of Placer	\$1,516,643	\$1.7 million
4	PFE Road Safe Routes to School	County of Placer	\$2,099,046	\$2.4 million
5	I-80 Horseshoe Bar Road Interchange Modification	Town of Loomis	\$600,000	\$1.7 million
6	Farron Street At-Grade Railroad Roadway and Pedestrian Improvements	City of Rocklin	\$2,500,000	\$2.8 million
7	Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area	County of Placer	\$1,280,000	\$2.2 million
8	East 12th / Virginiatown Road Rehabilitation	City of Lincoln	\$1,450,000	\$1.9 million
9	3rd Street Grade Crossing	City of Lincoln	\$1,500,000	\$1.7 million

Collectively, these nine projects request approximately \$13.5 million of the region's available STBG System Performance program funding.

Next Generation Solutions & Clean Air (CMAQ) Prioritized Project List

Priority Ranking	Project Title	Lead Agency Sponsor	Requested STBG Funding	Total Project Cost (Approximate)
1	Dry Creek Greenway East Multi-Use Trail, Phase 2	City of Roseville	\$6,379,000	\$14 million
2	Purchase of four (4) Zero Emission Buses for Placer County Transit	County of Placer	\$3,000,000	\$7 million

PCTPA Board of Directors

Adopt Placer County's Priority Project Lists for SACOG STBG System Preservation and Next Generation Solutions & Clean Air Funding Programs

September 23, 2026

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Collectively, these nine projects request approximately \$9.4 million of the region's available Next Generation Solutions & Clean Air (CMAQ) program funding.

Placer County's jurisdictions that are not represented on these prioritized project lists either submitted project nominations for SACOG's STBG System Preservation competitive funding program or elected not to submit any projects during this federal funding cycle. Given the September 18th deadline to submit project nomination applications for the STBG System Performance and Next Generation Solutions & Clean Air funding programs, PCTPA staff submitted the attached draft resolution to SACOG on behalf of the Placer County's five agency sponsors identified on these prioritized project lists.

Staff recommends that the PCTPA Board of Directors adopt Resolution No. 26-29, formerly approving the Prioritized Project Lists for Placer County's nine project nominations submitted for consideration in SACOG's 2026 STBG System Performance funding program and two project nominations submitted for SACOG's 2026 Next Generation Solutions & Clean Air funding program. While PCTPA staff worked collaboratively with all the Placer region's local jurisdictions throughout this project list's development, the draft project list contained in the resolution was presented to PCTPA's Technical Advisory Committee (TAC) on September 8th and received concurrence for approval by PCTPA's Board in September.

MC:ss:mbc

RESOLUTION #26-29 OF THE BOARD OF DIRECTORS**IN THE MATTER OF: ADOPTING A LIST OF PLACER COUNTY’S REGIONAL
PROJECT PRIORITIES FOR THE SACOG SURFACE TRANSPORTATION BLOCK
GRANT SYSTEM PERFORMANCE AND NEXT GENERATION SOLUTIONS &
CLEAN AIR FUNDING PROGRAMS**

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) Board of Directors at a regular meeting held September 23, 2026, by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

WHEREAS, the Placer County Transportation Planning Agency (“PCTPA”) is a Regional Transportation Planning Agency (“RTPA”) formed by Government Code Section 67910 to serve Placer County. PCTPA’s governing board is comprised of representatives from the Placer County Board of Supervisors; the city councils of Auburn, Colfax, Lincoln, Rocklin, and Roseville; and the town council of Loomis; and

WHEREAS, the Sacramento Area Council of Governing (“SACOG”) is the Metropolitan Planning Organization (“MPO”) for the six-county Sacramento Region (“Region”), including El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. Among other responsibilities, SACOG prepares transportation plans for federal purposes, prepares the Metropolitan Transportation Improvement Program (“MTIP”) to program federal transportation funds, and prepares the Sustainable Communities Strategy (“SCS”) as required by state law; and

WHEREAS, in spring of 2021, the Federal Highway Administration (“FHWA”) and Federal Transportation Administration (“FTA”) issued a Corrective Action to the California Department of Transportation, which in turn required SACOG as the MPO to update and modify its process for programming federal funds. In February 2023, SACOG’s Board of Directors approved a new project selection process for federal transportation funds, effective July 1, 2023, in response to the Corrective Action; and

WHEREAS, in April 2024, PCTPA and SACOG entered into a Memorandum of Understanding (“MOU”) that, among other terms, establishes administrative protocols for SACOG’s regional funding programs and the distribution of federal Surface Transportation Block Grant (“STBG”) and Congestion Mitigation and Air Quality (“CMAQ”) program funds for the Region; and

WHEREAS, pursuant to the MOU's terms, SACOG is responsible for issuing a Call for Projects for STBG and CMAQ funds and establishing performance-based funding targets for each county within the region; and

WHEREAS, pursuant to the MOU's terms, in Placer County, PCTPA will submit a prioritized project list to SACOG on behalf of all applicants in the County for the STBG and CMAQ funding programs; and

WHEREAS, SACOG issued Call for Projects for the STBG System Performance and Next Generation Solutions & Clean Air (CMAQ) funding programs on June 1, 2026, with applications for project funding nominations due to SACOG on September 18, 2026.

NOW, THEREFORE, BE IT RESOLVED that the PCTPA Board of Directors adopt the following project list, prioritized in the order presented, which shall constitute Placer County's prioritized project list submitted for SACOG's STBG System Performance funding program:

1. Project Name: King Road Multimodal Safety and Pavement Rehabilitation Project
Project Description: In the Town of Loomis, on King Road, from the Taylor Road/King Road intersection to Bush Lane (~0.4 linear miles): Pavement rehabilitation; Road diet and lane restriping and reconfiguration with lane width reductions; Restriping of bicycle lanes with increased buffer space; Traffic calming measures (channelizers, pavement markings, and center lane concrete medians); Construct continuous sidewalks to close existing pedestrian gaps; New high-visibility pedestrian crosswalk with concrete median; Upgrade all sidewalks to 5 feet in width; and upgrade sidewalks and curb ramps to be ADA-compliant.
Lead Agency: Town of Loomis
STBG Funding Requested: \$500,000
Total Project Cost (Approximate): \$1.3 million
2. Project Name: Sunset Boulevard Sidewalk Gap Closure Project
Project Description: In Rocklin along Sunset Boulevard, from Coronado Way/Topaz Avenue to the recently approved Whitney Walk development, approximately 650 feet north of the Whitney Boulevard intersection; Streetscape Improvement including sidewalk gap closure on the west side, new Class II bike lanes, streetlights, and bulb-outs with ADA ramps at the Coronado Way/Topaz Avenue intersection.
Lead Agency: City of Rocklin
STBG Funding Requested: \$2,050,000
Total Project Cost (Approximate): \$2.8 million
3. Project Name: Vision Zero Signal Detection Upgrades
Project Description: Throughout Placer County, on all 41 signalized intersections, upgrade vehicle detection using camera/radar detectors on existing signal poles or mast arms, add wireless connectivity and data processors to establish the County's first traffic operations center.

Lead Agency: County of Placer
STBG Funding Requested: \$1,516,643
Total Project Cost (Approximate): \$1.7 million

4. Project Name: PFE Road Safe Routes to School

Project Description: In Placer County, on PFE Road, from Billy Mitchell Blvd. to Wilson C. Riles Middle School: Streetscape Improvement, including sidewalk gap closure (along north side of PFE Rd), ADA-compliant curb ramps, high-visibility crosswalks, and landscaped buffer strips between the roadway and sidewalk.

Lead Agency: County of Placer
STBG Funding Requested: \$2,099,046
Total Project Cost (Approximate): \$2.4 million

5. Project Name: I-80 Horseshoe Bar Road Interchange Modification

Project Description: In the Town of Loomis, on Horseshoe Bar Road, at the I-80 Interchange: multimodal safety improvements, traffic operations improvements. The Horseshoe Bar Road and I-80 Interchange Project extends from the intersection of Horseshoe Bar Road and Doc Barnes Drive to the intersection of Horseshoe Bar Road and Evans Drive. The project aims to redesign the interchange to enhance traffic safety and improve the efficiency of traffic flow, ensuring that this critical gateway continues to serve the community effectively.

Lead Agency: Town of Loomis
STBG Funding Requested: \$600,000
Total Project Cost (Approximate): \$1.7 million

6. Project Name: Farron Street At-Grade Railroad Roadway and Pedestrian Improvements

Project Description: In Rocklin along Farron Street between Front Street and Pacific Street including new sidewalk, concrete curb and gutter, pavement rehabilitation, fencing, signing, and striping, including installation of new crossing panels at the existing Union Pacific Railroad (UPRR) crossing.

Lead Agency: City of Rocklin
STBG Funding Requested: \$2,500,000
Total Project Cost (Approximate): \$2.8 million

7. Project Name: Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area

Project Description: In Placer County, on Douglas Blvd., from Oak Knoll Rd. to Melwood Ln.: Streetscape Improvement, including a pedestrian path and new Class II bike lane on the north side of Douglas Blvd.

Lead Agency: County of Placer
STBG Funding Requested: \$1,280,000
Total Project Cost (Approximate): \$2.2 million

8. Project Name: East 12th / Virginiatown Road Rehabilitation

Project Description: This project is located along East 12th Street / Virginiatown Road between East Avenue and Hungry Hollow Road. It will include localized pothole repairs, and the application of a cape seal. The new road surface will be re-stripped to create narrower travel lanes and buffered bike lanes, which will include the removal of dual left turn lanes. In addition, curb ramps within the project limits will be upgraded to meet the latest standards.

Lead Agency: City of Lincoln

STBG Funding Requested: \$1,450,000

Total Project Cost (Approximate): \$1.9 million

9. Project Name: 3rd Street Grade Crossing

Project Description: This project is located at the intersection of 3rd Street and the Union Pacific Rail Line. It will create a new at-grade pedestrian crossing. The improvements will include sidewalk, curb and gutter, signage, and upgrades to the rail signal system. Additionally, a cape seal will be applied within the project limits. A new striping pattern will be created to allow for a buffered bike lanes and more narrow travel lanes. In addition, curb ramps within the project limits will be upgraded to meet the latest standards.

Lead Agency: City of Lincoln

STBG Funding Requested: \$1,500,000

Total Project Cost (Approximate): \$1.7 million

NOW, THEREFORE, BE IT FURTHER RESOLVED that the PCTPA Board of Directors adopt the following project list, prioritized in the order presented, which shall constitute Placer County's prioritized project list submitted for SACOG's Next Generation Solutions & Clean Air funding program:

1. Project Name: Dry Creek Greenway East Multi-Use Trail, Phase 2

Project Description: In Roseville, along Linda Creek, construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way and Class 2 buffered bike lanes on N. Cirby Way from the trail to Sargent Elementary School, a distance of approximately 1.6 miles.

Lead Agency: City of Roseville

CMAQ Funding Requested: \$6,379,000

Total Project Cost (Approximate): \$14 million

2. Project Name: Purchase of four (4) Zero Emission Buses for Placer County Transit

Project Description: Unincorporated Placer County to/from and within the incorporated cities/towns of Auburn, Lincoln, Rocklin, and Loomis: Battery Electric bus purchase to support rolling stock replacement for Placer County Transit fixed route bus service.

Lead Agency: County of Placer

CMAQ Funding Requested: \$3,000,000

Total Project Cost (Approximate): \$7 million

BE IT FURTHER RESOLVED by the PCTPA Board of Directors that the Executive Director, or their designee, be authorized to execute all required documents and/or materials necessary to support Placer County's project nominations for the SACOG STBG Performance and Next Generation Solutions & Clean Air funding programs.

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP

ATTEST:

Solvi Sabol

Technical Advisory Committee Meeting Summary

September 8, 2026 – 3:00 PM

ATTENDANCE

Technical Advisory Committee (TAC)

Greg Bowen, City of Auburn
Jonathan Wright, City of Auburn
Kevin Yount, Caltrans
Jacob Groesner, City of Lincoln
Rich Moorehead, Placer County
Jaime Wright, Placer County
Chris Ladeas, City of Rocklin
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Stephanie Kemen, City of Roseville

Staff

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

ALUC Consistency Determination for City of Auburn Draft 2045 General Plan

David Melko, Principal Transportation Planner

Staff presented a consistency determination for the City of Auburn's draft 2045 General Plan against the current Auburn Municipal Airport Land Use Compatibility Plan (ALUCP), as amended. Staff noted that consistency determinations for the City's Housing Element, Safety Element, and prior General Plan had previously been completed, and that general plan consistency with the ALUCP was established for Auburn, Lincoln, and Placer County in 2021.

Staff applied the two-part consistency test: (1) no direct conflicts between the General Plan and the ALUCP, and (2) presence of implementation mechanisms ensuring future development complies with the ALUCP. On the first test, staff reviewed the Economic Development, Land Use, Safety, Transportation, and Noise Elements and found no direct conflicts with the ALUCP, noting that each element addresses airport compatibility, protection, coordination, hazards, and noise consistent with ALUCP direction. On the second test, staff identified implementation mechanisms including specific General Plan land use, safety, and noise policies; the City's existing airport zoning ordinance (covering the airport and surrounding Airport Business Park), which requires referral of land use actions to the Airport Land Use Commission (ALUC) and references the ALUCP for compatibility criteria; and the Draft EIR, which identifies the ALUCP as the regulatory framework for land use compatibility, noise, and safety mitigation.

Jonathan Wright, City of Auburn, noted that the City, despite being surrounded by Placer County land, exercises policy influence through its sphere of influence and has recommended lower housing density near the airport in support of airport safety, a position not yet reflected in Placer County's general plan, which is anticipated to undergo its own ALUC consistency review in the future.

Staff recommended a finding that the draft 2045 City of Auburn General Plan is consistent with the ALUCP. The TAC concurred.

STBG System Performance & Next Generation Solutions & Clean Air (CMAQ) Prioritized Project Lists for SACOG Federal Funding Round

Mike Costa, Principal Transportation Planner

Matt opened by clarifying the purpose of the merit-based scoring rubric prepared by PCTPA staff. The scores reflect staff's best estimate of how SACOG would evaluate each application, and are intended as feedback to help jurisdictions strengthen their applications before submission. Matt noted that jurisdictions may still strengthen their applications prior to final submittal to SACOG, but that doing so would not change PCTPA's ranking as it stands. Matt also emphasized that SACOG will only receive the resulting rankings and noted the two lower-scoring Lincoln projects needing strengthening before final transmittal. Matt noted PCTPA's original goal was to bring back the full \$33.6 million of the region's targeted funding amount, but total project funding requests fell short of that target.

Mike added context on regional funding pressure noting that SACOG staff has recommended funding four of Placer's five Surface Transportation Block Grant (STBG) System Preservation projects submitted in the recently closed funding program round under "Alternative A," but other jurisdictions (Sacramento County and City of Sacramento) have pushed for an "Alternative B," which would shift more funding into the STBG System Preservation funding program and away from the STBG System Performance funding program, potentially shrinking the competitive funding pot the Placer region's nine STBG System Performance project applications submitted for. The SACOG Board has yet to act on the STBG System Preservation funding program awards. Mike reported hearing from SACOG staff that the STBG System Performance funding program is significantly oversubscribed regionally, while the Next Generation Solutions & Clean Air (CMAQ) funding program is roughly break-even.

Mike outlined key factors driving strong applications: demonstrated project readiness and deliverability, risk mitigation (e.g., right-of-way and utility surveys, property owner pre-engagement), and contingency held at or below 10% of line items. Matt raised, as a non-agendized item to think about for next time, the idea of pooling some TDA funding to bring on a grant writer for future competitive SACOG federal funding rounds, since not every jurisdiction has the same staffing or sophistication to compete for this money. Mike noted several agencies regionally already do this, and it resulted in higher STBG System Preservation program scores.

Discussion followed on process and timing:

- Applications due to SACOG by 4:00pm on September 18th; the regional priority list must be finalized this week for PCTPA's Board package, so PCTPA staff will not re-score any revised applications.
- Project prioritization carries only 1 of 40 points and would only be considered a tiebreaker for projects near a funding cutoff line.
- Local match amounts could shift with application revisions, but funding request amounts should not change; staff asked jurisdictions to confirm final numbers within the next day or two.
- All listed projects must be either programmed individually or included in an exempt/grouped project listing, and local match commitments must be specified by source (e.g., LTF) in each jurisdiction's supporting resolution.

Total regional requests across STBG and CMAQ came in at approximately \$33.2 million against jurisdictions' initial share target of \$33.6 million. Within that, system preservation projects recommended by SACOG for funding fell short of the funding requested, leaving the category roughly \$2–3 million under Placer's regional target for this funding round. Staff noted Caltrans had been expected to submit a request for I-80 managed lanes/HOV but did not.

Mike also addressed outstanding questions about SACOG's approach to oversubscribed categories such as whether partial funding of individual projects (e.g., a reduced bus purchase order) would be permitted.

While typically not favored, this remains unknown given SACOG's evolving processes within this current federal funding round.

The TAC concurred with the staff-recommended prioritized lists for both the STBG Performance and Next Generation & Clean Air Solutions (CMAQ) funding programs for submission to SACOG.

Other Items / Upcoming Dates

- a. SACOG Regional Active Transportation Program Call for Projects.** Cory noted that SACOG has also opened a call for projects for the Regional Active Transportation Program (ATP). He had previously reached out to several jurisdictions by email about applying and pointed out that some bike/ped projects submitted in the federal round would also be eligible for ATP. Cory encouraged any jurisdictions still on the fence to consider submitting their bike and ped projects to the regional ATP as well, noting a few had already expressed interest. The ATP application deadline is the end of the month, giving jurisdictions more lead time than the federal application. Cory also offered to review narratives for any applicant, noting he sits on the ATP review committee.
- b. September 23:** PCTPA Board Meeting
- C: October 13 -** Next TAC Meeting

September 8, 2026

To: Matt Click

From: Mark Watts
Senior Adviser, Dodd Chaaban Strategies

Subject: Report for August 2026

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

Legislative Updates

On the budget side, the main state budget package had been concluded before the Summer Recess, and core state budget items were reflected in SB 111 and AB 109 that were signed June 29. This initial budget pulled the expenditure threads together from a variety of sources that eventually closed the General Fund gap for 2026-27.

Nevertheless, several key issues held over of direct interest to transportation entities across the state. Chief among these was the Greenhouse Gas Reduction Fund (GGRF) expenditure plan, and the SB 125 transit operations and capital funding.

In this year's recently completed end-of-session package appropriations from the "legislative pot" of the Greenhouse Gas Reduction Fund and from Proposition 4 bond funds are included, as they had been deferred in the June package.

Following are the end-of-session budget and trailer bills (with post-publication updates **bolded**):

- [AB 113/SB 113](#): Budget Act of 2026 (Budget Bill Jr. [budget bill amendments]):
- [AB 114/SB 114](#): Budget Acts of 2022, 2023, 2024, and 2025("Prior Years" Budget Bill Jr.)
- [AB 178/SB 178](#): Public resources trailer bill
- [AB 191/SB 191](#): 2028 Olympic and Paralympic Games
- [AB 193/SB 193](#): **Public resources: Greenhouse Gas Reduction Fund: programs**
[AB 194/SB 194](#): Transportation

These end-of-session budget bills were subjected to floor votes in the Senate and Assembly on Monday, August 31, and Tuesday, September 1. The main budget bill amendments went into print during the 3 a.m. hour on Saturday, August 29 at 3:42 PM.

Final State Budget Overview for Transportation agencies

The legislature approved a budget deal late Monday that funds climate programs, but avoids the Senate's proposed changes to the state's emissions trading market.

Overview

Cap and Invest, Greenhouse Gas Emissions Fund (GGRF) – new negotiated agreement excludes interest revenue from the tiered bucket allocations for the 2026-27 Fiscal Year consistent with the Budget Act of 2026, but includes interest revenue for the tiered buckets in future years;

Allocates the Affordable Housing and Sustainable Communities program funding between housing and transportation/agricultural conservation;

c) Provides flexibility for appropriations on wildfire prevention for the respective departments;

d) Moves state operations costs to Tier 1, from Tier 3, with reporting requirements and Legislative review starting in Fiscal Year 2027-28;

e) Authorizes administration costs for program funding; and

f) Adopts double jointing language to address chaptering out issues.

Transit funding

The final version of the state budget for this year includes the state's commitment made in SB 125 (Committee on Budget and Fiscal Review, 2023) of \$230 million for FY 2026-27 for the Zero-Emission Transit Capital Program.

From the new GGGRF commitments, transit will see Transit and Intercity Rail Capital Program of \$95 million (up from the \$76 million projection in FY 2026-27 budget), and funding for the Low Carbon Transit Operations Program of \$48 million.

Table 1

	Tier 3 Funding Target per SB 840 (Limon)	Senate's Plan				Budget Bill Jr.				Notes/Details
		Tier 3 FY 26-27 Budget Projections	Senate Plan GGRF Augmentation	Other Funds	Total:	Tier 3 FY 26-27 Updated Budget Projections	SB / AB 113 GGRF Augmentation	Other Funds	Total:	
SB 125 - Zero Emission Transit Capital Program (ZETCP)	N/A	N/A	\$230		\$230	N/A	\$230		\$230	Fulfills scheduled FY 26-27 appropriation of SB 125
Low Carbon Transit Operations Program (LCTOP)	\$200	\$38	\$160		\$198	\$48			\$48	
Transit and Intercity Rail Capital Program (TIRCP)	\$400	\$76			\$76	\$95			\$95	
SB 901 Forest Health & Vegetation Management	\$200	\$38	\$150		\$188	\$48	\$70		\$118	
AHSCP - Sustainable Communities*	\$240	\$46	\$125		\$171	\$57	\$50		\$107	\$50 million augmentation earmarked for Sustainable Agricultural Lands Conservation Program (SALC)
Safe & Affordable Drinking Water (SAFER) Program	\$130	\$25	\$55	\$100	\$180	\$31	\$40	\$100	\$171	\$100 million in Proposition 4
AB 617 Community Air Protection Program	\$250	\$48	\$20	\$150	\$218	\$59	\$20	\$150	\$229	\$150 million in General Fund appropriated in June
Funding Agricultural Replacement Measures for Emission Reduction (FARMER)	N/A	\$0	\$10		\$10	\$0	\$10		\$10	
AHSCP - Affordable Housing*	\$560	\$107			\$107	\$133			\$133	
Totals: (in Millions)	\$1,980	\$378	\$750	\$250	\$1,378	\$471	\$420	\$250	\$1,141	

Other Legislation – of local interest

AB 2697 (Hadwick) – State highways: public parking: traffic control

While the Authority was the initial “sponsor” of this bill intended to address the lack of adequate state SB 1 resources for road maintenance for small communities, in the face of transportation committee threat to hold the bill without a hearing, the author has subsequently accepted a new purpose for the bill to enhance safety along the highways in the California portion of the Tahoe Basin. The new sponsor is TRPA,. However, the bill was held on Suspense file in Appropriations.

SB 1087 (Cabaldon) - Transportation Planning: Sustainable Communities Strategies

As previously reported this bill does a major overhaul and update to regional transportation planning processes and is sponsored by the four largest Metropolitan Planning Organizations in the state., including SACOG.

Among the key modifications and long desired improvements to regional planning is the extension of the frequency of regional SCS updates from every 4 to every 8 years. This greatly reduces staff time and costs, the upshot of this is the bills touted objective – to facilitate planner’s focus on the SCS plan and project implementation. This change would also ensure that regional greenhouse gas reduction targets established by the ARB reflect local conditions and state policies, eliminate duplicative corridor planning requirements in the Solutions for Congested Corridors Program, and streamline the review and approval process for SCSs by the state.

The bill successfully passed the legislature and is pending approval on the Governor’s desk.

November 2026 Ballot

The early summer was subjected to a high degree of interest in major news outlets reportage and among the corridors of the Capitol over developments affecting the composition of the measures to be voted upon at the November 2026 Ballot.

Ongoing negotiations between the Governor, Legislature, and ballot measure proponents resulted in:

- removal of two competing measures from rideshare companies and consumer attorneys from the ballot
- replaced by a Howard Jarvis Taxpayers Association-sponsored tax approval measure with a narrower alternative approved by the Legislature.

These actions were then followed by the announcement from the Secretary of State of the final set of

statewide ballot measures on June 26:

- Prop. 1 – Housing Bond: Authorizes \$10 billion in affordable housing general obligation bonds and \$1.25 billion in self-funding veteran homeownership revenue bonds.
- Prop. 2 – State Budget Reserves: Increases contributions and doubles the maximum size of the fund. Excludes contributions to the fund from counting against the state’s appropriations limit.
- Prop. 3 – Tax Extension: Extends tax increase on high-income individuals initially approved by Proposition 30 (2012).
- Prop. 4 – Campaign Finance: Removes prohibition on public financing of campaigns.
- Prop. 5 – Recalls: Modifies the recall process for state elected officials.
- Prop. 37 – Homeownership Loans: Creates a housing downpayment assistance loan program for those making less than 200% of the median income.
- Prop. 38 – Immunology Research Bonds: Authorizes \$8.4 billion in state general obligation bonds.
- Prop. 39 – Voter ID: Requires voters to present government-issued ID to vote.
- Prop. 40 – Wealth Tax: Imposes a one-time tax on assets valued over \$1 billion.
- Prop. 41 – New Rules for State Taxes and Spending: Requires audits of programs funded by new taxes. Prohibits exempting spending supported by new taxes from the state’s appropriation’s limit.
- Prop. 42 – Restrictions on New Taxes: Prohibits new taxes that apply to personal property, or which apply retroactively.
- Prop. 43 – Special Tax Approval Thresholds: Restores 2/3 voter approval requirement for all local special tax measures, whether placed on the ballot by a local agency or an initiative.
- Prop. 44 – Health Clinic Expenditures: Requires specified health clinics to spend at least 90% of revenue on program services.
- Prop. 45 – California Environmental Quality Act: Modifies the CEQA process for various projects, including transportation projects, by limiting review timelines and requirements for analysis of alternatives.

NOTE: The impacts of Proposition 45 could be especially far-reaching for transportation infrastructure because of the measure’s broad definition of “essential transportation projects.” Any state or local road, highway, or transit fixed guideway project that is eligible to receive fuel tax funding under the California Constitution, as well as any electric vehicle charging and refueling infrastructure, is defined as an essential project, although the measure excludes the California High-Speed Rail project.



September 9, 2026

Placer County Transportation Planning Agency Federal Update

Capitol Hill and Administration

House Speaker Mike Johnson cancelled votes during final two weeks of September, leaving only a handful of legislative days until the House adjourns for midterm elections. The Senate is scheduled to remain in session through October 2. Both chambers are likely to return after the midterms for a lame duck session of Congress.

On September 2, President Trump signed the Continuing Appropriations and Extensions Act, 2027 (CR) into law. The Senate passed the CR on August 8 by a vote of 90-6-1, while the House voted on September 1 (370-48). The CR funds the entirety of the federal government, including the U.S. Department of Transportation (DOT), from October 1 through December 11 at enacted Fiscal Year (FY) 2026 funding levels, averting a government shutdown that would have otherwise begun on Oct. 1.

Notably, the CR includes language prohibiting the Office of Management and Budget (OMB) from issuing or finalizing, on or before December 11, its proposed rule on Regulation for Federal Financial Assistance; that rule would provide nearly unlimited authority to appointed officials to modify or cancel federal grants – even those grants that have already been awarded. TFG is tracking this closely and is advocating for significant modifications to the proposed rule.

The CR does *not* include an extension of advanced appropriations provided by the Infrastructure Investment and Jobs Act (IIJA). The IIJA included \$184 billion in advance appropriations for select DOT programs between FYs 2022 and 2026. Senate Appropriations Committee Vice Chair Patty Murray (D-WA) warned about the looming infrastructure cliff earlier this year, indicating that roughly \$36.8 billion in annual advance infrastructure funding for DOT programs is set to lapse this fall. According to Sen. Murray, “Without Congressional action, key DOT formula and oversubscribed competitive grant programs will revert to relying solely on the Highway Trust Fund and limited annual Transportation-HUD appropriations bills.”

The four-week lame duck session must address many pieces of legislation including but not limited to all twelve FY 2027 spending bills as well as transportation reauthorization. The full House has still not yet voted on the transportation reauthorization bill – the \$580 billion BUILD America 250 Act (H.R. 8870). House floor consideration cannot occur until the House

Ways and Means Committee, which has jurisdiction over the Highway Trust Fund (HTF) and the federal gas tax, marks up and advances its part of the package. Senators have not yet introduced a draft of their own surface transportation reauthorization bill to-date. While House and Senate action is possible, a lengthy extension of surface transportation authorization law is becoming increasingly likely.

PCTPA Federal Agenda

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