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, August 26, 2026
9:00 AM

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

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

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

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

Webinar access: https://placer-ca-gov.zoom.us/j/98622768040
You can also dial in using your phone: +1 877 853 5247 US Toll Free or 888 788 0099 US Toll Free
Webinar ID: 986 2276 8040

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: June 24, 2026 — **Action** Pg. 1

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

G. Consent Calendar: Placer County Transportation Planning Agency — **Action** Pg. 5
These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

1. Approve Placer-Sacramento Gateway Plan Solutions for Congested Corridors Cycle 5 Grant Application - Jacobs Consulting Letter of Task Agreement #26-02 - $95,000 — Pg. 10
2. Approve First Amendment to PCTPA-STA Cooperative Agreement for Placer-Sacramento Gateway Plan Update - $95,000 — Pg. 12
3. Accept Countywide Zero Emissions Vehicle Infrastructure Plan Final Report
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 - $162,000
5. Accept FY 2024/25 TDA Financial Audits (under separate cover)
6. Amend the 2026 PCTPA, PCALUC, WPCTSA, and PCLTA Board Meeting Calendars — Pg. 15
7. Approve Final LTF Finding of Apportionment, STA Fund Estimate, and SGR Fund Estimate for Fiscal Year 2026/27 — Pg. 16
8. Authorize the Executive Director to Execute an Agreement with USDOT for the Colfax Comprehensive Safety Action Plan (CSAP) - $100,000 — Pg. 20
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 — Pg. 35
11. SR 49 Sidewalk Gap Closure Project Management Contract Amendment - $10,000 — Pg. 43

H. Freeway Service Patrol Contractor Award — **Action** Pg. 44
Cory Peterson, Senior Transportation Planner

- Authorize the Executive Director to execute Contractor Services Agreements with Sierra Hart Towing for FSP Beats 265 (Agreement 27-01) and 281 (Agreement 27-02), each not to exceed $735,650, for a three-year term ending December 31, 2029.

I. Placer Sacramento Gateway Plan Presentation — **Action** Pg. 98
David Melko, Principal Transportation Planner

J. Evacuation and Transportation Resiliency Study Presentation — **Info**
Cory Peterson, Senior Transportation Planner — Pg. 99

K. 2050 Regional Transportation Plan Technical Update — **Info**
Cory Peterson, Senior Transportation Planner — Pg. 101

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

M. Board Direction to Staff

N. Informational Items — **Info**

1. Technical Advisory Committee (TAC) Minutes – August 11, 2026 — Pg. 103
2. Status Reports
   a. PCTPA – August 2026 — Pg. 108
   b. The Ferguson Group – July and August 2026 — Pg. 112
   c. Dodd and Chabaan Strategies, LLC (Mark Watts) – July and August 2026 — Pg. 114
   d. Capitol Corridor Service Performance Report – July 2026 — Pg. 122
   e. PCTPA Receipts and Expenditures – June and July 2026 — Separate cover

Next Board Meeting – September 23, 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)

June 24, 2026 - 9:00 a.m.
Placer County Planning Commission Hearing Room
3091 County Center Drive, Auburn, California 95603

Roll Call: Present: Ken Broadway – Chair Pro Tem, Ben Brown, Amanda Cortez, Anthony DeMattei, Kelley Davis (Auburn Alternate), Bonnie Gore (Placer Co Alternate), Bruce Houdesheldt, Dan Wilkins. **Absent:** Burruss, Houdesheldt

Call to Order and Election of Temporary Chairperson
Matt Click, Executive Director, called the meeting to order. In the absence of Chair Jones and Vice Chair Dowdin Calvillo, a motion to elect Ken Broadway to Chair the meeting was made by DeMattei and seconded by Wilkins. The motion passed unanimously

Agenda Review
No changes to the agenda as posted.

Approval of Action Minutes – May 27, 2026
A motion to approve the May 27, 2026 Action Minutes was made by Brown 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 the PCTPA Consent Calendar items as shown below was made by Cortez and seconded by Brown. The motion passed unanimously.

1. Approve Interstate 80 Auxiliary Lanes Project: Dokken Engineering On-Call Construction Support Services Letter of Task Agreement #26-01 - $36,147.98
2. Accrue TDA Funds from Previous Fiscal Years to FY 2026/27
3. Approve 2025/26 City of Auburn Claim for Local Transportation Funds (LTF) - $961,995
4. Approve 2025/26 City of Auburn Claim for State Transit Assistance (STA) - $102,275
5. Approve 2025/26 City of Auburn Claim for State of Good Repair (SGR) - $18,561
6. Approve 2025/26 City of Roseville Claim for Local Transportation Funds (LTF) - $11,394,435
7. Approve 2025/26 City of Roseville Claim for State Transit Assistance (STA) - $1,283,997
8. Approve 2025/26 City of Roseville Claim for State of Good Repair (SGR) - $232,505
9. Approve Letter of Task Agreement #26-01 with DKS for WPCTSA Marketing Services - $45,000
10. Approve 2026 Conflict of Interest Code Amendment

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

1. Approve the FY 2026/27 WPCTSA Budget

CONSENT CALENDAR: Airport Land Use Commission (ALUC)
A motion to the ALUC Consent Calendar items as shown below was made by Brown and seconded by Cortez. The motion passed unanimously.

1. Approve Placer County Airport Land Use Compatibility Plan On-Call Technical Services: Mead & Hunt Letter of Task Agreement #26-01: $10,000

PUBLIC HEARING: Consistency Determination for Placer County Housing Element Programs HE-41 and HE-42 Zoning Text Amendments
Presenter: David Melko, Principal Transportation Planner. Emily Stetzer, Placer County Planning Services Division, participated and responded to Board questions.
Chair Pro Tem Broadway conducted a public hearing. No public comment was received. Motion by DeMattei, second by Davis to determined that Housing Element Programs HE-41 and HE-42 Zoning Text Amendments are consistent with the Placer County Airport Land Use Compatibility Plan, subject to the condition that the ALUC complete its consistency determination within 30 days after Placer County deems the application complete and authorized the Executive Director to sign and submit a consistency determination letter to Placer County. The motion passed unanimously.

Memorandum of Understanding with the City of Roseville for Transit information Call Center and Education / Training Program Western Placer Consolidated Transportation Services Agency FY 2026/27 Draft Budget Presentation
Presentation: Mike Costa, Principal Transportation Planner
Motion by DeMattei, seconded by Cortez, to authorize the Executive Director to negotiate and sign a Memorandum of Understanding with the City of Roseville to administer the South Placer Transit Information Call Center and authorize the Executive Director to negotiate and sign a Memorandum of Understanding with the City of Roseville to administer the South Placer Transit Information Education and Transit Training program. The motion passed unanimously.

Completion of the Placer County Bus Stop Facilities Assessment and Improvement Plan
Presentation: Mike Costa Principal Transportation Planner, and Erik Bird, WSP, project consultant.
Motion by Brown, seconded by Cortez to accept the Placer Bus Stop Facilities Assessment and Improvement Plan as completed and support implementation of the Plan's recommendations in partnership with, and agreement by, the region's transit operators and local jurisdictions. The motion passes unanimously.

Executive Director's Report: *Matt Click, Executive Director*
Federal Reauthorization

- Monitoring continues with federal advocate; little movement since last meeting.
- The House T&I Committee has completed its work; the bill is now with the Senate Environment and Public Works (EPW) Committee.
- Senate Democrats and Republicans are still negotiating top-line numbers; EPW has not begun writing.

- A September 30 deadline is unlikely to be met. The current federal transportation bill expires at end of federal fiscal year; a continuing resolution is expected.

I 80/ SR 65 Interchange

- Value engineering work is complete; the project has been restructured into smaller, grant fundable segments.
- Near-term improvements will focus on a package of auxiliary lanes on I-80 and SR 65.
- Projects will be incorporated into the Placer Sacramento Gateway Plan (currently being updated) and grant funding will be actively pursued.
- One of the projects is expected to be included in the Cycle 5 Solutions for Congested Corridors grant application this fall.

Grant Activity

- **Clean Air Grant from Placer County Air Pollution Control District |$300K | Submitted.** A new grant not previously reported. PCTPA staff, the City of Lincoln, and consultant, ICF collaborated on a $1.3 million project for pantograph overhead charging infrastructure. Shout-out to Mike Costa and Matt Medill (City of Lincoln).
- **US DOT's BUILD Grant — Rocklin Road Interchange | $25M Timeline | Submitted; awaiting announcement.** Funding targeted for bicycle and pedestrian improvements at the interchange.
- **CTC Active Transportation Plan (ATP) for Rocklin Road Interchange — Cycle 8 | $25M | Submitted.** State counterpart to the BUILD grant; same interchange, same scope. Cory Peterson worked with City of Rocklin staff to submit earlier this week.
- **CTC Solutions for Congested Corridors Program — Cycle 5 | $50+M for Placer | In preparation.** David Melko is managing. The application will bundle Placer and Sacramento projects; total ask expected between $80–$110 million. Placer's share may be refined as coordination with Sacramento counterparts continues.

STBG and CMAQ Funding – Federal Six County Funding Round through SACOG

- PCTPA is working with member agencies and SACOG on the first six-county federal funding round, targeting approximately $33 million for Placer to remain whole based on historical population and lane mile allocations.
- STBG System Preservation Submitted: Five projects submitted totaling $10.2M
- STBG Performance and CMAQ Next Generations Solutions: Drafts project nominations due July 17th

Small City Funding Legislation – AB 2679

- The bill as originally envisioned did not survive the Senate.
- Staff and state advocate Mark Watts will continue working with legislative staff and elected officials to determine the best path forward for next session.

SR 65 – Phase 1 Improvements – BUILD Grant

- Implementation is underway on the $23 million BUILD grant awarded with support from Congressman Kiley.
- Staff is working intensively with Caltrans to hold the schedule; regulatory approvals and permits are needed by end of 2026 to support a 2027 construction start.

3

SR 65 -Express Toll Lane

- Pre-development work is being scaled back in the near term to evaluate potential packaging with I-80/SR 65 auxiliary lane projects emerging from the value engineering work. Additionally, we want to avoid any risk to the BUILD grant schedule; environmental revalidation of the express toll lanes and Phase 1 together created complications, so staff is focusing environmental revalidation solely on Phase 1.
- Following completion of the BUILD grant project, staff will reevaluate express toll lane timing and sequencing, likely in 2027.

Placer Rides Program Administration Transition

- Contract with MOVE was executed in late February 2026; the administrative transition from Seniors First is progressing smoothly
- New program branding was unveiled.

ADJOURN: The meeting adjourned at approximately 10:00 AM. A video of this meeting can be viewed here: June_24_2026_PCTPA_Board_Meeting

Matt Click, Executive Director	Suzanne Jones, Chair

Solvi Sabol, Clerk of the Board

4

Placer County Transportation Planning Agency

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: August 26, 2026**

FROM: **Matt Click, Executive Director**

SUBJECT: **CONSENT CALENDAR**

Below are the Consent Calendar items for August 26, 2026 agenda for your review and action.

1. Approve Placer-Sacramento Gateway Plan Solutions for Congested Corridors Cycle 5 Grant Application - Jacobs Consulting Letter of Task Agreement #26-02 - $95,000

On January 28, 2026, the Board awarded Jacobs Consulting a contract to prepare an update to the Placer-Sacramento Gateway Plan (PSGP). The Gateway Plan is a Comprehensive Multimodal Corridor Plan required by the California Transportation Commission (CTC) for eligibility to apply for SB 1 Solutions for Congested Corridors Program (SCCP) funding.

The PSGP Update is scheduled for completion in October 2026, and the SCCP Cycle 5 grant application is due to the CTC by mid-November 2026. Jacobs' proposal included an optional task to prepare the SCCP Cycle 5 grant application for $95,000. The cost of this work will be shared equally by PCTPA and the Sacramento Transportation Authority (STA).

Staff recommend approval of the attached Letter of Task Agreement (LOTA) #26-02 in the amount of $95,000. The PCTPA Technical Advisory Committee (TAC) concurs with this recommendation.

2. Approve First Amendment to PCTPA-STA Cooperative Agreement for Placer-Sacramento Gateway Plan Update - $95,000

PCTPA and STA currently share the local match for a Caltrans Sustainable Communities Planning Grant to fund Jacobs' preparation of the Placer-Sacramento Gateway Plan Update. The local match totals $130,000. On January 28, 2026, the Board approved a Cooperative Agreement between PCTPA and STA to prepare the update.

Staff recommend approval of the attached First Amendment to the existing Cooperative Agreement and authorization for the Executive Director to execute the amendment, providing an additional $95,000 for development of the Solutions for Congested Corridors Program (SCCP) Cycle 5 grant application and increasing the total Coop Agreement amount to $225,000. The proposed SCCP grant application consists of five projects; PCTPA sponsors three and STA sponsors two projects. PCTPA's share is $57,000 or 60 percent and STA's share is $38,000 or $40 percent. The PCTPA TAC concurs with this recommendation.

3. **Accept Countywide Zero Emissions Vehicle Infrastructure Plan Final Report**

In June 2024, PCTPA received a federal Carbon Reduction Program grant from SACOG to develop a Zero-Emission Vehicle (ZEV) Infrastructure Plan for Placer County. In December 2024, PCTPA contracted with ICF Consulting to prepare the plan.
The planning process included coordination with member agencies, utilities, regional partners, and extensive outreach to residents, employers, businesses, community groups, environmental organizations, and industry stakeholders.

The Final Plan finds that ZEV adoption in Placer County is accelerating and exceeds the state average, but infrastructure deployment is not keeping pace, particularly in rural areas. Grid capacity also remains a key constraint. By 2035, the county is projected to need approximately 3,600 new publicly accessible light-duty vehicle charging ports and 290 high-power charging ports for medium- and heavy-duty vehicles to support trucking operations.

The Final Plan identifies thirty near-term priority sites, eight program concepts, and three pilot projects to advance through available funding, utility coordination, and streamlined permitting.

The Final Plan is available at www.pctpa.net/zev at the page bottom under Resources. A four-page Executive Summary will be provided to the Board at its August meeting. Staff recommend Board acceptance of the Final Plan. The PCTPA TAC concurs with this recommendation.

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 - $162,000**

Authorize the Executive Director to negotiate and sign a Letter of Task Agreement (LOTA) with ICF Consulting, L.L.C. to provide on-call implementation and technical services in support of the Countywide Zero Emission Vehicle Infrastructure Plan, in an amount not to exceed $162,000. Funding for these services is available through the allocation of unused Countywide Zero Emission Vehicle Infrastructure Plan development funds, consistent with Master Agreement 25-ZEV_INFRA-01. Staff recommend Board approval. The PCTPA TAC concurs with this recommendation.

5. **Accept FY 2024/25 City of Roseville TDA Financial Audit (under separate cover)**

Staff recommend acceptance of the final Transportation Development Act (TDA) Financial Audit for Fiscal Year (FY) 2024/25 for the City of Roseville. TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those agencies receiving Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Low Carbon Transit Operations Program (LCTOP), and the State of Good Repair (SGR) funds. The audit has been or will be submitted to the State Controller's Office as required. The audit can be found on PCTPA's website at this link.

6. **<u>Amend the 2026 PCTPA, PCALUC, WPCTSA, and PCLTA Board Meeting Calendars</u>**
On December 3, 2025, the Board approved the 2026 PCTPA, PCALUC, WPCTSA, and PCLTA Board Meeting Calendars, which included combining the November and December Board meetings into a single meeting on December 2, 2026. Staff recommend changing the combined November/December meeting date to December 9, 2026, to avoid a scheduling overlap that conflicts with several Board Members' calendars.

7. **<u>Approve Final LTF Finding of Apportionment, STA Fund Estimate, and SGR Fund Estimate for Fiscal Year 2026/27</u>**
As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding though the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide, and the State Transit Assistance (STA) fund derived from the statewide sale of diesel fuel. LTF funds make up a significant share of PCTPA's member agency revenues and are the primary funding source for PCTPA. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for alternative transportation modes, streets, and roads. The passage of Senate Bill 1 (SB 1) added the State of Good Repair (SGR) program, which funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair.

Below is a table showing the FY 2026/27 final apportionments for each fund compared to FY 2026/27 preliminary apportionments and the final apportionments from FY 2025/26, adopted by the Board of Directors in September 2025.

	LTF	STA	SGR
FY 2026/27 Final	$34,051,258	$4,568,192	$686,457
FY 2026/27 Preliminary	$33,835,099	$3,232,328	$659,747
FY 2025/26 Final	$31,032,662	$3,728,601	$646,648
Percent Change 2026/27 Preliminary to 2026/27 Final	1%	29%	4%
Percent Change 2025/26 to 2026/27 Final	9%	18%	6%

LTF increased by 9% compared to the previous fiscal year, though it is nearly even with the preliminary estimates for FY 26/27. The Placer County Auditor's Office decreased their revenue projection slightly in the Final FY 2026/27 apportionment, though this was made up for by a larger carry over fund balance. PCTPA has elected to keep utilizing 0.5% growth rate of the LTF in FY 26/27 as has been done the last couple of years and to provide a more conservative estimate. STA funds, after a significant decline last year, is projected to jump up by 18% this year and 29% over preliminary estimates. SGR is also projected to increase modestly by 6%.

Staff recommend that the Board approve the attached FY 2026/27 Final Finding of Apportionment for LTF, as well as the Final STA Fund Allocation Estimate and the Final SGR Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its August 11, 2026 meeting.

8. **<u>Authorize the Executive Director to Execute an Agreement with USDOT for the Colfax Comprehensive Safety Action Plan (CSAP) - $100,000</u>**

In November 2025, PCTPA and the City of Colfax were awarded a USDOT Safe Streets and Roads for All (SS4A) grant in the amount of $100,000 to prepare a Comprehensive Safety Action Plan for the City. Colfax has never prepared a traffic safety plan for roadways under the City's jurisdiction, despite the fact that many grant programs, such as the Highway Safety Improvement Program (HSIP) through Caltrans, require it as a condition to apply. By preparing a CSAP that analyzes traffic collision data on Colfax streets and recommends improvements, the City will be better equipped to apply for infrastructure grants to implement traffic safety improvements. Tasks to be completed include data collection & analysis, community engagement, stakeholder outreach, countermeasure identification, and project development/implementation plan.

Prior to submitting the grant application, PCTPA and the City entered into a Memorandum of Understanding (MOU) guiding the roles to be played by each agency throughout the planning process. PCTPA will be the grant recipient, administer the contract, and hire a consultant through a competitive RFP process to complete the process. All of the planning work will be done alongside and in close consultation with City of Colfax staff.

The grant agreement between USDOT and PCTPA is attached to this staff report. The $100,000 grant from USDOT will be matched with $25,000 in kind staff time from PCTPA and the City, for a total project cost of $125,000. Staff recommend authorizing the Executive Director to sign and execute the grant agreement with USDOT as shown in the attachment. The scope of work submitted with the grant application is also attached.

9. **<u>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</u>**

FTA Section 5311 funds provide operating and/or capital assistance for transit in rural areas. The City of Auburn and County of Placer are the only transit operators who provide rural service in PCTPA's jurisdiction. This current cycle of Section 5311 funding consists of a Federal Fiscal Year (FFY) 2025/26 apportionment, which will be included in a Program of Projects (PoP). The FFY 2025/26 apportionment and proposed PoP totals $809,470. Funds will be used to support operating assistance for rural transit services provided within the City of Auburn and unincorporated Placer County during Fiscal Year (FY) 2026/27. Both jurisdictions agree to allocate available FTA Section 5311 funds based on a formula distribution methodology determined from the prior FY's information regarding ridership, vehicle revenue hours, and vehicle revenue miles: City of Auburn = $74,468 and County of Placer = $735,002.

Caltrans, which administers distribution of the FTA Section 5311 funds, required that applications to claim the region's apportioned funds be submitted electronically by August 3, 2026. Given that only Auburn and Placer County are eligible for these funds, which are proposed to be distributed based on historically approved methodology, staff submitted a draft resolution and PoP to support Auburn and Placer County's electronic submittals to claim these funds with the notation that this item would still be presented to PCTPA's Board in August for a formal action. Staff recommends that the PCTPA Board of Directors adopt Resolution #26-26 identifying the approved FFY 2025/26 FTA Section 5311 allocation of the region's apportioned funds and PoP, which will support the applications submitted to Caltrans. This item was presented to and received concurrence from PCTPA's TAC at its August 11th meeting.

10. <u>SR 49 Sidewalk Gap Closure Project Management Contract Amendment - $10,000</u>

Authorize the Executive Director to execute Letter of Task Agreement 26-02 (attached) to complete right-of-way services for the SR 49 Sidewalk Gap Closure Project with Monument, for an additional $10,000, for a total not to exceed amount of $776,965.28. Note that the LOTA is authorizing $7,500 as that is Monument's requested amount; however, staff is requesting $10,000 total to provide flexibility should additional costs be necessary. The change is due to necessary Temporary Construction Easement (TCE) extensions caused by construction delays. The costs will be covered by savings from other project phases. Staff recommends approval.

DM:ss:mbc

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

August 26, 2026

Leslie Bonneau, Vice President, Principal-in-Charge
Jacobs
2485 Natomas Park Drive, Suite 600
Sacramento, CA 95833

RE: LETTER OF TASK AGREEMENT #26-02 BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY AND JACOBS

Dear Ms. Bonneau:

This letter, when countersigned, authorizes work under the "Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Jacobs ("Contractor")," dated January 28, 2026 ("Master Agreement").

1. Incorporated Master Agreement: The terms of the Master Agreement are incorporated herein by this reference, as if fully set forth herein. This Letter of Task Agreement (LOTA) is the statement of contract specific requirements applicable to the work effort to be undertaken by Jacobs and its subconsultants for the Placer-Sacramento Gateway Plan Update.

2. Term: Contractor's services are to commence January 28, 2026 and shall be completed no later than December 31, 2026. During the term of this contract, Jacobs will not engage in other work that would be deemed to be a conflict of interest with PCTPA interests.

3. Scope of Services: Contractor shall prepare the Optional Task 9 - Solutions for Congested Corridors (SCCP) Cycle 5 Grant Application in accordance with the Placer-Sacramento Gateway Plan Update Scope of Work dated December 5, 2025, which is incorporated herein by this reference.

4. Compensation: As set forth in the Fee Estimate-Budget dated December 5, 2025, which is incorporated herein by this reference, the cost to complete Optional Task 9 - Solutions for Congested Corridors (SCCP) Cycle 5 Grant Application is $95,000. LOTA #26-02 increases the total amount payable to Jacobs for the Placer-Sacramento Gateway Plan Update by $95,000, for a revised total contract amount not to exceed $595,000. Further, Section 15, "Termination," Clause C, of the Master Agreement is amended to increase the maximum contract amount from $500,000 to $595,000.

Services performed under Optional Task 9 will be locally funded by PCTPA and STA and invoiced separately from the Placer-Sacramento Gateway Plan Update. Invoices shall be submitted in accordance with the approved rates and fees set forth in the Fee Estimate/Budget dated December 5, 2025. Pursuant to the Master Agreement, PCTPA shall retain ten percent (10%) of payments otherwise due until successful completion of the work and delivery and acceptance of all final work products.

5. Personnel and Subconsultants: Jacobs will manage the project and its team of subconsultants, as set forth in its proposal dated December 5, 2025. Jacobs represents its personnel and subconsultant team are specially trained, licensed, and/or have the experience and expertise necessary to competently perform the services.

6. Minimum Insurance Requirements and Indemnification: Each Contractor subcontract shall contain the applicable provisions of the Master Agreement, including Sections 26 (Minimum Insurance Requirements) and 31 (Indemnification), and shall require each subconsultant to indemnify PCTPA and include PCTPA as an additional insured on applicable insurance policies.

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

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

Reference:
1. Placer-Sacramento Gateway Plan Update Scope of Work and Fee Estimate-Budget - Optional Task 9 - Solutions for Congested Corridors (SCCP) Cycle 5, December 5, 2025.

c: Luke McNeel-Caird, PE, Jacobs
David Melko, PCTPA
Jodi LaCosse, PCTPA

FIRST AMENDMENT TO THE COOPERATIVE AGREEMENT

THIS FIRST AMENDMENT TO THE "COOPERATIVE AGREEMENT—PLACER-SACRAMENTO GATEWAY PLAN UPDATE" is made and entered into on August 26, 2026, by and between the PLACER COUNTY TRANSPORTATION PLANNING AGENCY, a regional transportation planning agency formed pursuant to Government Code section 67910 (hereinafter referred to as "PCTPA"), and the SACRAMENTO TRANSPORTATION AUTHORITY, a local transportation authority formed pursuant to Public Utilities Code section 180000, et seq. (hereinafter referred to as "STA").

RECITALS

A. **WHEREAS**, PCTPA and STA are parties to that certain agreement entitled "Cooperative Agreement—Placer-Sacramento Gateway Plan Update" ("Agreement"), dated February 3, 2026; and

B. **WHEREAS**, the Agreement provides for PCTPA and STA to cooperate in the preparation of the Placer-Sacramento Gateway Plan Update and any further Senate Bill 1 Solutions for Congested Corridors Program applications pursued during the Gateway Plan Update process; and

C. **WHEREAS,** PCTPA and STA desire to jointly prepare and submit an application for the California Transportation Commission's Senate Bill 1 Solutions for Congested Corridors Program for the 2026 funding cycle for the Placer-Sacramento Gateway Plan Phase 4 ("SCCP Application"); and

D. **WHEREAS,** PCTPA will serve as the lead agency for preparation of the SCCP Application and will procure and manage the consultant responsible for preparing the SCCP Application; and

E. **WHEREAS,** the total consultant cost to prepare the SCCP Application is ninety-five thousand dollars ($95,000); and

F. **WHEREAS**, PCTPA and STA have agreed that PCTPA will contribute fifty-seven thousand dollars ($57,000) and STA will contribute thirty-eight thousand dollars ($38,000) toward preparation of the SCCP Application.

AGREEMENT

NOW, THEREFORE, in consideration of the Recitals set forth above, and the mutual promises and conditions set forth herein, the Parties hereto agree to amend the Agreement as follows:

1. Section 1 of the Agreement, "PCTPA Obligations," is amended to add Sections 1.8 through 1.11 as follows:

1.8 To serve as the lead agency for preparation and submittal of the SCCP Application.

1.9 To procure and manage a consultant to prepare the SCCP Application, including administration of the consultant contract and payment of all consultant invoices.

1.10 To coordinate preparation of the SCCP Application with STA and provide STA with reasonable opportunities to participate in project development, provide relevant information, and review and comment on application materials before submittal.

1.11 To provide fifty-seven thousand dollars ($57,000) toward the total consultant cost of ninety-five thousand dollars ($95,000) for preparation of the SCCP Application.

2. Section 2 of the Agreement, "STA Obligations," is amended to add Sections 2.7 through 2.10 as follows:

2.7 To cooperate with PCTPA in the preparation of the SCCP Application, including providing relevant information and data, participating in coordination meetings, and reviewing and commenting on application materials as reasonably requested by PCTPA.

2.8 To provide no more than thirty-eight thousand dollars ($38,000) toward the total consultant cost of ninety-five thousand dollars ($95,000) for preparation of the SCCP Application from the Measure A Smart Growth Arterials and Corridors program.

2.9 To make a one-time payment of thirty-eight thousand dollars ($38,000) to PCTPA within thirty (30) days of receipt of an invoice from PCTPA. PCTPA may submit the invoice following execution of the consultant contract for preparation of the SCCP Application.

2.10 STA's maximum funding contribution for preparation of the SCCP Application shall not exceed thirty-eight thousand dollars ($38,000). No additional STA funds will be provided under this Amendment unless authorized through a subsequent written amendment executed by both Parties.

3. If the final consultant cost for preparation of the SCCP Application is less than ninety-five thousand dollars ($95,000), PCTPA shall refund to STA the proportionate unexpended portion of STA's thirty-eight thousand dollar ($38,000) contribution.

4. This Amendment authorizes preparation of the SCCP Application only. Neither Party is obligated under this Amendment to accept a grant award, provide project matching funds, or fund any subsequent phase of project development, environmental review, design, right-of-way acquisition, or construction. Any such obligations shall be subject to separate authorization and a subsequent written agreement or amendment between the Parties.

5. All other terms and conditions of the Agreement not changed by this Amendment remain in full force and effect.

IN WITNESS THEREOF, the Parties hereto have executed this Amendment as of the dates indicated below.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY ("PCTPA")	**SACRAMENTO TRANSPORTATION AUTHORITY ("STA")**
______________________________ Matt Click, AICP Executive Director Date: ______________________________	______________________________ Kevin M. Bewsey, PE Executive Director Date: ______________________________
Approved as to Form Placer County Transportation Planning Agency General Counsel ______________________________ Signature Date: ______________________________	Approved as to Form Sacramento Transportation Authority General Counsel ______________________________ Signature Date: ______________________________

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

TO: PCTPA Board Members **DATE:** August 26, 2026

FROM: Solvi Sabol, Clerk to the Board / Executive Assistant III

SUBJECT: **2026 PCTPA, PCALUC, WPCTSA, AND PCLTA BOARD MEETING SCHEDULE - AMENDED**

Following is the Amended 2026 PCTPA, PCALUC, WPCTSA, and PCLTA Board meeting schedule. Meetings occur at 9:00 AM unless rescheduled and held at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, CA.

Board Meetings

Wednesday, January 28
Wednesday, February 25
Wednesday, March 25
Wednesday, April 22
Wednesday, May 27
Wednesday, June 24
Wednesday, July 22 (Typically cancelled unless deemed necessary)
Wednesday, August 26
Wednesday, September 23
Wednesday, October 28
~~Wednesday, December 2~~
Wednesday, December 9

2260 Douglas Blvd., Suite 130 · Roseville, CA 95661 · 530.823-4030

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

FINAL FINDINGS OF APPORTIONMENT FOR FY 2026/2027

LOCAL TRANSPORTATION FUND (LTF)

AUGUST 2026

		FY 2025/2026 Estimated Fund Balance Subtotal (1)	FY 2026/2027 Revenue Subtotal	FY 2026/2027 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE		$3,438,172	$35,028,570	**$38,466,742**
TRPA Revenue Estimate (2)	2.33934268%		$829,822	$829,822
TRPA LTF Fund Balance		$85,772		$85,772
TRPA TOTAL			$829,822	$915,594
County Auditor Administrative Costs			$264	$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA				**$915,330**
PCTPA Revenue Estimate	97.66065732%		$33,514,773	$33,514,773
PCTPA LTF Fund Balance		$3,352,399		$3,352,399
PCTPA TOTAL			$33,514,773	**$36,867,172**
County Auditor Administrative Costs			$8,736	$8,736
PCTPA Administrative and Planning Costs (3)			$475,000	$475,000
Pedestrian and Bicycle Allocation (4)		$67,048	$660,621	$727,669
Community Transit Service Article 4.5 Allocation (5)		$147,841	$1,456,669	$1,604,510
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA		$3,137,510	$30,913,748	**$34,051,258**

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

Jurisdiction	Population January 1, 2026	Percent (%)	FY 2026/2027 Allocation Subtotal	FY 2025/2026 Carryover Apportionment(6)	Revenue Apportionment
PLACER COUNTY	105,512	24.84675651%	$7,681,064	$787,729	$8,468,792
AUBURN	13,506	3.18049410%	$983,210	$101,309	$1,084,519
COLFAX	2,020	0.47568474%	$147,052	$15,220	$162,272
LINCOLN	56,494	13.30363051%	$4,112,651	$415,730	$4,528,381
LOOMIS	6,822	1.60649569%	$496,628	$51,005	$547,633
ROCKLIN	74,842	17.62435506%	$5,448,349	$557,957	$6,006,305
ROSEVILLE	165,455	38.96258339%	$12,044,795	$1,208,560	$13,253,355
TOTAL	**424,651**	**100.00%**	**$30,913,748**	**$3,137,510**	**$34,051,258**

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

Jurisdiction	Revenue Apportionment	Planning Contribution(7)	Available to Claimant(8)
PLACER COUNTY	$8,468,792	($338,752)	$8,130,041
AUBURN	$1,084,519	($43,381)	$1,041,139
COLFAX	$162,272	($6,491)	$155,781
LINCOLN	$4,528,381	($181,135)	$4,347,245
LOOMIS	$547,633	($21,905)	$525,728
ROCKLIN	$6,006,305	($240,252)	$5,766,053
ROSEVILLE	$13,253,355	($530,134)	$12,723,221
TOTAL	**$34,051,258**	**($1,362,050)**	**$32,689,207**

NOTES:

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

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

Sources:

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

Calculation of FY 2026/2027 PCTPA LTF Carryover

Using 2025 Population - Western Slope

Amount of FY 2025/2026 Carryover: **$3,137,510**

POPULATION				
JURISDICTION	**January 1, 2025(1)**	**PERCENT**	**FY 2025/2026 CARRYOVER ALLOCATION**	**TOTAL CARRYOVER ALLOCATION**
PLACER COUNTY	103,305	25.11%	$787,729	$787,729
AUBURN	13,286	3.23%	$101,309	$101,309
COLFAX	1,996	0.49%	$15,220	$15,220
LINCOLN	54,520	13.25%	$415,730	$415,730
LOOMIS	6,689	1.63%	$51,005	$51,005
ROCKLIN	73,172	17.78%	$557,957	$557,957
ROSEVILLE	158,494	38.52%	$1,208,560	$1,208,560
TOTAL	**411,462**	**100.00%**	**$3,137,510**	**$3,137,510**

Sources:

1. Table E-1: City/County Population Estimates January 1, 2024 to January 1, 2025, DOF, May 1, 2025.

2. FY 2025/26 LTF balance based on August 1, 2025 Final LTF Fund Estimate provided by the Placer County Auditor

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2026/27 STATE TRANSIT ASSISTANCE (STA) FUND FINAL ALLOCATION ESTIMATE
(EXCLUDING TAHOE BASIN)
AUGUST 2026

PUC 99313 Allocation	$4,071,669
PUC 99314 Allocation	$679,748
Total STA Allocation(1)	$4,751,417
Less 4.5 Percent Allocation of PUC 99313 to WPCTSA(2)	$183,225
Total PUC 99313 Allocation Available to Jurisdictions	$3,888,444
Total STA Allocation Available to Jurisdictions	$4,568,192

FY 2026/2027 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2026 Population(3)	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	105,512	24.85%	$966,152
Auburn	13,506	3.18%	$123,672
Colfax	2,020	0.48%	$18,497
Lincoln	56,494	13.30%	$517,304
Loomis	6,822	1.61%	$62,468
Rocklin	74,842	17.62%	$685,313
Roseville	165,455	38.96%	$1,515,038
TOTAL	424,651	100.00%	$3,888,444

Notes: (1) 2026/2027 State Transit Assistance Allocation Final Estimate, California State Controller Division of Accounting and Reporting, August 1, 2026.
(2) 4.5% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.
(3) Table E-1: City/County Population Estimates January 1, 2025 to January 1, 2026, DOF, released May 1, 2026.
PUC = Public Utilities Code

FY 2026/2027 Jurisdiction PUC 99314 STA Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis(4)	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	PUC Section 99313 + 99314 Total Jurisdiction Allocation
Placer County	$7,137,582	83.4%	$567,250	$1,533,402
Auburn	$61,956	0.7%	$4,924	$128,596
Colfax	$0	0.0%	$0	$18,497
Lincoln	$0	0.0%	$0	$517,304
Loomis	$0	0.0%	$0	$62,468
Rocklin	$0	0.0%	$0	$685,313
Roseville	$1,353,589	15.8%	$107,575	$1,622,613
TOTAL	$8,553,127	100.0%	$679,748	$4,568,192

Notes: (4) 2026/2027 State Transit Assistance Allocation Final Estimate, California State Controller Division of Accounting and Reporting, August 1, 2026.

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	TBD	**$420,750**
Auburn	TBD	**$19,033**
Roseville	TBD	**$246,673**
	FY 2026/27 Total	**$686,456**

1. Federal Award No. 693JJ32640663	**2. Effective Date** See No. 15 Below	**3. Assistance Listings No.** 20.939

4. Award To
Placer County Transportation Planning Agency
2260 Douglas Blvd, Suite 130
Roseville, CA 95661

Unique Entity Id.: RDNMN8QQ5H6
TIN No.: 68-0283341

5. Sponsoring Office
U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop W56-485
Washington, DC 20590

6. Period of Performance
Effective Date of Award – 30 months

7. Total Amount

Federal Share:	$100,000
Recipient Share:	$25,000
Other Federal Funds:	$0
Other Funds:	$0
Total:	$125,000

8. Type of Agreement
Grant

9. Authority
Section 24112 of the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117–58, November 15, 2021)

10. Procurement Request No.
HSA260280PR

11. Federal Funds Obligated
$100,000

12. Submit Payment Requests To
See Article 5.

13. Description of the Project
Colfax Comprehensive Safety Action Plan
Prepare a CSAP for the City of Colfax, including crash data analysis, community/stakeholder outreach, countermeasure selection, and an implementation plan.

RECIPIENT	**FEDERAL HIGHWAY ADMINISTRATION**
14. Signature of Person Authorized to Sign	**15. Signature of Agreement Officer**
Signature Date	Signature Date
Name:	Name: Hector R. Santamaria
Title:	Title: Agreement Officer

20

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2025 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between the United States Department of Transportation's (the "**USDOT**") Federal Highway Administration (the "**FHWA**") and the Placer County Transportation Planning Agency (the "**Recipient**").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("**SS4A**") Grant for the Colfax Comprehensive Safety Action Plan.

The parties therefore agree to the following:

ARTICLE 1
GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions.

(a) In this agreement, "**General Terms and Conditions**" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2025 Safe Streets and Roads for All ("SS4A") Grant Program," dated January 22, 2026 which is available at https://www.transportation.gov/grants/ss4a/grant-agreements under "Fiscal Year 2025." Articles 7–33 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.

(b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (IIJA, div. G §§ 70901-27).

(c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Colfax Comprehensive Safety Action Plan

Application Date: 06/23/2025

2.2 Award Amount.

SS4A Grant Amount: $100,000

2.3 Federal Obligation Information.

Federal Obligation Type: Single

2.4 Budget Period.

Budget Period: See Block 6 of Page 1

2.5 Grant Designation.

Designation: Planning and Demonstration

ARTICLE 3
SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

This award is for an action plan.

The City of Colfax (pop. 1,995) is a small, rural community located along Interstate 80 in the Sierra Nevada Mountains between Sacramento and Lake Tahoe. Due to its small size, it receives little state and federal transportation funding and traffic safety concerns have never been comprehensively analyzed and addressed. The Colfax CSAP will collect existing conditions data, analyze five years of FARS and TIMS (CA Hwy Patrol) crash data, and identify countermeasures/projects to address known safety concerns. The CSAP will also include community and stakeholder outreach to bring together transportation, first responder, school, and community stakeholders to discuss and address traffic safety concerns in Colfax. The end goal is to provide the City of Colfax with an actionable plan to address traffic safety within the city, and to set the City up to apply for future state and federal safety grants.

The project will be completed in one phase as follows:

Task 1: Project Management

Task 2: Data Collection/Existing Conditions

Task 3: Stakeholder & Community Engagement

Task 4: Data Analysis

Task 5: Countermeasure Identification

Task 6: Project Development and Implementation Plan

3.2 Project's Estimated Schedule.

Action Plan Schedule

Milestone	Schedule Date
Planned Final Plan Publicly Available Date:	08/31/2028
Planned SS4A Final Report Date:	09/30/2028

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	$100,000
Other Federal Funds:	$0
State Funds:	$0
Local Funds:	$25,000
In-Kind Match:	$0
Other Funds:	$0
Total Eligible Project Cost:	$125,000

(b) Cost Classification Table

RESERVED

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

ARTICLE 4
CONTACT INFORMATION

4.1 Recipient Contact(s).

Cory Peterson

Senior Transportation Planner
Placer County Transportation Planning Agency
2260 Douglas Blvd, Suite 130
Roseville, CA 95661
(530) 823-4032
cpeterson@pctpa.net

4.2 Recipient Key Personnel.

Name	Title or Position
Matt Click	Executive Director
Cory Peterson	Senior Transportation Planner
Mike Costa	Principal Transportation Planner
Jodi LaCosse	Fiscal Administrative Officer
Ron Walker	City Manager, City of Colfax
Carl Moore	City Engineer, City of Colfax

4.3 USDOT Project Contact(s).

Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: W56-485
1200 New Jersey Avenue, S.E.
Washington, DC 20590
SS4A.FHWA@dot.gov

and

Agreement Officer (AO)
Federal Highway Administration
Office of Competitive Grants and Workforce Programs
HACG-30, Mail Stop W51-232
1200 New Jersey Avenue, S.E.
Washington, DC 20590
HCFASS4A@dot.gov

and

Division Administrator – California
Agreement Officer's Representative (AOR)
650 Capitol Mall, Ste. 4-100 - Sacramento, CA 95814-4708
916-498-5001
hdaca@dot.gov

and

Mike Shami
California Division Office Lead Point of Contact

Civil Engineer (Highway)
650 Capitol Mall, Ste. 4-100 - Sacramento, CA 95814-4708
916-498-5853
mike.shami@dot.gov

ARTICLE 5
USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Competitive Grants and Workforce Programs

SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the "AO") are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308 (f) (6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

5.2 Reimbursement Requests

(a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.

(b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.

(c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer's Representative (the "**AOR**") may withhold processing that request until the Recipient provides sufficient detail.

(d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.

(e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.

(f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

ARTICLE 6
SPECIAL GRANT TERMS

6.1 SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.

6.2 The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.

6.3 SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.

6.4 The Recipient of a Planning and Demonstration Grant acknowledges that the Action Plan will be made publicly available and agrees that it will publish the final Action Plan on a publicly available website.

6.5 There are no other special grant requirements.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: City of Colfax, California

Baseline Measurement Date: N/A

Baseline Report Date: N/A

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

ATTACHMENT B
CHANGES FROM APPLICATION

Scope: N/A

Schedule The start date in form SF 424 was 01/01/2026 and end date was 02/28/2027 for a duration of 14 months. The start date will shift to match the award date, and we are requesting addition of 16 months so the period of performance would be 30 months. This is due to risks of delays in hiring consultants and time collecting and analyzing data.

Budget: N/A

ATTACHMENT C
[RESERVED]

ATTACHMENT D
[RESERVED]

ATTACHMENT E
LABOR AND WORK

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with "X" in the following table align with the application:

	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. *(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)*
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. *(Describe the training programs in the supporting narrative below.)*
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. *(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)*
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including union participation or project labor agreements which promote cost-effectiveness and open competition. *(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)*
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. *(Describe the partnership and workforce strategies in the supporting narrative below.)*
X	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. *(Describe those actions in the supporting narrative below.)*
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. *(Identify the relevant actions from schedule B in the supporting narrative below.)*
	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

2. Supporting Narrative.

PCTPA requires compliance with prevailing wage rates in all our consultant contracts, and requires contractors to not assist, promote, or deter union organizing, ensuring a free and fair choice to join a union.

ATTACHMENT F
CRITICAL SECURITY INFRASTRUCTURE AND RESILIENCE

1. Efforts to Strengthen the Security and Resilience of Critical Infrastructure Against Both Physical and Cyber Threats.

The Recipient states that rows marked with "X" in the following table are accurate:

	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.
X	Not applicable. Grant does not require the purchase of information technology or operational technology.

2. Supporting Narrative.

Not applicable. Grant does not require the purchase of information technology or operational technology.

Colfax Comprehensive Safety Action Plan
SS4A Grant Application – Narrative Response

The City of Colfax (pop. 1,995), is a small, rural community located along Interstate 80 between Sacramento and Lake Tahoe. It is located in the Sierra Nevada Mountains at an elevation of approximately 2,400'. Colfax is a common stop-over for travelers between the Bay Area and Sacramento to the Reno/Tahoe area and is near popular recreation areas. Although it is not listed as a disadvantaged community under the Climate & Economic Justice Screening Tool, households in Colfax have a median income that is 35% less than that of Placer County and 23% less than the California household median income. As a rural area, it suffers from lack of access to jobs and services and is vulnerable to wildfire.

The ValidEval application states that the fatality rate for Colfax is 5.9 per 100,000 people. However, this is calculated using the census tract population (as required) which is much larger than the city itself. According to the Fatality Analysis Reporting System (FARS), there was one fatal crash on Colfax roads between 2018 and 2022. It involved a motorcyclist who was under the influence of alcohol and hit a fixed object. When calculating the fatality rate using the City of Colfax's population, it is 10 fatalities per 100,000 people. A deeper dive into data from the Transportation Injury Mapping System (TIMS) from UC Berkeley shows that there were a total of 16 injury crashes on Colfax roads between 2018 and 2022. 25% of these crashes resulted in either a fatality or a serious, life-threatening injury, well above the Placer County percentage of 12%. In 2021, Colfax was ranked 4th among similar sized cities statewide for number of alcohol involved crashes, motorcycle crashes, and nighttime crashes.

Despite Colfax's small size, the city sees an average of 60,000 cars and trucks drive through it on I-80 every day, with this number increasing on weekends and during high recreation periods. During large snow events in the Sierra Nevada Mountains, I-80 is frequently shut down or subject to chain controls, often beginning in Colfax. This creates a unique situation where thousands of tourists unfamiliar with the City are forced to turn around at Colfax, or wait out the storm in this small city. It can create traffic problems on local roads that were not designed to handle it. Some Colfax roads are steep, narrow, with little shoulders. Colfax also has a lack of bicycle and pedestrian facilities despite its small size that could make it ripe for short trips by bike or walking. The City plans to use the Colfax CSAP as a tool to analyze and address each of these issues and put Colfax on the road to zero fatalities and reducing and serious injury crashes on their roads.

The City has never done a comprehensive analysis of traffic safety concerns specific to their small community. Due to its population size, it receives very little state and federal funding for transportation and as such, addressing traffic concerns often falls by the wayside. Funding the Colfax CSAP will allow the City to create an actionable plan with clear steps for implementation, including funding sources to build projects and reduce fatalities/serious injury crashes. It will also ensure that the City becomes eligible for more state and federal grants to address traffic safety.

The Colfax CSAP will include a tailored approach to address each of the known safety concerns outlined in this narrative, as well as additional ones that arise out of the data analysis and community/stakeholder engagement. While Colfax has a lower number of crashes compared to other jurisdictions, it has a much higher percentage of those that are fatal or serious injury crashes. This CSAP aims to address these collisions and reduce the severity over time, with the ultimate goal of reducing fatalities to zero. It will do this by identifying opportunities for low-cost systemic countermeasures that are proven to work and can effectively address Colfax's unique safety concerns, while also stretching limited local, state, and federal dollars. The scope of work below outlines how this will be achieved.

Scope of Work

Task 1: Project Management

PCTPA and the City will collaborate to release an RFP, hire a consultant, and manage the contract. Coordination and invoicing to USDOT will also be covered under this task.

Task 2: Data Collection/Existing Conditions

The project team will review and collect existing crash data from FARS, TIMS (UC Berkeley), and SWITRS (California Highway Patrol) from the most recently available five years for analysis. Other data, such as roadway characteristics, bicycle/pedestrian facilities, demographic/equity data, existing planning documents, and more will be collected. Under this task, the team will also review existing policies/standards and make suggestions for changes to prioritize transportation safety.

Task 3: Stakeholder & Community Engagement

The CSAP will include a robust stakeholder and community engagement task that will hold pop-up events, virtual and/or in-person workshops, online surveys, and stakeholder interviews. The team will ensure equitable outreach by identifying and reaching out to vulnerable populations within Colfax. Informing the project will be a Project Development Team (PDT) inclusive of PCTPA staff, City staff, first responders (police and fire), schools, community leaders, community groups, private sector businesses, and more. The project team and PDT will also set goals for reduction of fatalities/serious injury crashes and consult with City leaders on the development of the goals.

Task 4: Data Analysis

The team will analyze five years of crash data on Colfax roads and identify collision factors, top collision types and associated locations, hot spot areas, and high injury corridors. It will also consider locations identified through stakeholder/community engagement that may not have collisions but experience similar characteristics to those that do (particularly roadways that handle tourist traffic during major snow events). These will be cross referenced with demographic, land use, and roadway characteristics data. At least the top five corridors and top five intersections will be identified.

Task 5: Countermeasure Identification

This critical task will identify low cost, systemic countermeasures based on proven strategies that have been implemented in similar contexts nationwide. The team will utilize DOT's CMF Clearinghouse and Caltrans' Local Road Safety Manual to identify high-impact strategies that could be implemented citywide, such as signing/striping, higher visibility signage, or guard rail installation. The team will also identify specific locations where more substantial improvements may be necessary, such as shoulder widening. Specific countermeasures to improve safety for bicyclists and pedestrians will also be included.

Task 6: Project Development & Implementation Plan

Using the countermeasures identified in Task 5, the team will group the countermeasures into safety projects that can be used to apply for state and federal grants, such as HSIP or SS4A Implementation funding. It will include planning level cost estimates and maps showing the locations of the projects. The Implementation Plan will then identify potential funding sources for the projects and a timeline for implementation. It will also outline a plan for monitoring progress towards the plan's goals, including annual reporting on progress. The progress will be monitored by the TAC.

Task 7: Draft and Final Colfax CSAP

Following a review by PCTPA staff, City staff, and the PDT, the team will finalize the Colfax CSAP and present it to the PCTPA Board and Colfax City Council.

Schedule & Budget

The project team anticipates that the planning process will take approximately 14 months in total after execution of a contract with USDOT. PCTPA and the City will conduct an approximately two-month RFP process to select a consultant, who will be given a 12 month timeframe to complete the planning work. The total project cost is $125,000. PCTPA is requesting $100,000 in SS4A grant funds, which will be matched by $25,000 of in-kind staff time from PCTPA and the City.

Placer County Transportation Planning Agency

RESOLUTION #26-26 OF THE BOARD OF DIRECTORS

IN THE MATTER OF: ALLOCATING FFY 2025/26 FEDERAL TRANSIT ADMINISTRATION SECTION 5311 FUNDING VIA FORMULA DISTRIBUTION AND PROGRAM OF PROJECTS ($809,470)

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) Board of Directors at a regular meeting held August 26, 2026, by the following vote on roll call:

AYES:

NOES:

ABSTAIN:

ABSENT:

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, this designation requires PCTPA to complete a Program of Projects allocating $809,470 of Federal Transit Administration (FTA) Section 5311 funds apportioned in Federal Fiscal Year (FFY 2025/26) for transit operating and/or capital assistance in rural areas of Placer County; and

WHEREAS, the City of Auburn and County of Placer agree to receive the allocation of FTA Section 5311 funds based on a formula distribution methodology involving the prior fiscal year's ridership, vehicle revenue hours, and vehicle revenue miles information.

NOW THEREFORE, BE IT RESOLVED by the PCTPA Board of Directors that it hereby:

1. Approves the PCTPA FFY 2025/26 FTA Section 5311 Program of Projects in the amount of $809,470, to be distributed for operating assistance to the following rural transit providers: City of Auburn = $74,468 and County of Placer = $735,002.

2. Authorizes the Executive Director, or their designee, to submit the PCTPA FTA Section 5311 Program of Projects to the California Department of Transportation (Caltrans) as well as any other Certification and Assurances and/or other documents, and any amendment thereto, necessary to capture and administer the FTA Section 5311 funding apportioned in FFY 2025/26.

Signed and approved by me after its passage:

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP

ATTEST:

Solvi Sabol

Program of Projects (POP)

FFY 2026

Due: August 3rd, 2026 at 2 p.m. PST

Instructions:

PART 1 – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third-party contracts must contain federal clauses required under FTA Circular 4220.1G and be approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART 2 – 5311 Capital (Vehicles and Preventive Maintenance)

- **PRE-AWARD AUTHORITY IS STRICTLY FORBIDDEN FOR ALL CAPITAL PURCHASES** Receiving an executed Standard Agreement (DOT-213A) is NOT procurement authorization.
- All vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1G and approved by DLA prior to bid release.

PART 3 – Congestion Mitigation & Air Quality (CMAQ):

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. The 5311 Program will receive a confirmation once the transfer is completed.
- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.

PART 4 – 5311(f) Operating Assistance:

- Reference Part 1

Program of Projects (POP)

FFY 2026 **Due: August 3rd, 2026 at 2 p.m. PST**

Agency Name: Placer County Transportation Planning Agency		
☑ **5311**	☐ **5311(f)**	☐ **CMAQ**

Regional Contact Info:

Regional Contact Name:	Mike Costa	**Phone Number:**	530.823.4029
Contact Title:	Principal Transportation Planner	**Date:**	07/31/2026

General Information:

County or Region:	Placer County	**Caltrans District:**	3

Section A: Available Funding

Apportionment for this Cycle (Federal Share):	$ 809,470

Section B: Programming

Operating Assistance Total:	$ 809,470
Capital Total:	
Total Programmed (Operating + Capital):	$ 809,470

CMAQ:

CMAQ Total:	

Request for transfer will be applied for directly through the District - Local Assistance, District Engineer, and Headquarters' Division of Local Assistance. The 5311 Program will receive a confirmation once the transfer is completed.

Programming Instructions:

Statewide Transportation Improvement Program (STIP)

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation's (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

- **Metropolitan Planning Organizations (MPOs)** are responsible for programming projects within their jurisdiction.
- Rural Transit & Intercity Bus staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department's Division of Financial Programming for inclusion into the FSTIP.

For further guidance see the Department's Division of Financial Programming website.

Apportioned Funds – FY2026

PART 1: Operating Assistance					
Metropolitan Planning Organizations (MPOs) are responsible for sub-allocating projects within their jurisdiction:					
Subrecipient	**Project Description**	**Federal Share**	**Local Share** (Excluding Toll Credit)	**Toll Credit Amount**	**Net Project Cost**
City of Auburn	Transit Operations	$ 74,468	$ 735,002		$ 809,470
County of Placer	Transit Operations	$ 735,002	$ 2,002,349		$ 2,737,351
Operating Assistance Funds Total:		$ 809,470	$ 2,737,351	$ 0	$ 3,546,821

PART 2: Capital (Vehicles and Preventive Maintenance)					
Metropolitan Planning Organizations (MPOs) are responsible for sub-allocating projects within their jurisdiction:					
Subrecipient	**Project Description**	**Federal Share**	**Local Share** (Excluding Toll Credit)	**Toll Credit Amount**	**Net Project Cost**
Capital Assistance Funds Total:		$ 0	$ 0	$ 0	$ 0

Non-Apportioned Funds – FY2026

PART 3: Congestion Mitigation & Air Quality (CMAQ):

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost
CMAQ Funds Total:		$ 0	$ 0	$ 0	$ 0

Part 4: Section 5311(f) Operating Assistance:

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost
Operating Assistance Funds Total:		$ 0	$ 0	$ 0	$ 0

Placer County Transportation Planning Agency

August 26, 2026

Amber Costello
President
Monument ROW, Inc.
200 Spectrum Center, Suite 300
Irvine, CA 92677

SUBJECT: LETTER OF TASK AGREEMENT #26-02 BETWEEN MONUMENT ROW, INC AND THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Dear Ms. Costello,

This letter, when countersigned, authorizes work under the "Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Monument ROW, Inc ("Contractor")," dated February 25, 2021 ("Master Agreement").

Incorporated Master Agreement: The terms of the Master Agreement are incorporated herein by this reference, as if fully set forth herein. This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Contractor and its subconsultants for the Highway 49 Sidewalk Gap Closure Project Right-of-Way (ROW) services.

Scope of Services: Contractor is authorized to complete the remaining ROW services as outlined in the Scope of Work, attached as Exhibit A.

Term: Services shall be provided through the term specified in the Master Agreement.

Compensation: This LOTA will increase the budget by $7,500 to complete the services identified in Exhibit A. The total project budget will increase from $784,465.28.

If this Letter of Task Agreement meets with your approval, please sign and return two copies. Questions concerning this agreement and the project in general should be directed to Cory Peterson at (530) 823-4032.

Sincerely, Accepted by:

Matt Click, AICP Executive Director PCTPA	Date	Amber Costello President Monument ROW, Inc.	Date

Attachments:
Exhibit A – Additional Budget Request from Monument

2260 Douglas Blvd, Ste 130 ○ Roseville, CA 95661 ○ (530) 823-4030 (tel/fax)

Placer County Transportation Planning Agency

MEMORANDUM

TO: PCTPA Board of Directors **DATE: August 26, 2026**

FROM: Solvi Sabol, Planning Administrator / Board Secretary
Cory Peterson, Senior Transportation Planner

SUBJECT: **2026 FREEWAY SERVICE PATROL PROGRAM CONTRACT AWARD — BEATS 265 AND 281**

ACTION REQUESTED

1. Authorize the Executive Director to execute the following agreements between PCTPA and Sierra Hart Towing:
   a. Authorize the Executive Director to sign 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. Authorize the Executive Director to sign 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.

BACKGROUND

PCTPA administers the Freeway Service Patrol program for Beats 265 and 281 under the Valley Division FSP Standard Operating Guidelines (January 2026), providing tow and roadside assistance service in cooperation with the California Highway Patrol (CHP) and Caltrans. The current FSP contractor agreement for these beats ends December 31, 2026, requiring a competitive procurement to select a contractor for the next contract period.

DISCUSSION

PCTPA conducted a competitive Request for Proposals (RFP) to select an FSP contractor for Beats 265 and 281. Prior to releasing the RFP, PCTPA notified 36 tow providers throughout Placer, El Dorado, and Sacramento counties of an opportunity to participate in a pre-proposal office hours session on April 30, 2026. Seven providers attended. The session was designed to familiarize providers with the FSP program and the proposal process.

The RFP was released on May 1, 2026. Subsequently there were two clarifying Addendums issued, and given this, the proposal due date was extended to June 11, 2026. Six proposals were received from the following firms (alphabetical order): All American Towing & Transport, Inc., Elite Tow, Johnson Investment Corporation DBA Extreme Towing, Five Star Towing, Foresthill Towing, Inc., and Sierra Hart Towing.

Written proposals were evaluated by a two-member panel of PCTPA staff. Proposals were scored in five categories, for a total of 100 points, as shown below.

Evaluation Criteria	Maximum Points
Understanding of and familiarity with the Valley Division FSP Standard Operating Guidelines (January 2026) and the requirements of this RFP	20
Familiarity with the project area and the type of issues and problems associated with the beats	20
Ability to meet the project's goals and objectives, including staffing and contingency planning (including consideration of documented notices of violation, contract terminations, or performance deficiencies with FSP programs, CHP rotation tow operations, or comparable towing contracts)	20
Qualifications, specific experience, and technical competence of the personnel to be assigned to this contract	20
Cost estimate, including hourly fee schedule and demonstrated viability of proposed rate	20
TOTAL	**100**

Scores for the six proposing firms, averaged across both evaluators, are shown below.

Firm	Scores
Sierra Hart Towing	87
Johnson Investment Corp DBA Extreme Towing	74
All American Towing & Transport, Inc.	69
Foresthill Towing, Inc.	63
Five Star Towing	60
Elite Tow	56

Based on these results, staff recommends awarding the FSP Beats 265/281 contract to Sierra Hart Towing. Sierra Hart Towing has a long-standing history as an FSP contractor in the region, including current service on Beat 265, and its proposal reflected strong staffing and contingency planning, personnel qualifications, and a competitive proposed hourly rate. The new contract term is anticipated to commence January 1, 2027, following execution of the agreements.

While CHP's internal policy precludes them from formally scoring proposals, staff met with CHP to review the proposals and basis for scoring, and CHP was supportive of the recommendation.

The RFP contemplated a three-year base term with two one-year options, to allow continuity of service without requiring a full re-procurement at the end of the base term. Staff recommend structuring the award with two separate Contractor Services Agreements for Beat 265 (Attachment A) and Beat 281 (Attachment B). Structuring the beats as separate agreements preserves PCTPA's ability to modify, suspend, or reassign service on a single beat independently, without affecting the other. Should PCTPA elect to exercise either one-year options under the Contractor Services Agreements, staff will return to the Board for approval by addendum at that time, including the associated not-to-exceed authorization; no option-year pricing or authorization is requested as part of this action.

The recommended not-to-exceed amount for each Contractor Services Agreement reflects the maximum three-year cost under Sierra Hart Towing's proposed fuel cost adjustment schedule (Exhibit B), assuming the highest fuel cost band (Anchor Range + $12.00/hour, escalated 2% annually) for the full base term. This approach provides adequate contract authority to accommodate fuel price volatility, as well as incidental operational overtime (e.g., completing an in-progress tow), over the base term without requiring a contract amendment.

Recommendation

Staff recommends that the Board of Directors authorize the Executive Director to execute two Contractor Services Agreements.one each for Beat 265 and Beat 281, with Sierra Hart Towing for FSP services for a three-year base term ending December 31, 2029. Should PCTPA elect to exercise either one-year option, staff will return to the Board for approval at that time. The TAC concurred with this recommendation at their August 11, 2026 meeting.

SS:CP:mbc

PLACER COUNTY FREEWAY SERVICE PATROL
CONTRACTOR SERVICES AGREEMENT

CONTRACTOR SERVICES AGREEMENT

between

Placer County Transportation Planning Agency

2260 Douglas Blvd., Suite 130, Roseville, California 95661

(hereinafter "PCTPA")

and

Sierra Hart Towing

(hereinafter "Contractor")

Term: January 1, 2027 – December 31, 2029

for

PLACER COUNTY FREEWAY SERVICE PATROL

on

BEAT 265

RECITALS

WHEREAS, 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, pursuant to California Government Code, Title 7.91, Section 67910; and

WHEREAS, PCTPA is the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin, pursuant to California Government Code Section 29532.1(c); and

WHEREAS, PCTPA, the California Department of Transportation, and the California Highway Patrol are parties to a Memorandum of Understanding Regarding Operations of a Freeway Service Patrol Program (2006) for Placer County; and

WHEREAS, PCTPA's responsibilities identified in the aforementioned Memorandum of Understanding include developing, advertising, awarding, and administering the Freeway Service Patrol (FSP) contract(s) for the Placer County FSP program; and

WHEREAS, PCTPA requires the services of a Contractor to provide the FSP services described in this Agreement; and

WHEREAS, PCTPA conducted a competitive Request for Proposals process and, based on the evaluation criteria set forth therein, determined that Contractor's proposal received the highest overall evaluation score; and

WHEREAS, Contractor represents that it is specially trained and has the experience and expertise necessary to competently perform the services set forth herein;

NOW, THEREFORE, for the consideration hereinafter stated, the parties agree as follows:

1.0 SCOPE OF SERVICES AND STANDARD OPERATING GUIDELINES

Contractor will perform Freeway Service Patrol (FSP) services as set forth in Exhibit A – Placer County Freeway Service Patrol Scope of Services, and in accordance with the California Highway Patrol's Valley Division Freeway Service Patrol Standard Operating Guidelines, January 2026, or later. All tow vehicles used in the performance of this Agreement shall meet the minimum equipment specifications set forth in Attachment A-3 – Tow Truck Vehicle Specifications. All services performed under this Agreement shall meet the standard of quality ordinarily expected of a competent Freeway Service Patrol tow contractor. In the event of any inconsistency between Exhibit A and other terms and conditions of this Agreement, Exhibit A shall control.

2.0 PERIOD OF PERFORMANCE

The period of performance shall be from January 1, 2027 through December 31, 2029. PCTPA and Contractor may execute up to two (2) one-year extensions of the Agreement based on available funding and satisfactory performance of Agreement services. Any such extension shall be subject to PCTPA Board approval and memorialized by written amendment to this Agreement.

3.0 PAYMENT

A. Subject to the provisions set forth below, for services satisfactorily performed hereunder, PCTPA shall pay Contractor on an all-inclusive hourly rate basis. PCTPA reserves the right to withhold payment of disputed amounts, as well as any penalties or fines assessed against Contractor pursuant to Section 14.0 of this Agreement.

B. PCTPA shall not be obligated to pay costs that exceed the hourly rate calculated pursuant to Section 3.0(E), and the total amount paid to Contractor shall not exceed **$240,375.00 in Contract Year 1 (2027), $245,182.50 in Contract Year 2 (2028), and $250,086.15 in Contract Year 3 (2029)**, representing the maximum cost under the highest fuel cost adjustment band set forth in Exhibit B. However, in the event of a funding shortfall, as determined by PCTPA, PCTPA shall have the right to unilaterally amend this not-to-exceed amount for any year.

C. For its performance of services, Contractor shall be paid at the rate specified below:

Service	Hourly Service Rate (HSR)
FSP Services, per patrolling tow truck (Monday – Friday)	$116.20

The rates above shall be based on the Cost Proposal Form submitted by Contractor as part of its proposal, attached hereto as Exhibit B.

D. It is understood by both parties that FSP in Placer County is funded through state and federal grant funding. Should state or federal grant funding be eliminated, reduced, or increased, PCTPA has the right to cancel or renegotiate the terms of this Agreement with Contractor at any time.

E. Fuel Cost Adjustment: For the purposes of this Agreement, the anchor price of diesel fuel is $4.00 to $5.99 per gallon based on fuel price environment at the time of contract award. In the event the previous quarter's average retail price of diesel fuel in California falls below $4.00 per gallon or rises above $5.99 per gallon, Contractor shall use the rate table in Exhibit B to determine the applicable hourly rate adjustment based on the average retail price of diesel fuel as reported by the U.S. Energy Information Administration (EIA) – California No. 2 Diesel Retail Prices (https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_sca_w.htm). Reviews of the average retail price of diesel in California shall occur quarterly throughout the term of this Agreement, with the previous quarter's average retail price of diesel determining the hourly rate to be used for the next quarter (Example: if the average retail price of diesel in California is $6.25 per gallon during the quarter of January-March 2027, then the $6.00-$6.99 fuel band shall apply for the April-June 2027 quarter). Exhibit B of this Agreement details the adjusted hourly rate for each fuel cost range, factoring in Cost of Living Adjustment for Years 2 and 3 of the Agreement per Section 3F. The calculation of the hourly rate for each fuel cost range is summarized in the table below.

PLACER COUNTY FSP — FUEL COST ADJUSTMENT RATE TABLE			
EIA Source: California No. 2 Diesel Retail Prices — Reviewed Quarterly			
EIA Diesel Price ($/gallon)	**2027 Hourly Rate**	**2028 Hourly Rate**	**2029 Hourly Rate**
Under $3.00	$114.20	$116.48	$118.81
$3.00–$3.99	$115.20	$117.50	$119.85
$4.00–$5.99 ★ Anchor	$116.20	$118.52	$120.89
$6.00–$6.99	$119.20	$121.58	$124.02
$7.00–$7.99	$122.20	$124.64	$127.14
$8.00–$8.99	$125.20	$127.70	$130.26
$9.00–$9.99	$128.20	$130.76	$133.38
Note: [HSR] = Contractor's Hourly Service Rate per Section 3.0(C). Rates reviewed quarterly based on prior quarter EIA average.			

Note: HSR (Contractor's Hourly Service Rate) is $116.20 per Section 3.0(C). Rates reviewed quarterly based on prior quarter EIA average, with annual Cost of Living Adjustment applied per Section 3.0(F).

F. Cost of Living Adjustment. The designated HSR per Subdivision (C) above shall be adjusted annually according to the State of California Consumer Price Index (CPI) with a maximum adjustment of two percent (2%) for work performed starting January 1, 2027 and each subsequent contract year. Upon contract extension, if applicable, the then-current designated HSR shall be increased by the State of California CPI applied to the rate in effect at the time of extension, with a maximum of two percent (2%) for the amended period of performance.

G. Overtime Hours. Contractor shall only work overtime hours upon prior approval from CHP and PCTPA. PCTPA will reimburse Contractor for overtime work at the standard hourly rate identified in Section 3.0(C) plus fifty percent (50%) of the State of California minimum wage, specified in the Scope of Services, paid in quarter-hour increments.

H. The total amount set forth above will cover and include all applicable labor surcharges such as taxes, insurance, and fringe benefits, as well as equipment (including items purchased on behalf of PCTPA), supplies, tools, indirect costs, overhead, general and administrative expenses, and profit.

I. PCTPA shall pay Contractor for the services satisfactorily performed hereunder an amount as calculated above and invoiced to PCTPA not more often than monthly. All invoices shall be submitted to PCTPA and supported by documentation from CHP dispatch — including daily hours worked, and any overtime or downtime, as verified by CHP — or other proof as may be reasonably required by PCTPA. Payment of the approved portion of such invoice shall be made to Contractor by PCTPA within thirty (30) calendar days following receipt. Errors in billing will be resolved by PCTPA, CHP, Caltrans, and Contractor within ten (10) working days of receipt of invoice.

J. Contractor shall not be compensated for any hours not worked, including the 45-minute grace period that a contractually required truck is not in service, and further if no suitable back-up truck is deployed after the 45-minute grace period.

K. Fines. Contractor shall be fined at the hourly Agreement rate, plus one-half of the hourly Agreement rate whenever a contracted FSP truck is removed from service or is otherwise unavailable for service and no suitable back-up truck is deployed after the 45-minute grace period. Other fines for violations listed in Section 14.0 shall also be subtracted from Contractor's payments.

L. Records and Audit. Contractor shall permit authorized representatives of PCTPA and any other applicable government agency to inspect and audit all records of Contractor relating to its performance under this Agreement from the date of Agreement through and until expiration of three (3) years after completion of the Agreement or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.

4.0 PCTPA REPRESENTATIVES

PCTPA's Executive Director shall be the Agency's designated representative for purposes of executing and administering the Agreement. PCTPA shall designate a Contract Manager who shall be responsible for managing all technical aspects related to the performance of this Agreement, serving as the primary day-to-day contact for the Contractor. Contractor shall make such oral and written reports to the Contract Manager as may be requested.

5.0 ASSIGNMENT

The parties understand that PCTPA entered into this Agreement based on the professional expertise and reputation of Contractor. Therefore, without the prior express written consent of PCTPA, this Agreement is not assignable by Contractor either in whole or in part.

6.0 AMENDMENTS

No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

7.0 SUBCONTRACTORS

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

A. PCTPA reserves the right to review and approve any contract or agreement to be funded in whole or in part using funds provided under this Agreement.

B. Any contract or sub-contract shall require the Contractor and its subcontractors, if any, to: (1) comply with applicable State and Federal requirements regarding labor standards, non-discrimination, the Americans with Disabilities Act, Equal Employment Opportunity, Drug-Free

Workplace, and applicable OMB cost principles; (2) maintain at least the minimum State-required Workers' Compensation Insurance; (3) maintain unemployment insurance and disability insurance as required by law; (4) retain all books, records, computer records, accounts, documentation, and all other materials pertaining to the performance of this Agreement for a period of three (3) years from the date of termination or conclusion of any audits or litigation, whichever is later; (5) permit PCTPA and/or its designees, upon reasonable notice, unrestricted access to all books, records, and documentation pertaining to performance of this Agreement; and (6) comply with all applicable requirements of Title 49, Part 26 of the Code of Federal Regulations regarding Disadvantaged Business Enterprise participation.

8.0 TERMINATION

A. Termination by PCTPA.

- PCTPA may, by written notice to Contractor, terminate this Agreement in whole or in part at any time, either for PCTPA's convenience or because of the failure of Contractor to fulfill its Agreement obligations. Upon receipt of such notice, Contractor shall immediately discontinue all services and deliver to PCTPA all records and equipment owned by PCTPA relating to services provided before termination.
- If the termination is for the convenience of PCTPA, PCTPA shall pay Contractor the allowable costs incurred prior to the effective date of termination.
- If the termination is due to the failure of Contractor to fulfill its contract obligations, Contractor shall be liable to PCTPA for any reasonable cost or damages occasioned to PCTPA thereby. Selection of a replacement contractor shall be governed by Section C below. Termination under this provision will be considered an adverse action against Contractor that may be considered in future FSP contract procurements.
- The rights and remedies of the parties provided in this section are in addition to any other rights and remedies provided by law or under this Agreement.

B. Termination by Contractor.

- Contractor may, with minimum 60 days written notice to PCTPA, terminate this Agreement in whole or in part. Upon termination, Contractor shall immediately discontinue all affected services and deliver to PCTPA all records and equipment owned by PCTPA relating to services provided before termination.
- If the entire Agreement is terminated by Contractor, Contractor shall forfeit any and all performance guaranties remaining on deposit with PCTPA.
- Selection of a replacement contractor shall be governed by Section [C] below.
- Termination by Contractor will be considered an adverse action that may be considered in future FSP contract procurements. Where termination is determined by PCTPA to be without good cause, Contractor may be disqualified from FSP contract procurements for a period not to exceed sixty (60) months.

C. Replacement Contractor.

Where a replacement contractor is deemed necessary due to Contractor default, termination by Contractor pursuant to Section B, or termination by PCTPA, PCTPA may proceed as follows:

1. Within First 12 Months. If the determination that a replacement contractor is needed occurs within the first twelve (12) months of service, PCTPA may offer a contract to the next-highest scoring responsive proposer(s) from the most recent competitive procurement for this contract, in order from highest to lowest score. If the determination occurs within

the first 180 days during which the original proposals remain valid, the original proposer's submitted Hourly Service Rate shall be incorporated into the new contract. If the determination occurs after 180 days, PCTPA may negotiate a mutually acceptable contract rate with the next-highest scoring proposer, provided that the negotiated Hourly Service Rate does not exceed the Hourly Service Rate of that proposer's original proposal. If an agreeable rate cannot be successfully negotiated, PCTPA may then negotiate with the next-highest scoring proposer in the original order.

2. After 12 Months. If the determination that a replacement contractor is needed occurs after the first twelve (12) months of service, PCTPA may negotiate a contract with the next-highest scoring proposer(s) from the most recent competitive procurement for this contract, may award the remaining term of contracted work to another FSP contractor already under contract with PCTPA, or may solicit new bids for a replacement contract — whichever best meets the immediate and long-term needs of PCTPA and the local commuting public.

3. Continuous Coverage. If, at any time, there is an extended lapse, or an anticipated extended lapse, of FSP coverage due to Contractor default or Agreement termination, PCTPA may pursue a short-term (one year or less) contract with any tow provider of its choosing until a long-term replacement contractor can begin coverage. Any such contract shall be procured as a sole source procurement in accordance with PCTPA's Administrative Procedures, including written approval by the Executive Director based on the applicable sole source justification.

9.0 INDEPENDENT CONTRACTOR

In the performance of these services, Contractor, including Contractor's employees and agents, shall act as and be an independent contractor and not an agent or employee of PCTPA. Contractor, its employees, agents, and sub-contractors, shall have no power to bind or commit PCTPA to any decision or course of action, and shall not represent to any person or entity that they have such power. Contractor shall be solely responsible for all matters relating to the payment of its employees, including but not limited to compliance with social security and income tax withholding, workers' compensation insurance, and all other regulations governing such matters.

10.0 INSURANCE REQUIREMENTS FOR CONTRACTORS

Contractor shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his/her agents, representatives, or employees.

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:

- Insurance Services Office Commercial General Liability Coverage (Form CG 001)
- Insurance Services Office form CA 0001 (Ed. 1/87) covering Automobile Liability, Code 1 (any auto)
- Employer's Liability Insurance
- On-Hook Insurance
- Umbrella Insurance
- Workers' Compensation insurance as required by the State of California, with a Waiver of Subrogation endorsement in favor of PCTPA

B. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

- General Liability: $1,000,000 per occurrence and $2,000,000 general aggregate for bodily injury, personal injury, and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
- Owned, Non-Owned, and Hired Automobile Liability: $1,000,000 per accident for bodily injury and property damage.
- Employer's Liability: $1,000,000 per accident for bodily injury or disease.
- On-Hook Liability: $100,000 minimum coverage per accident for vehicles with GVWR of 10,000–20,000 lbs.
- Umbrella Insurance: $1,000,000 providing excess limits over Employer's Liability, Automobile Liability, and Commercial General Liability Insurance.
- Workers' Compensation insurance as required by the State of California, including a Waiver of Subrogation endorsement in favor of PCTPA.

C. Deductibles and Self-Insured Retention. Any deductibles or self-insured retentions must be declared to and approved by PCTPA. At the option of PCTPA, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects PCTPA and its subsidiaries, officers, officials, employees, and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claims administration, and defense expenses.

D. Other Insurance Provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

- PCTPA, CHP, Caltrans, State of California, and their officials, employees and volunteers are to be covered as additional insureds as respects: (a) liability arising out of activities performed by or on behalf of the Contractor; (b) products and completed operations of the Contractor; (c) premises owned, occupied or used by the Contractor; and (d) automobiles owned, leased, hired, or borrowed by the Contractor.
- For any claims related to this project, Contractor's insurance coverage shall be primary insurance as respects PCTPA, its subsidiaries, officers, officials, employees, and volunteers.
- Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to PCTPA, its subsidiaries, officers, officials, employees, or volunteers.
- Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, or reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to PCTPA and its subsidiaries.

E. Acceptability of Insurers. All insurance, with the exception of workers' compensation coverage, is to be placed with insurers currently admitted in California, with a current A.M. Best's rating no less than A. Workers' compensation coverage is to be placed with insurers currently admitted in California.

F. Verification of Coverage. Contractor shall furnish PCTPA with original endorsements effecting coverage required by this clause. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. All endorsements are to be received and approved by PCTPA before work commences. PCTPA may at any time request written verification that insurance coverage is being maintained.

11.0 LIABILITY AND INDEMNIFICATION

Contractor shall indemnify, hold harmless, and defend PCTPA, CHP, Caltrans, State of California, and their officers, officials, employees, and agents, from and against all liability, claims, losses, actions, and expenses (including attorney's fees) on account of bodily injury to or death of any person (including employees of the indemnifying party) or for damage to or loss of use of property arising out of or resulting from the acts or omissions to act of Contractor, its subcontractors, anyone directly or indirectly employed by any of them, or anyone of whose acts any of them are liable in the performance of the work, whether occurring during the course of the Agreement or after its completion, unless caused solely by the negligence or willful misconduct of the parties to be indemnified.

This indemnity shall survive termination of the Agreement or final payment thereunder. This indemnity is in addition to any other rights or remedies which PCTPA may have under the law.

12.0 BACKGROUND REQUIREMENTS

All FSP operators shall be required to have a safe driving record and a current California driver's license legally appropriate for the tow vehicle being driven. All operators shall be 21 years of age or older with no felony convictions with the past seven (7) years and no history of violent felony arrest or conviction. Potential operators shall be subject to driving record and criminal background checks conducted by CHP upon application for tow operator permit DL 64. All application fees for said permit shall be paid by Contractor.

13.0 REVISIONS IN SCOPE OF SERVICES

PCTPA may, from time to time, make changes in the Scope of Services of this Agreement through a written Change Order to better accommodate demand, special situations, changing conditions, or unforeseen circumstances as well as to maintain budgetary discipline. Where feasible, a thirty-day notification of any modification to the FSP calendar will be provided to Contractor. Revisions in Scope of Services may include:

A. Construction FSP. Construction FSP coverage is for the purposes of mitigating traffic congestion during highway construction projects within the Contractor's regular FSP beat boundaries as ordered by Caltrans. Construction FSP is compensated at the standard hourly rate specified in Section 3.0(C).

B. Extended or Special Coverage. Extended coverage or special FSP coverage is for the purpose of mitigating traffic congestion expected due to special events, emergencies, or other out-of-the-ordinary circumstances within the Contractor's regular beat boundaries. Extended or special coverage is compensated at the standard hourly rate specified in Section 3.0(C).

C. Extra Work. Extra work is defined as any work that is not otherwise defined or contained in this Agreement, is determined by PCTPA to be necessary, and bears a reasonable relation to the work originally described in the Agreement. Extra work is compensated at the standard hourly rate specified in Section 3.0(C).

14.0 VIOLATIONS AND PENALTIES

Violations. The Placer County FSP program upholds high standards for professionalism, performance, appearance, and conduct. In order to enforce these standards, an objective system of violations and penalties has been established in Chapter 12 of the Valley Division Freeway Service Patrol Standard Operating Guidelines, the entirety of which is incorporated into this Agreement and Scope of Services by reference.

A. Notice of Violation. When a violation occurs, CHP and/or PCTPA shall issue a violation notice to Contractor. The violation notice shall indicate the type and details of the violation. PCTPA shall notify Contractor of disciplinary action taken and of any penalties imposed.

B. Contractor Reporting and Performance Monitoring. Contractor shall submit to PCTPA, on a weekly basis, the Freeway Service Patrol Daily Inspection Sheet (Form 234D) confirming FSP operational information for the preceding week. PCTPA will analyze submitted 234D forms for performance.

C. Contractor Penalties. As the employer, Contractor is responsible for the conduct of its FSP truck operators. Violations incurred by Contractor's truck operators, as well as by Contractor directly, shall result in penalties assessed against Contractor in the form of monetary fines, which shall be subtracted from Contractor's payments.

D. Repeated Violations. The purpose of the penalties is to encourage Contractor to correct violations and take proactive steps to prevent all violations. A pattern of outstanding or uncorrected violations may result in termination of Agreement pursuant to Section 8.0 of this agreement

E. Appeals. Contractor may appeal any violation notice, penalty, truck operator disciplinary suspension, or Agreement termination if Contractor believes the determination was made in error, or if special or extenuating circumstances exist not the fault of Contractor or the truck operator.

- Process. Contractors may request an appeal of any penalty or termination by submitting a completed Request for Appeal form available from PCTPA within ten (10) business days from the date of the Notice of Violation or Agreement termination. Appeals regarding disqualification of FSP truck operators must be submitted by Contractor within five (5) business days from disqualification.
- Review and Determination. The FSP Technical Advisory Committee (TAC), consisting of staff from PCTPA, CHP, and other FSP agencies in the Sacramento region, shall review appeal requests and render a determination within ten (10) business days. Where an FSP operator disqualification is related to a criminal conviction, the decision on appeal will be made solely by CHP.
- FSP Involvement During Appeal. In the period between an FSP truck operator suspension or disqualification and the determination on an appeal, the FSP truck operator may not be involved in any manner with FSP. In the event the disqualification is upheld after appeal, the operator shall be permanently barred from participating in all FSP programs within CHP's Valley Division.

F. Types of Violations.

- Minor Violations. Examples include, but are not limited to, those related to uniforms, grooming, having insufficient supplies, broken or missing equipment, failure to display FSP signs and logos, missing paperwork, tardies, prolonged or excessive breaks, and failure to communicate properly with dispatch.
- Major Violations. Examples include, but are not limited to, those related to serious safety issues, missing work, late sign-on or early sign-off, leaving or not being on beat, expired required licenses and certificates, dishonesty and falsifying information, sleeping while on duty, failure to report damage, and disobeying CHP or another peace officer.
- Flagrant Violations. Examples include, but are not limited to, charging for FSP service, theft, being under the influence of drugs or alcohol, possession of firearms or illegal weapons, tampering with or interfering with tracking hardware or software, solicitation or receipt of

tips and gratuities, use of dedicated FSP trucks for other purposes, and recommending or providing secondary tow or repair services.

G. Financial Penalties. The fine schedule shall be as follows:

Minor Violations

- Minor violations involving uniforms, personal grooming, truck appearance, and supplies or equipment shall result in a fine to Contractor of $50 per occurrence.
- All other minor violations shall result in a fine of $50 for the first occurrence per FSP truck operator; $100 for the second occurrence of the same violation by the same operator within a six (6) month period; $150 for the third occurrence within six (6) months of the second. Contractor shall be fined $250 for the fourth cumulative occurrence of the same violation by the same operator regardless of when previous violations occurred; thereafter, Contractor shall be fined $500 for every subsequent occurrence.

Major Violations

- Major violations shall result in a fine of $100 for the first occurrence per FSP truck operator or Contractor; $250 for the second occurrence of the same major violation within a six (6) month period; $500 for the third occurrence within six (6) months of the second. Contractor shall be fined $1,000 for the fourth cumulative occurrence of the same violation by the same operator or Contractor regardless of when previous violations occurred; thereafter, Contractor shall be fined $2,500 for every subsequent occurrence. A pattern of violations may result in extended suspensions, disqualification of FSP operators, or immediate termination of the Agreement.

Flagrant Violations

- At a minimum, flagrant violations shall result in a fine of $1,000 to $2,500, as determined by PCTPA, for each and every occurrence. Depending on the severity or frequency of the flagrant violation(s), PCTPA may immediately terminate the Agreement.

15.0 COMPLIANCE WITH NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY LAWS

It is PCTPA's policy to comply with state and federal laws and regulations including Title VI of the Civil Rights Act of 1964, Americans with Disabilities Act of 1990 (ADA), and other federal discrimination laws and regulations, as well as the Unruh Civil Rights Act of 1959, the California Fair Employment and Housing Act, and other California State discrimination laws. Contractor and its subcontractors shall comply with all applicable non-discrimination and equal employment opportunity provisions and shall ensure that applicants and employees are treated fairly without regard to race, color, creed, sex, disability, age, national origin, or any other protected characteristic.

16.0 DRUG FREE POLICY

The Freeway Service Patrol program is dedicated to providing safe and efficient service to the public. Because of the nature of our work, this program has a zero-tolerance policy for substance abuse. Freeway Service Patrol Operators are prohibited from using, purchasing, selling, possessing, distributing or being under the influence of a controlled substance or alcohol while on duty, or driving a FSP vehicle to and from FSP duty.

THE USE OF ALCOHOL AND/OR DRUGS WHILE ON FSP DUTY IS ABSOLUTELY FORBIDDEN. ANY OPERATOR FOUND TO BE UNDER THE INFLUENCE OF DRUGS AND/OR ALCOHOL WILL BE IMMEDIATELY DISQUALIFIED FROM THE PROGRAM AND MAY FACE CRIMINAL PROSECUTION.

CONTRACTOR shall be responsible for finding a replacement FSP operator for that vehicle.

17.0 PROHIBITED INTERESTS

A. Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Contractor, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award of this Agreement. For breach or violation of this warranty, PCTPA shall have the right to annul this Agreement without liability.

B. Per the SOG, Contractor agrees that it shall not bring under employment a truck operator who was previously employed by another FSP contractor in Sacramento, Yolo, Placer, or El Dorado Counties until after 14 days of his/her final separation of service from the other FSP contractor. The purpose of this provision is to promote stability in the FSP program and within and between the tow companies providing FSP services in the region.

C. Contractor agrees that, for the term of this Agreement, no member, officer, or employee of PCTPA or of a local public agency during his/her employment and for one (1) year thereafter, or member or delegate to the Congress of the United States, shall have any interest, direct or indirect, in this Agreement or any benefit arising thereof.

D. The employment by Contractor of personnel on the payroll of PCTPA will not be permitted in the execution of this Agreement, even though such employment may be outside of the employee's regular working hours. Further, the employment by Contractor of personnel who have been on the PCTPA payroll within one (1) year prior to the date of Agreement award, where such employment is caused by and/or dependent upon Contractor securing this or a related contract with PCTPA, is also prohibited.

18.0 NOTIFICATION

Formal Notices: All formal notices required or permitted under this Agreement — including notices of default, termination, or breach — shall be made by registered or certified mail, return receipt requested, postage prepaid, or by other method providing equivalent proof of delivery, and addressed as follows:

PCTPA	Contractor
Placer County Transportation Planning Agency 2260 Douglas Blvd., Suite 130 Roseville, CA 95661 Attn: Executive Director	Sierra Hart Towing 2414 20th Street Sacramento, CA 95818 Attn: Aldo Tostado

Routine Communications: Communications regarding the interpretation of this Agreement's terms, or non-material operational matters, may be made by email to the parties' designated Contract Managers, and shall be deemed received upon transmission unless the sender receives notice of delivery failure.

19.0 COMPLIANCE WITH LAW

Contractor shall familiarize him/herself with and perform the work required under this Agreement in conformity with requirements and standards of PCTPA, municipal and public agencies, public and private utilities, special districts, and railroad agencies whose facilities and services may be affected by work under this Agreement. Contractor shall comply with all Federal, California, and local laws and ordinances applicable to any of the work involved in this Agreement, including but not limited to Section 306 of the Clean Air Act, Section 508 of the Clean Water Act, Executive Order 11738, Environmental Protection Agency regulations, and the State of California's Energy Policy and Conservation Act.

20.0 DISPUTES

In the event of a disagreement or dispute arising between the parties under this Agreement, PCTPA shall, upon its own initiative or promptly upon the written request of Contractor, make a determination thereof and such determination shall be complied with pending judicial determination of the dispute. Pending final resolution of any dispute hereunder, Contractor shall continue diligently to perform the services under this Agreement and in accordance with PCTPA's decision or position concerning the disputed matter.

Damage Disputes. Upon receiving a damage complaint from a motorist that Contractor damaged his/her vehicle while lending assistance, Contractor shall immediately notify CHP verbally and provide a follow-up written statement from the involved operator within three (3) working days. Contractor must also notify CHP in writing within three (3) working days regarding the nature of the damage complaint and its disposition. Contractor shall reply to the motorist by telephone within 24 hours of receiving the damage complaint notification. If necessary, Contractor shall send an authorized representative and/or insurance company representative to inspect the subject vehicle and complete an incident report within 48 hours. All complaints shall be resolved within a reasonable period after being received.

21.0 GOVERNING LAW

The validity of this Agreement and of any of its terms or provisions, as well as the rights and duties of the parties hereunder, shall be governed by the laws of the State of California.

22.0 ENTIRE AGREEMENT

This Agreement, and any attachments or documents incorporated herein by inclusion or by reference, constitutes the complete and entire agreement between PCTPA and Contractor and supersedes any prior representations, understanding, communications, commitments, agreements, and proposals, oral or written.

23.0 SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each remaining term and provision shall be valid and enforced to the fullest extent permitted by law, unless the exclusion of such term would result in a material change making completion of the obligations contemplated herein unreasonable.

24.0 NATIONAL LABOR RELATIONS BOARD CERTIFICATION

Contractor, by signing this Agreement, does swear under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against

Contractor within the immediately preceding two-year period because of Contractor's failure to comply with an order of a federal court which orders Contractor to comply with an order of the National Labor Relations Board (Public Contract Code § 10296).

25.0 AMERICANS WITH DISABILITIES ACT (ADA)

By signing this Agreement, Contractor assures PCTPA that it complies with the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA.

26.0 DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITIES

The Contractor certifies and warrants that neither the Contractor firm nor any owner, partner, director, officer, or principal of Contractor, nor any person in a position with management responsibility or responsibility for the administration of funds:

a. Is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal or state department or agency;

b. Has within the three-year period preceding this Agreement been convicted of or had a civil judgment rendered against it for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract; violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Is presently indicted for or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (b) above; or

d. Has within a three-year period preceding this Agreement had one or more public transactions or contracts (federal, state, or local) terminated for cause or default.

The Contractor further certifies that it shall not knowingly enter into any transaction with any subcontractor, material supplier, or vendor who is debarred, suspended, declared ineligible, or voluntarily excluded from covered transactions by any federal or state department or agency.

By signing this Agreement, Contractor certifies that the foregoing statements are true and correct to the best of its knowledge and belief, and acknowledges that a false statement may be grounds for immediate termination of this Agreement.

27.0 PROHIBITION OF EXPENDING STATE OR FEDERAL FUNDS FOR LOBBYING

The Contractor certifies, to the best of his or her knowledge and belief, that:

a. No State or Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

b. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL

"Disclosure of Lobbying Activities," in accordance with its instructions, and shall provide a copy to PCTPA within ten (10) days of submission.

This certification is a material representation of fact upon which reliance was placed when this Agreement was entered into. Submission of this certification is a prerequisite for making or entering into this Agreement, imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

By signing this Agreement, Contractor provides the foregoing certification and agrees to require the language of this certification in all lower-tier subcontracts exceeding $100,000.

28.0 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

This Agreement is subject to Title 49, Part 26 of the Code of Federal Regulations entitled 'Participation by Disadvantaged Business Enterprises in Department of Transportation (DOT) Financial Assistance Programs.' DBE's and other small businesses are encouraged to participate in the performance of agreements financed in whole or in part with federal funds; however, DBE participation is not a condition of award. Contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. Failure by Contractor to carry out these requirements is a material breach of this Agreement, which may result in termination or such other remedy as PCTPA deems appropriate.

29.0 ENERGY CONSERVATION

Contractor will comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act. Contractor will include these energy conservation requirements in any contract with a third-party contractor.

30.0 COMPLIANCE WITH CLEAN AIR LAWS

Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. Contractor agrees to report each Clean Air requirement violation to assure notification to FHWA/FTA and the appropriate Environmental Protection Agency Regional Office.

31.0 UNION ORGANIZING

By signing this Agreement, Contractor hereby acknowledges the applicability of Government Code § 16645 through § 16649 to this Agreement, excluding § 16645.2 and § 16645.7. Contractor will not assist, promote, or deter union organizing by employees performing work on this Agreement if such assistance, promotion, or deterrence contains a threat of reprisal or force, or a promise of benefit. Contractor will not meet with employees or supervisors on PCTPA or state property if the purpose is to assist, promote, or deter union organizing, unless the property is equally available to the general public for meetings.

32.0 CAMPAIGN CONTRIBUTION DISCLOSURE

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

33.0 FORCE MAJEURE

Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire or flood; acts of God or the public enemy; commandeering of material, products, plants or facilities by the federal, state, or local government; national fuel shortage; acts of war (whether declared or undeclared); terrorism; strikes; any acts, restrictions, regulations, by-laws, refusals to grant a license or permission; prohibitions or measures of any kind on the part of any authority; freight embargoes; delays of either Party's suppliers for like causes ('Force Majeure'), provided satisfactory evidence of such Force Majeure is presented to the other Party. Either Party shall use commercially reasonable efforts to remove or overcome the cause of Force Majeure and resume work as soon as possible.

34.0 OWNERSHIP

Contractor agrees that all written work products, including but not limited to notes, reports, memoranda, and all other tangible personal property produced in the performance of this Agreement shall be the sole property of PCTPA, provided that Contractor may retain file copies of said work products. Contractor shall provide said work products to PCTPA upon request.

35.0 PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS

Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. §§ 3801 et seq., and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Agreement. Upon execution of this Agreement, Contractor certifies the truthfulness and accuracy of any statement it has made or makes pertaining to this Agreement. Contractor acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification in connection with this Agreement, the Federal Government reserves the right to impose penalties under the Program Fraud Civil Remedies Act of 1986 and 18 U.S.C. § 1001. Contractor shall include the substance of this provision in all subcontracts financed in whole or in part with federal assistance under this Agreement.

36.0 RECOVERED MATERIALS

Contractor agrees to comply with all requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including the regulatory provisions of 40 CFR Part 247 and Executive Order 12873, as they apply to the procurement of items designated in Subpart B of 40 CFR Part 247. Contractor agrees to comply with the U.S. Environmental Protection Agency's Comprehensive Procurement Guideline for Products Containing Recovered Materials, 40 CFR Part 247. Contractor shall include these requirements in any subcontract entered into under this Agreement.

37.0 AUTHORITY

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

38.0 COSTS AND ATTORNEY FEES

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

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the date shown below, but effective on the date first hereinabove written.

SIERRA HART TOWING	**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**
Signature: ____________________________ Print Name/Title: ____________________ Date: ________________________________	Signature: ____________________________ Matt Click, AICP, Executive Director Date: ________________________________

- **Exhibit A:** Scope of Services
    - Exhibit A-1: FSP Beat Description – 265
    - Exhibit A-2: FSP Service Map
    - Exhibit A-3: FSP Vehicle Specifications
- **Exhibit B:** Cost Proposal Form – Beat 265
- **Exhibit C:** Levine Act Disclosure Statement

PLACER COUNTY FREEWAY SERVICE PATROL SCOPE OF SERVICES

The purpose of the FSP is to decrease congestion and delay by providing for the timely removal of disabled vehicles along the designated patrol beats. Where conditions permit, safe removal of small debris will also be required. Contractor vehicles shall be exclusively dedicated to the FSP service during the hours of operation. All vehicle maintenance activities shall be conducted during non-service hours.

The Contractor's vehicle operators shall assist motorists involved in minor accidents, disabled vehicles, and other incidents as requested. They shall be responsible for clearing their assigned beat of disabled automobiles, small trucks, and small debris. When and where conditions warrant, service may be performed on disabled vehicles on the shoulders of the roadway. When conditions do not warrant on-shoulder service, vehicle operators will remove vehicles from the freeway and bring them to a designated CHP designated drop location off the highway. The vehicle operators shall continuously patrol their assigned beat during designated hours, respond to CHP dispatched calls for service, use designated turnaround locations, and use designated drop locations.

FSP vehicle operators may be required to change flat tires, provide jump starts, provide one gallon of gasoline, and temporarily tape cooling system hoses. Vehicle operators may spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle. If a vehicle cannot be mobilized within the ten-minute time limit, it shall be towed to a designated drop location. The motorist may request the FSP vehicle operator to call the CHP Communications Center to request a CHP rotational tow or other services.

All FSP services will be provided at no cost to the motorist. FSP vehicle operators will not be allowed to accept gratuities, perform secondary towing services, recommend secondary tows, or recommend repair/body shops.

A. Equipment Requirements – General Truck Requirements

Trucks must be exclusively dedicated to the FSP program during its hours of operation. The Contractor shall be required to maintain the number of certified FSP vehicles and drivers per Exhibit A-1.

All FSP tow trucks shall be flatbed carriers meeting the minimum specifications set forth in Exhibit A-3.

Prior to commencement of service, the Contractor must pass the CHP-performed Level 1 inspection of all trucks designated for FSP service. Succeeding Level 1 inspections will occur periodically as determined by CHP. Inspection records will be kept on file at CHP offices and at the Contractor's local office. The Contractor shall also maintain a maintenance record for each FSP vehicle. Any unsafe, poorly maintained, or improperly equipped vehicle shall be removed from service or repaired as directed by CHP.

B. FSP Vehicle Markings and Logos

Markings and logos on all FSP vehicles must conform to the requirements shown in Exhibit A-3, Vehicle Specifications. It is the Contractor's responsibility to ensure that all FSP markings and logos are displayed in accordance with Exhibit A-3 during FSP service hours. Said markings must either be removed or covered immediately upon completion of each FSP shift. The method of attachment or cover of FSP required markings and logos must be approved by CHP.

Should requirements for placement or removal of any signage or markings be modified during the term of the contract, Contractor will be given 60 days to adhere to said requirements. PCTPA will reimburse the Contractor for the acquisition of the appropriate number of FSP logos for their vehicles. The Contractor shall keep FSP markings and logos clean and in readable condition throughout the FSP operation.

C. Communication Equipment

All FSP trucks shall be equipped with radios and/or hands-free enabled cellular phones to enable the operator to communicate with their base office. All FSP trucks shall be equipped with an external speaker and public address system configured to allow the driver of a disabled vehicle to hear instructions transmitted from the cab of the FSP truck when the truck is adjacent to the rear of the disabled vehicle.

Operators are required to have an electronic device for data entry and GPS location with the current FSP Tracker application installed. The operator shall be logged in to the application while on shift. Operators may not go in-service without a properly functioning electronic device logged into the required application.

All FSP trucks shall be equipped with radios enabling the operator to communicate with the CHP Communications Center. The Contractor shall acquire, install, and program CHP communication radios on behalf of PCTPA. PCTPA will reimburse the Contractor for the purchase price of radio(s) installed in FSP trucks. The Contractor shall return CHP communications radios to PCTPA upon completion of the contract. The Contractor shall be responsible for maintaining the security of all vehicle communication equipment and shall be liable for any damage, other than normal wear and tear, as well as the full replacement value of any communication equipment in the Contractor's care, custody, and control.

D. Vehicle Operators

The Contractor must possess the following during the term of the contract:

- A current and valid Motor Carrier Permit issued by the State of California for each vehicle in service
- A current and valid DMV vehicle registration certificate and sticker for each vehicle in service
- A current and valid business license to operate a tow business
- Current vehicle and personal liability insurance coverage
- Current DMV Tow Truck Driver Certificate (DL 64) for each FSP driver
- Current DMV Medical Certificate (MCSA 5875/5876) for each FSP driver

All operators shall be 21 years of age or older with no felony arrests as interpreted consistent with the current Valley Division FSP Standard Operating Guidelines." . Potential operators shall be subject to driving record and criminal background checks conducted by CHP upon application for the DL64 certificate. All application fees for said certificate shall be paid by the

Contractor. Potential operators shall be sufficiently experienced in tow truck operation and proficient with all required FSP equipment so as to provide safe and proper service.

The Contractor and vehicle operators shall be required to complete a two-day (16-hour) FSP training program provided by CHP. The Contractor shall pay operators for their time spent in the training class. No driver will be allowed to begin patrolling without completing and passing the mandatory training class. Any driver found on patrol without a valid DL64 may be prohibited from further FSP service and the contract may be subject to immediate termination.

Mandatory FSP refresher training shall be scheduled during non-FSP hours. The refresher training shall be two (2) hours per quarter (eight hours per year). The Contractor shall pay FSP operators for attending the training.

As outlined in the SOG, the use of alcohol and/or drugs while on FSP duty is absolutely forbidden. Any FSP vehicle operator found to be under the influence of drugs and/or alcohol will be immediately disqualified from the FSP program. The Contractor shall be responsible for finding a replacement driver for that vehicle.

E. Uniform Requirements

Uniform requirements are outlined in the current Valley Division Freeway Service Patrol Standard Operating Guidelines (Attachment E) and are summarized below. These requirements are subject to change; future versions of the Standard Operating Guidelines shall supersede all previous versions.

- The Operator shall wear an authorized uniform at all times during FSP hours. The uniform shall be a navy blue jumpsuit or navy blue shirt and pants, meeting the specifications in the Standard Operating Guidelines.
- A standard ANSI Class 3 safety vest shall be worn over the uniform at all times during FSP operations.
- An Operator shall not wear the FSP uniform at any time other than while working for the FSP, and shall not wear it while performing a commercial tow job outside the FSP program.
- Operators shall wear black general duty leather steel-toed or ceramic-toed boots.
- Drivers shall start each day with a clean, complete uniform. Uniform violations may result in the Operator being placed out of service.
- The Contractor shall supply each Operator with uniforms. All uniform costs, except for FSP logo patches, shall be borne by the Contractor.

F. Contractor's Office

The Contractor shall provide an office for contract administration purposes within a 60-minute drive time of the assigned beat prior to the AM shift. The office shall be staffed by an authorized representative who has the authority to conduct business and make decisions on behalf of the Contractor. The office shall be open for business Monday through Friday between the hours of 9:00 a.m. and 5:00 p.m.

The Contractor shall also provide an authorized representative during regular FSP hours to answer any inquiries from PCTPA, CHP, or Caltrans. The Contractor shall furnish radio service, telephone service, email service, or any combination thereof such that all inquiries can be responded to within 15 minutes from receipt. Failure to respond within 15 minutes may result in contract termination. At all other times, the Contractor shall provide service as necessary to log all calls, complaints, or any inquiries relative to FSP activities.

G. Compliance with Standard Operating Guidelines

Contractor shall comply with all provisions of the Valley Division Freeway Service Patrol Standard Operating Guidelines, dated January 2026, or later, which more specifically details the standards for professionalism and conduct, operator duties and responsibilities, policies and procedures for operational situations, safety, tow procedures, radio communications, documentation and reporting, sexual harassment, drug and alcohol policies, criminal conduct while on or off duty, violations and penalties, and certification requirements. The Standard Operating Guidelines are incorporated into the contract by reference and are provided as Attachment E to this RFP.

PLACER COUNTY FREEWAY SERVICE PATROL BEAT DESCRIPTION

The Placer County FSP program operates on selected freeway segments referred to as "beats." Each beat has specified turnaround locations and designated drop locations identified by the CHP. Effective January 1, 2027, Beat 265 will consist of the following:

Beat	Freeway	Segment	Mon–Fri AM Shift	Mon–Fri PM Shift	Approx. Days/ Year	One-Way Length	Tow Trucks (Primary/ Backup)	Drivers (Primary / Backup)
265	SR 65 & I-80	Riverside Ave (I-80: Sacramento County Line) to Twelve Bridges Drive	0700–1000	1400–1830	~250*	~11.7 miles	1/1	1/1

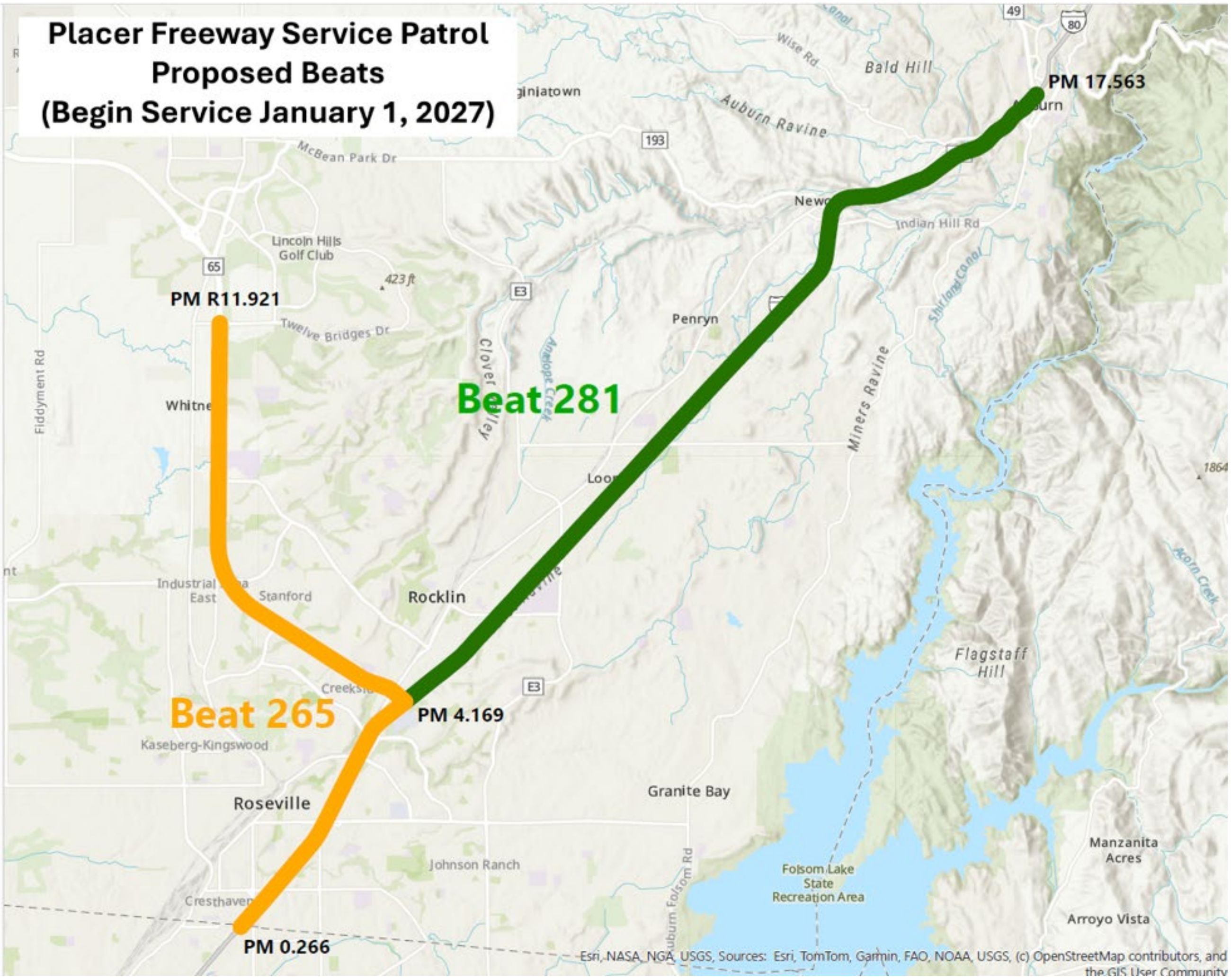
*Number of days will vary based on contract year as no major holidays will have FSP service should they fall on a weekday. The following holidays are observed and are subject to change:

- New Year's Day
- Martin Luther King Jr. Day
- President's Day
- Memorial Day
- Juneteenth
- Independence Day
- Labor Day
- Veterans Day
- Thanksgiving Day and the Day After Thanksgiving
- Holiday Break (Christmas Eve through New Year's Day)

Note: Beat boundaries are subject to modification during the contract term through written change order to better accommodate demand or changing conditions. The scope and schedule, beat length, and hours of service may also be adjusted during the contract term.

PLACER COUNTY FREEWAY SERVICE PATROL SERVICE MAP

The service map shall depict Beat 265 on State Route 65 and I-80 (shown in orange) and Beat 281 on Interstate 80 within Placer County (shown in green), showing the beat termini and key landmarks referenced in Attachment A.



PLACER COUNTY FREEWAY SERVICE PATROL VEHICLE SPECIFICATIONS

All FSP tow trucks shall be flatbed carriers meeting the following specifications:

- Minimum GVWR of 25,500 lbs.
- Body painted white in color
- Model year 2010 or newer
- Carrier bed of steel or aluminum, minimum 21 ft. length
- Rear axle minimum rating of 15,000 lbs.
- Front axle must carry at least 50% of its normal or unladen weight after the load is lifted
- Winch rated at minimum of 8,000 lbs. on first layer of cable
- Winch cable – 50 ft., 3/8" diameter, 6x19 IPS cable or OEM specification, working limit of 3,500 lbs.
- Bed and winch controls on both sides of vehicle
- Minimum eight (8) tie-down locations
- Wheel lift with minimum rating of 2,500 lbs.
- Safety chains with positive locking device, 5 ft. minimum length, 5/16" alloy or OEM specification

Vehicle Markings:

- Vehicles must be painted white and shall bear the Freeway Service Patrol Logo on both front doors against a plain white background (minimum 15 inches in diameter), or at another CHP-approved location
- Beat Identification Numbers must be displayed at a location approved by the CHP
- The maximum size for all letters and numbers below the roof is 4 inches in height
- Any proposed trim must be blue in color and limited to one stripe, minimum 4 inches in width
- Exact placement and size of proposed trim must be approved in writing by PCTPA or CHP
- FSP markings must be removed or covered immediately upon completion of each FSP shift

Placer County Transportation Planning Agency

Placer County Freeway Service Patrol Program

Exhibit B - Cost Proposal Form

Contractor Name	Sierra Hart Towing
Beat Number Proposed	265
Contact Name	Aldo A Tostado
Contact Title	President
Street Address	2414 20th street
City	Sacramento
State	California
Zip Code	95818
Telephone	916-417-6098
Email	aldo@sierrahart.net
Business License #	1113539

Hourly Service Rate Proposal

Beat 265: I-80 and SR 65 (Riverside Ave to Twelve Bridges Dr)

Hourly Service Rate	$ 116.20	(Enter Hourly Service Rate in Cell B18. Table will auto calculate)

		Yearly Rates		
Fuel Band	**Calculation**	**2027**	**2028**	**2029**
Under $3.00	(HSR-$2/hr)	$ 114.20	$ 116.48	$ 118.81
$3.00-$3.99	(HSR-$1/hr)	$ 115.20	$ 117.50	$ 119.85
$4.00-$5.99	Anchor Range	$ 116.20	$ 118.52	$ 120.89
$6.00-$6.99	(HSR + $3/hr)	$ 119.20	$ 121.58	$ 124.02
$7.00-$7.99	(HSR + $6/hr)	$ 122.20	$ 124.64	$ 127.14
$8.00-$8.99	(HSR + $9/hr)	$ 125.20	$ 127.70	$ 130.26
$9.00-$9.99	(HSR + $12/hr)	$ 128.20	$ 130.76	$ 133.38
ESTIMATED ONE YEAR COST	~250 days, 7.5 hrs	$ 217,875.00	$ 222,232.50	$ 226,677.15
		EST. BEAT TOTAL		$ 666,784.65

This offer remains firm for ninety (90) days from the proposal due date of May 28, 2026.

AUTHORIZED SIGNATURE [redacted] 

DATE 5/21/2026

PRINT NAME AND TITLE Aldo A Tostado / President

PLACER COUNTY FREEWAY SERVICE PATROL
CONTRACTOR SERVICES AGREEMENT

CONTRACTOR SERVICES AGREEMENT

between

Placer County Transportation Planning Agency

2260 Douglas Blvd., Suite 130, Roseville, California 95661

(hereinafter "PCTPA")

and

Sierra Hart Towing

(hereinafter "Contractor")

Term: January 1, 2027 – December 31, 2029

for

PLACER COUNTY FREEWAY SERVICE PATROL

on

BEAT 281

RECITALS

WHEREAS, 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, pursuant to California Government Code, Title 7.91, Section 67910; and

WHEREAS, PCTPA is the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin, pursuant to California Government Code Section 29532.1(c); and

WHEREAS, PCTPA, the California Department of Transportation, and the California Highway Patrol are parties to a Memorandum of Understanding Regarding Operations of a Freeway Service Patrol Program (2006) for Placer County; and

WHEREAS, PCTPA's responsibilities identified in the aforementioned Memorandum of Understanding include developing, advertising, awarding, and administering the Freeway Service Patrol (FSP) contract(s) for the Placer County FSP program; and

WHEREAS, PCTPA requires the services of a Contractor to provide the FSP services described in this Agreement; and

WHEREAS, PCTPA conducted a competitive Request for Proposals process and, based on the evaluation criteria set forth therein, determined that Contractor's proposal received the highest overall evaluation score; and

WHEREAS, Contractor represents that it is specially trained and has the experience and expertise necessary to competently perform the services set forth herein;

NOW, THEREFORE, for the consideration hereinafter stated, the parties agree as follows:

1.0 SCOPE OF SERVICES AND STANDARD OPERATING GUIDELINES

Contractor will perform Freeway Service Patrol (FSP) services as set forth in Exhibit A – Placer County Freeway Service Patrol Scope of Services, and in accordance with the California Highway Patrol's Valley Division Freeway Service Patrol Standard Operating Guidelines, January 2026, or later. All tow vehicles used in the performance of this Agreement shall meet the minimum equipment specifications set forth in Attachment A-3 – Tow Truck Vehicle Specifications. All services performed under this Agreement shall meet the standard of quality ordinarily expected of a competent Freeway Service Patrol tow contractor. In the event of any inconsistency between Exhibit A and other terms and conditions of this Agreement, Exhibit A shall control.

2.0 PERIOD OF PERFORMANCE

The period of performance shall be from January 1, 2027 through December 31, 2029. PCTPA and Contractor may execute up to two (2) one-year extensions of the Agreement based on available funding and satisfactory performance of Agreement services. Any such extension shall be subject to PCTPA Board approval and memorialized by written amendment to this Agreement.

3.0 PAYMENT

A. Subject to the provisions set forth below, for services satisfactorily performed hereunder, PCTPA shall pay Contractor on an all-inclusive hourly rate basis. PCTPA reserves the right to withhold payment of disputed amounts, as well as any penalties or fines assessed against Contractor pursuant to Section 14.0 of this Agreement.

B. PCTPA shall not be obligated to pay costs that exceed the hourly rate calculated pursuant to Section 3.0(E), and the total amount paid to Contractor shall not exceed **$240,375.00 in Contract Year 1 (2027), $245,182.50 in Contract Year 2 (2028), and $250,086.15 in Contract Year 3 (2029)**, representing the maximum cost under the highest fuel cost adjustment band set forth in Exhibit B. However, in the event of a funding shortfall, as determined by PCTPA, PCTPA shall have the right to unilaterally amend this not-to-exceed amount for any year.

C. For its performance of services, Contractor shall be paid at the rate specified below:

Service	Hourly Service Rate (HSR)
FSP Services, per patrolling tow truck (Monday – Friday)	$116.20

The rates above shall be based on the Cost Proposal Form submitted by Contractor as part of its proposal, attached hereto as Exhibit B.

D. It is understood by both parties that FSP in Placer County is funded through state and federal grant funding. Should state or federal grant funding be eliminated, reduced, or increased, PCTPA has the right to cancel or renegotiate the terms of this Agreement with Contractor at any time.

E. Fuel Cost Adjustment: For the purposes of this Agreement, the anchor price of diesel fuel is $4.00 to $5.99 per gallon based on fuel price environment at the time of contract award. In the event the previous quarter's average retail price of diesel fuel in California falls below $4.00 per gallon or rises above $5.99 per gallon, Contractor shall use the rate table in Exhibit B to determine the applicable hourly rate adjustment based on the average retail price of diesel fuel as reported by the U.S. Energy Information Administration (EIA) – California No. 2 Diesel Retail Prices (https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_sca_w.htm). Reviews of the average retail price of diesel in California shall occur quarterly throughout the term of this Agreement, with the previous quarter's average retail price of diesel determining the hourly rate to be used for the next quarter (Example: if the average retail price of diesel in California is $6.25 per gallon during the quarter of January-March 2027, then the $6.00-$6.99 fuel band shall apply for the April-June 2027 quarter). Exhibit B of this Agreement details the adjusted hourly rate for each fuel cost range, factoring in Cost of Living Adjustment for Years 2 and 3 of the Agreement per Section 3F. The calculation of the hourly rate for each fuel cost range is summarized in the table below.

PLACER COUNTY FSP — FUEL COST ADJUSTMENT RATE TABLE			
EIA Source: California No. 2 Diesel Retail Prices — Reviewed Quarterly			
EIA Diesel Price ($/gallon)	**2027 Hourly Rate**	**2028 Hourly Rate**	**2029 Hourly Rate**
Under $3.00	$114.20	$116.48	$118.81
$3.00–$3.99	$115.20	$117.50	$119.85
$4.00–$5.99 ★ Anchor	$116.20	$118.52	$120.89
$6.00–$6.99	$119.20	$121.58	$124.02
$7.00–$7.99	$122.20	$124.64	$127.14
$8.00–$8.99	$125.20	$127.70	$130.26
$9.00–$9.99	$128.20	$130.76	$133.38
Note: [HSR] = Contractor's Hourly Service Rate per Section 3.0(C). *Rates reviewed quarterly based on prior quarter EIA average.*			

Note: HSR (Contractor's Hourly Service Rate) is $116.20 per Section 3.0(C). Rates reviewed quarterly based on prior quarter EIA average, with annual Cost of Living Adjustment applied per Section 3.0(F).

F. Cost of Living Adjustment. The designated HSR per Subdivision (C) above shall be adjusted annually according to the State of California Consumer Price Index (CPI) with a maximum adjustment of two percent (2%) for work performed starting January 1, 2027 and each subsequent contract year. Upon contract extension, if applicable, the then-current designated HSR shall be increased by the State of California CPI applied to the rate in effect at the time of extension, with a maximum of two percent (2%) for the amended period of performance.

G. Overtime Hours. Contractor shall only work overtime hours upon prior approval from CHP and PCTPA. PCTPA will reimburse Contractor for overtime work at the standard hourly rate identified in Section 3.0(C) plus fifty percent (50%) of the State of California minimum wage, specified in the Scope of Services, paid in quarter-hour increments.

H. The total amount set forth above will cover and include all applicable labor surcharges such as taxes, insurance, and fringe benefits, as well as equipment (including items purchased on behalf of PCTPA), supplies, tools, indirect costs, overhead, general and administrative expenses, and profit.

I. PCTPA shall pay Contractor for the services satisfactorily performed hereunder an amount as calculated above and invoiced to PCTPA not more often than monthly. All invoices shall be submitted to PCTPA and supported by documentation from CHP dispatch — including daily hours worked, and any overtime or downtime, as verified by CHP — or other proof as may be reasonably required by PCTPA. Payment of the approved portion of such invoice shall be made to Contractor by PCTPA within thirty (30) calendar days following receipt. Errors in billing will be resolved by PCTPA, CHP, Caltrans, and Contractor within ten (10) working days of receipt of invoice.

J. Contractor shall not be compensated for any hours not worked, including the 45-minute grace period that a contractually required truck is not in service, and further if no suitable back-up truck is deployed after the 45-minute grace period.

K. Fines. Contractor shall be fined at the hourly Agreement rate, plus one-half of the hourly Agreement rate whenever a contracted FSP truck is removed from service or is otherwise unavailable for service and no suitable back-up truck is deployed after the 45-minute grace period. Other fines for violations listed in Section 14.0 shall also be subtracted from Contractor's payments.

L. Records and Audit. Contractor shall permit authorized representatives of PCTPA and any other applicable government agency to inspect and audit all records of Contractor relating to its performance under this Agreement from the date of Agreement through and until expiration of three (3) years after completion of the Agreement or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.

4.0 PCTPA REPRESENTATIVES

PCTPA's Executive Director shall be the Agency's designated representative for purposes of executing and administering the Agreement. PCTPA shall designate a Contract Manager who shall be responsible for managing all technical aspects related to the performance of this Agreement, serving as the primary day-to-day contact for the Contractor. Contractor shall make such oral and written reports to the Contract Manager as may be requested.

5.0 ASSIGNMENT

The parties understand that PCTPA entered into this Agreement based on the professional expertise and reputation of Contractor. Therefore, without the prior express written consent of PCTPA, this Agreement is not assignable by Contractor either in whole or in part.

6.0 AMENDMENTS

No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

7.0 SUBCONTRACTORS

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

A. PCTPA reserves the right to review and approve any contract or agreement to be funded in whole or in part using funds provided under this Agreement.

B. Any contract or sub-contract shall require the Contractor and its subcontractors, if any, to: (1) comply with applicable State and Federal requirements regarding labor standards, non-discrimination, the Americans with Disabilities Act, Equal Employment Opportunity, Drug-Free

Workplace, and applicable OMB cost principles; (2) maintain at least the minimum State-required Workers' Compensation Insurance; (3) maintain unemployment insurance and disability insurance as required by law; (4) retain all books, records, computer records, accounts, documentation, and all other materials pertaining to the performance of this Agreement for a period of three (3) years from the date of termination or conclusion of any audits or litigation, whichever is later; (5) permit PCTPA and/or its designees, upon reasonable notice, unrestricted access to all books, records, and documentation pertaining to performance of this Agreement; and (6) comply with all applicable requirements of Title 49, Part 26 of the Code of Federal Regulations regarding Disadvantaged Business Enterprise participation.

8.0 TERMINATION

A. Termination by PCTPA.

- PCTPA may, by written notice to Contractor, terminate this Agreement in whole or in part at any time, either for PCTPA's convenience or because of the failure of Contractor to fulfill its Agreement obligations. Upon receipt of such notice, Contractor shall immediately discontinue all services and deliver to PCTPA all records and equipment owned by PCTPA relating to services provided before termination.
- If the termination is for the convenience of PCTPA, PCTPA shall pay Contractor the allowable costs incurred prior to the effective date of termination.
- If the termination is due to the failure of Contractor to fulfill its contract obligations, Contractor shall be liable to PCTPA for any reasonable cost or damages occasioned to PCTPA thereby. Selection of a replacement contractor shall be governed by Section C below. Termination under this provision will be considered an adverse action against Contractor that may be considered in future FSP contract procurements.
- The rights and remedies of the parties provided in this section are in addition to any other rights and remedies provided by law or under this Agreement.

B. Termination by Contractor.

- Contractor may, with minimum 60 days written notice to PCTPA, terminate this Agreement in whole or in part. Upon termination, Contractor shall immediately discontinue all affected services and deliver to PCTPA all records and equipment owned by PCTPA relating to services provided before termination.
- If the entire Agreement is terminated by Contractor, Contractor shall forfeit any and all performance guaranties remaining on deposit with PCTPA.
- Selection of a replacement contractor shall be governed by Section [C] below.
- Termination by Contractor will be considered an adverse action that may be considered in future FSP contract procurements. Where termination is determined by PCTPA to be without good cause, Contractor may be disqualified from FSP contract procurements for a period not to exceed sixty (60) months.

C. Replacement Contractor.

Where a replacement contractor is deemed necessary due to Contractor default, termination by Contractor pursuant to Section B, or termination by PCTPA, PCTPA may proceed as follows:

1. Within First 12 Months. If the determination that a replacement contractor is needed occurs within the first twelve (12) months of service, PCTPA may offer a contract to the next-highest scoring responsive proposer(s) from the most recent competitive procurement for this contract, in order from highest to lowest score. If the determination occurs within

the first 180 days during which the original proposals remain valid, the original proposer's submitted Hourly Service Rate shall be incorporated into the new contract. If the determination occurs after 180 days, PCTPA may negotiate a mutually acceptable contract rate with the next-highest scoring proposer, provided that the negotiated Hourly Service Rate does not exceed the Hourly Service Rate of that proposer's original proposal. If an agreeable rate cannot be successfully negotiated, PCTPA may then negotiate with the next-highest scoring proposer in the original order.

2. After 12 Months. If the determination that a replacement contractor is needed occurs after the first twelve (12) months of service, PCTPA may negotiate a contract with the next-highest scoring proposer(s) from the most recent competitive procurement for this contract, may award the remaining term of contracted work to another FSP contractor already under contract with PCTPA, or may solicit new bids for a replacement contract — whichever best meets the immediate and long-term needs of PCTPA and the local commuting public.

3. Continuous Coverage. If, at any time, there is an extended lapse, or an anticipated extended lapse, of FSP coverage due to Contractor default or Agreement termination, PCTPA may pursue a short-term (one year or less) contract with any tow provider of its choosing until a long-term replacement contractor can begin coverage. Any such contract shall be procured as a sole source procurement in accordance with PCTPA's Administrative Procedures, including written approval by the Executive Director based on the applicable sole source justification.

9.0 INDEPENDENT CONTRACTOR

In the performance of these services, Contractor, including Contractor's employees and agents, shall act as and be an independent contractor and not an agent or employee of PCTPA. Contractor, its employees, agents, and sub-contractors, shall have no power to bind or commit PCTPA to any decision or course of action, and shall not represent to any person or entity that they have such power. Contractor shall be solely responsible for all matters relating to the payment of its employees, including but not limited to compliance with social security and income tax withholding, workers' compensation insurance, and all other regulations governing such matters.

10.0 INSURANCE REQUIREMENTS FOR CONTRACTORS

Contractor shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his/her agents, representatives, or employees.

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:

- Insurance Services Office Commercial General Liability Coverage (Form CG 001)
- Insurance Services Office form CA 0001 (Ed. 1/87) covering Automobile Liability, Code 1 (any auto)
- Employer's Liability Insurance
- On-Hook Insurance
- Umbrella Insurance
- Workers' Compensation insurance as required by the State of California, with a Waiver of Subrogation endorsement in favor of PCTPA

B. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

- General Liability: $1,000,000 per occurrence and $2,000,000 general aggregate for bodily injury, personal injury, and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
- Owned, Non-Owned, and Hired Automobile Liability: $1,000,000 per accident for bodily injury and property damage.
- Employer's Liability: $1,000,000 per accident for bodily injury or disease.
- On-Hook Liability: $100,000 minimum coverage per accident for vehicles with GVWR of 10,000–20,000 lbs.
- Umbrella Insurance: $1,000,000 providing excess limits over Employer's Liability, Automobile Liability, and Commercial General Liability Insurance.
- Workers' Compensation insurance as required by the State of California, including a Waiver of Subrogation endorsement in favor of PCTPA.

C. Deductibles and Self-Insured Retention. Any deductibles or self-insured retentions must be declared to and approved by PCTPA. At the option of PCTPA, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects PCTPA and its subsidiaries, officers, officials, employees, and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claims administration, and defense expenses.

D. Other Insurance Provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

- PCTPA, CHP, Caltrans, State of California, and their officials, employees and volunteers are to be covered as additional insureds as respects: (a) liability arising out of activities performed by or on behalf of the Contractor; (b) products and completed operations of the Contractor; (c) premises owned, occupied or used by the Contractor; and (d) automobiles owned, leased, hired, or borrowed by the Contractor.
- For any claims related to this project, Contractor's insurance coverage shall be primary insurance as respects PCTPA, its subsidiaries, officers, officials, employees, and volunteers.
- Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to PCTPA, its subsidiaries, officers, officials, employees, or volunteers.
- Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, or reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to PCTPA and its subsidiaries.

E. Acceptability of Insurers. All insurance, with the exception of workers' compensation coverage, is to be placed with insurers currently admitted in California, with a current A.M. Best's rating no less than A. Workers' compensation coverage is to be placed with insurers currently admitted in California.

F. Verification of Coverage. Contractor shall furnish PCTPA with original endorsements effecting coverage required by this clause. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. All endorsements are to be received and approved by PCTPA before work commences. PCTPA may at any time request written verification that insurance coverage is being maintained.

11.0 LIABILITY AND INDEMNIFICATION

Contractor shall indemnify, hold harmless, and defend PCTPA, CHP, Caltrans, State of California, and their officers, officials, employees, and agents, from and against all liability, claims, losses, actions, and expenses (including attorney's fees) on account of bodily injury to or death of any person (including employees of the indemnifying party) or for damage to or loss of use of property arising out of or resulting from the acts or omissions to act of Contractor, its subcontractors, anyone directly or indirectly employed by any of them, or anyone of whose acts any of them are liable in the performance of the work, whether occurring during the course of the Agreement or after its completion, unless caused solely by the negligence or willful misconduct of the parties to be indemnified.

This indemnity shall survive termination of the Agreement or final payment thereunder. This indemnity is in addition to any other rights or remedies which PCTPA may have under the law.

12.0 BACKGROUND REQUIREMENTS

All FSP operators shall be required to have a safe driving record and a current California driver's license legally appropriate for the tow vehicle being driven. All operators shall be 21 years of age or older with no felony convictions with the past seven (7) years and no history of violent felony arrest or conviction. Potential operators shall be subject to driving record and criminal background checks conducted by CHP upon application for tow operator permit DL 64. All application fees for said permit shall be paid by Contractor.

13.0 REVISIONS IN SCOPE OF SERVICES

PCTPA may, from time to time, make changes in the Scope of Services of this Agreement through a written Change Order to better accommodate demand, special situations, changing conditions, or unforeseen circumstances as well as to maintain budgetary discipline. Where feasible, a thirty-day notification of any modification to the FSP calendar will be provided to Contractor. Revisions in Scope of Services may include:

A. Construction FSP. Construction FSP coverage is for the purposes of mitigating traffic congestion during highway construction projects within the Contractor's regular FSP beat boundaries as ordered by Caltrans. Construction FSP is compensated at the standard hourly rate specified in Section 3.0(C).

B. Extended or Special Coverage. Extended coverage or special FSP coverage is for the purpose of mitigating traffic congestion expected due to special events, emergencies, or other out-of-the-ordinary circumstances within the Contractor's regular beat boundaries. Extended or special coverage is compensated at the standard hourly rate specified in Section 3.0(C).

C. Extra Work. Extra work is defined as any work that is not otherwise defined or contained in this Agreement, is determined by PCTPA to be necessary, and bears a reasonable relation to the work originally described in the Agreement. Extra work is compensated at the standard hourly rate specified in Section 3.0(C).

14.0 VIOLATIONS AND PENALTIES

Violations. The Placer County FSP program upholds high standards for professionalism, performance, appearance, and conduct. In order to enforce these standards, an objective system of violations and penalties has been established in Chapter 12 of the Valley Division Freeway Service Patrol Standard Operating Guidelines, the entirety of which is incorporated into this Agreement and Scope of Services by reference.

A. Notice of Violation. When a violation occurs, CHP and/or PCTPA shall issue a violation notice to Contractor. The violation notice shall indicate the type and details of the violation. PCTPA shall notify Contractor of disciplinary action taken and of any penalties imposed.

B. Contractor Reporting and Performance Monitoring. Contractor shall submit to PCTPA, on a weekly basis, the Freeway Service Patrol Daily Inspection Sheet (Form 234D) confirming FSP operational information for the preceding week. PCTPA will analyze submitted 234D forms for performance.

C. Contractor Penalties. As the employer, Contractor is responsible for the conduct of its FSP truck operators. Violations incurred by Contractor's truck operators, as well as by Contractor directly, shall result in penalties assessed against Contractor in the form of monetary fines, which shall be subtracted from Contractor's payments.

D. Repeated Violations. The purpose of the penalties is to encourage Contractor to correct violations and take proactive steps to prevent all violations. A pattern of outstanding or uncorrected violations may result in termination of Agreement pursuant to Section 8.0 of this agreement

E. Appeals. Contractor may appeal any violation notice, penalty, truck operator disciplinary suspension, or Agreement termination if Contractor believes the determination was made in error, or if special or extenuating circumstances exist not the fault of Contractor or the truck operator.

- Process. Contractors may request an appeal of any penalty or termination by submitting a completed Request for Appeal form available from PCTPA within ten (10) business days from the date of the Notice of Violation or Agreement termination. Appeals regarding disqualification of FSP truck operators must be submitted by Contractor within five (5) business days from disqualification.
- Review and Determination. The FSP Technical Advisory Committee (TAC), consisting of staff from PCTPA, CHP, and other FSP agencies in the Sacramento region, shall review appeal requests and render a determination within ten (10) business days. Where an FSP operator disqualification is related to a criminal conviction, the decision on appeal will be made solely by CHP.
- FSP Involvement During Appeal. In the period between an FSP truck operator suspension or disqualification and the determination on an appeal, the FSP truck operator may not be involved in any manner with FSP. In the event the disqualification is upheld after appeal, the operator shall be permanently barred from participating in all FSP programs within CHP's Valley Division.

F. Types of Violations.

- Minor Violations. Examples include, but are not limited to, those related to uniforms, grooming, having insufficient supplies, broken or missing equipment, failure to display FSP signs and logos, missing paperwork, tardies, prolonged or excessive breaks, and failure to communicate properly with dispatch.
- Major Violations. Examples include, but are not limited to, those related to serious safety issues, missing work, late sign-on or early sign-off, leaving or not being on beat, expired required licenses and certificates, dishonesty and falsifying information, sleeping while on duty, failure to report damage, and disobeying CHP or another peace officer.
- Flagrant Violations. Examples include, but are not limited to, charging for FSP service, theft, being under the influence of drugs or alcohol, possession of firearms or illegal weapons, tampering with or interfering with tracking hardware or software, solicitation or receipt of

tips and gratuities, use of dedicated FSP trucks for other purposes, and recommending or providing secondary tow or repair services.

G. Financial Penalties. The fine schedule shall be as follows:

Minor Violations

- Minor violations involving uniforms, personal grooming, truck appearance, and supplies or equipment shall result in a fine to Contractor of $50 per occurrence.
- All other minor violations shall result in a fine of $50 for the first occurrence per FSP truck operator; $100 for the second occurrence of the same violation by the same operator within a six (6) month period; $150 for the third occurrence within six (6) months of the second. Contractor shall be fined $250 for the fourth cumulative occurrence of the same violation by the same operator regardless of when previous violations occurred; thereafter, Contractor shall be fined $500 for every subsequent occurrence.

Major Violations

- Major violations shall result in a fine of $100 for the first occurrence per FSP truck operator or Contractor; $250 for the second occurrence of the same major violation within a six (6) month period; $500 for the third occurrence within six (6) months of the second. Contractor shall be fined $1,000 for the fourth cumulative occurrence of the same violation by the same operator or Contractor regardless of when previous violations occurred; thereafter, Contractor shall be fined $2,500 for every subsequent occurrence. A pattern of violations may result in extended suspensions, disqualification of FSP operators, or immediate termination of the Agreement.

Flagrant Violations

- At a minimum, flagrant violations shall result in a fine of $1,000 to $2,500, as determined by PCTPA, for each and every occurrence. Depending on the severity or frequency of the flagrant violation(s), PCTPA may immediately terminate the Agreement.

15.0 COMPLIANCE WITH NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY LAWS

It is PCTPA's policy to comply with state and federal laws and regulations including Title VI of the Civil Rights Act of 1964, Americans with Disabilities Act of 1990 (ADA), and other federal discrimination laws and regulations, as well as the Unruh Civil Rights Act of 1959, the California Fair Employment and Housing Act, and other California State discrimination laws. Contractor and its subcontractors shall comply with all applicable non-discrimination and equal employment opportunity provisions and shall ensure that applicants and employees are treated fairly without regard to race, color, creed, sex, disability, age, national origin, or any other protected characteristic.

16.0 DRUG FREE POLICY

The Freeway Service Patrol program is dedicated to providing safe and efficient service to the public. Because of the nature of our work, this program has a zero-tolerance policy for substance abuse. Freeway Service Patrol Operators are prohibited from using, purchasing, selling, possessing, distributing or being under the influence of a controlled substance or alcohol while on duty, or driving a FSP vehicle to and from FSP duty.

THE USE OF ALCOHOL AND/OR DRUGS WHILE ON FSP DUTY IS ABSOLUTELY FORBIDDEN. ANY OPERATOR FOUND TO BE UNDER THE INFLUENCE OF DRUGS AND/OR ALCOHOL WILL BE IMMEDIATELY DISQUALIFIED FROM THE PROGRAM AND MAY FACE CRIMINAL PROSECUTION.

CONTRACTOR shall be responsible for finding a replacement FSP operator for that vehicle.

17.0 PROHIBITED INTERESTS

A. Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Contractor, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award of this Agreement. For breach or violation of this warranty, PCTPA shall have the right to annul this Agreement without liability.

B. Per the SOG, Contractor agrees that it shall not bring under employment a truck operator who was previously employed by another FSP contractor in Sacramento, Yolo, Placer, or El Dorado Counties until after 14 days of his/her final separation of service from the other FSP contractor. The purpose of this provision is to promote stability in the FSP program and within and between the tow companies providing FSP services in the region.

C. Contractor agrees that, for the term of this Agreement, no member, officer, or employee of PCTPA or of a local public agency during his/her employment and for one (1) year thereafter, or member or delegate to the Congress of the United States, shall have any interest, direct or indirect, in this Agreement or any benefit arising thereof.

D. The employment by Contractor of personnel on the payroll of PCTPA will not be permitted in the execution of this Agreement, even though such employment may be outside of the employee's regular working hours. Further, the employment by Contractor of personnel who have been on the PCTPA payroll within one (1) year prior to the date of Agreement award, where such employment is caused by and/or dependent upon Contractor securing this or a related contract with PCTPA, is also prohibited.

18.0 NOTIFICATION

Formal Notices: All formal notices required or permitted under this Agreement — including notices of default, termination, or breach — shall be made by registered or certified mail, return receipt requested, postage prepaid, or by other method providing equivalent proof of delivery, and addressed as follows:

PCTPA	Contractor
Placer County Transportation Planning Agency 2260 Douglas Blvd., Suite 130 Roseville, CA 95661 Attn: Executive Director	Sierra Hart Towing 2414 20th Street Sacramento, CA 95818 Attn: Aldo Tostado

Routine Communications: Communications regarding the interpretation of this Agreement's terms, or non-material operational matters, may be made by email to the parties' designated Contract Managers, and shall be deemed received upon transmission unless the sender receives notice of delivery failure.

19.0 COMPLIANCE WITH LAW

Contractor shall familiarize him/herself with and perform the work required under this Agreement in conformity with requirements and standards of PCTPA, municipal and public agencies, public and private utilities, special districts, and railroad agencies whose facilities and services may be affected by work under this Agreement. Contractor shall comply with all Federal, California, and local laws and ordinances applicable to any of the work involved in this Agreement, including but not limited to Section 306 of the Clean Air Act, Section 508 of the Clean Water Act, Executive Order 11738, Environmental Protection Agency regulations, and the State of California's Energy Policy and Conservation Act.

20.0 DISPUTES

In the event of a disagreement or dispute arising between the parties under this Agreement, PCTPA shall, upon its own initiative or promptly upon the written request of Contractor, make a determination thereof and such determination shall be complied with pending judicial determination of the dispute. Pending final resolution of any dispute hereunder, Contractor shall continue diligently to perform the services under this Agreement and in accordance with PCTPA's decision or position concerning the disputed matter.

Damage Disputes. Upon receiving a damage complaint from a motorist that Contractor damaged his/her vehicle while lending assistance, Contractor shall immediately notify CHP verbally and provide a follow-up written statement from the involved operator within three (3) working days. Contractor must also notify CHP in writing within three (3) working days regarding the nature of the damage complaint and its disposition. Contractor shall reply to the motorist by telephone within 24 hours of receiving the damage complaint notification. If necessary, Contractor shall send an authorized representative and/or insurance company representative to inspect the subject vehicle and complete an incident report within 48 hours. All complaints shall be resolved within a reasonable period after being received.

21.0 GOVERNING LAW

The validity of this Agreement and of any of its terms or provisions, as well as the rights and duties of the parties hereunder, shall be governed by the laws of the State of California.

22.0 ENTIRE AGREEMENT

This Agreement, and any attachments or documents incorporated herein by inclusion or by reference, constitutes the complete and entire agreement between PCTPA and Contractor and supersedes any prior representations, understanding, communications, commitments, agreements, and proposals, oral or written.

23.0 SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each remaining term and provision shall be valid and enforced to the fullest extent permitted by law, unless the exclusion of such term would result in a material change making completion of the obligations contemplated herein unreasonable.

24.0 NATIONAL LABOR RELATIONS BOARD CERTIFICATION

Contractor, by signing this Agreement, does swear under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against

Contractor within the immediately preceding two-year period because of Contractor's failure to comply with an order of a federal court which orders Contractor to comply with an order of the National Labor Relations Board (Public Contract Code § 10296).

25.0 AMERICANS WITH DISABILITIES ACT (ADA)

By signing this Agreement, Contractor assures PCTPA that it complies with the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA.

26.0 DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITIES

The Contractor certifies and warrants that neither the Contractor firm nor any owner, partner, director, officer, or principal of Contractor, nor any person in a position with management responsibility or responsibility for the administration of funds:

a. Is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal or state department or agency;

b. Has within the three-year period preceding this Agreement been convicted of or had a civil judgment rendered against it for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract; violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Is presently indicted for or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (b) above; or

d. Has within a three-year period preceding this Agreement had one or more public transactions or contracts (federal, state, or local) terminated for cause or default.

The Contractor further certifies that it shall not knowingly enter into any transaction with any subcontractor, material supplier, or vendor who is debarred, suspended, declared ineligible, or voluntarily excluded from covered transactions by any federal or state department or agency.

By signing this Agreement, Contractor certifies that the foregoing statements are true and correct to the best of its knowledge and belief, and acknowledges that a false statement may be grounds for immediate termination of this Agreement.

27.0 PROHIBITION OF EXPENDING STATE OR FEDERAL FUNDS FOR LOBBYING

The Contractor certifies, to the best of his or her knowledge and belief, that:

a. No State or Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

b. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL

"Disclosure of Lobbying Activities," in accordance with its instructions, and shall provide a copy to PCTPA within ten (10) days of submission.

This certification is a material representation of fact upon which reliance was placed when this Agreement was entered into. Submission of this certification is a prerequisite for making or entering into this Agreement, imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

By signing this Agreement, Contractor provides the foregoing certification and agrees to require the language of this certification in all lower-tier subcontracts exceeding $100,000.

28.0 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

This Agreement is subject to Title 49, Part 26 of the Code of Federal Regulations entitled 'Participation by Disadvantaged Business Enterprises in Department of Transportation (DOT) Financial Assistance Programs.' DBE's and other small businesses are encouraged to participate in the performance of agreements financed in whole or in part with federal funds; however, DBE participation is not a condition of award. Contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. Failure by Contractor to carry out these requirements is a material breach of this Agreement, which may result in termination or such other remedy as PCTPA deems appropriate.

29.0 ENERGY CONSERVATION

Contractor will comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act. Contractor will include these energy conservation requirements in any contract with a third-party contractor.

30.0 COMPLIANCE WITH CLEAN AIR LAWS

Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. Contractor agrees to report each Clean Air requirement violation to assure notification to FHWA/FTA and the appropriate Environmental Protection Agency Regional Office.

31.0 UNION ORGANIZING

By signing this Agreement, Contractor hereby acknowledges the applicability of Government Code § 16645 through § 16649 to this Agreement, excluding § 16645.2 and § 16645.7. Contractor will not assist, promote, or deter union organizing by employees performing work on this Agreement if such assistance, promotion, or deterrence contains a threat of reprisal or force, or a promise of benefit. Contractor will not meet with employees or supervisors on PCTPA or state property if the purpose is to assist, promote, or deter union organizing, unless the property is equally available to the general public for meetings.

32.0 CAMPAIGN CONTRIBUTION DISCLOSURE

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

33.0 FORCE MAJEURE

Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire or flood; acts of God or the public enemy; commandeering of material, products, plants or facilities by the federal, state, or local government; national fuel shortage; acts of war (whether declared or undeclared); terrorism; strikes; any acts, restrictions, regulations, by-laws, refusals to grant a license or permission; prohibitions or measures of any kind on the part of any authority; freight embargoes; delays of either Party's suppliers for like causes ('Force Majeure'), provided satisfactory evidence of such Force Majeure is presented to the other Party. Either Party shall use commercially reasonable efforts to remove or overcome the cause of Force Majeure and resume work as soon as possible.

34.0 OWNERSHIP

Contractor agrees that all written work products, including but not limited to notes, reports, memoranda, and all other tangible personal property produced in the performance of this Agreement shall be the sole property of PCTPA, provided that Contractor may retain file copies of said work products. Contractor shall provide said work products to PCTPA upon request.

35.0 PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS

Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. §§ 3801 et seq., and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Agreement. Upon execution of this Agreement, Contractor certifies the truthfulness and accuracy of any statement it has made or makes pertaining to this Agreement. Contractor acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification in connection with this Agreement, the Federal Government reserves the right to impose penalties under the Program Fraud Civil Remedies Act of 1986 and 18 U.S.C. § 1001. Contractor shall include the substance of this provision in all subcontracts financed in whole or in part with federal assistance under this Agreement.

36.0 RECOVERED MATERIALS

Contractor agrees to comply with all requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including the regulatory provisions of 40 CFR Part 247 and Executive Order 12873, as they apply to the procurement of items designated in Subpart B of 40 CFR Part 247. Contractor agrees to comply with the U.S. Environmental Protection Agency's Comprehensive Procurement Guideline for Products Containing Recovered Materials, 40 CFR Part 247. Contractor shall include these requirements in any subcontract entered into under this Agreement.

37.0 AUTHORITY

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

38.0 COSTS AND ATTORNEY FEES

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

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the date shown below, but effective on the date first hereinabove written.

SIERRA HART TOWING	PLACER COUNTY TRANSPORTATION PLANNING AGENCY
Signature: ____________________________ Print Name/Title: ____________________ Date: ________________________________	Signature: ____________________________ Matt Click, AICP, Executive Director Date: ________________________________

- **Exhibit A:** Scope of Services
  - Exhibit A-1: FSP Beat Description – 281
  - Exhibit A-2: FSP Service Map
  - Exhibit A-3: FSP Vehicle Specifications
- **Exhibit B:** Cost Proposal Form – Beat 281
- **Exhibit C:** Levine Act Disclosure Statement

Placer County Freeway Service Patrol Scope of Services

The purpose of the FSP is to decrease congestion and delay by providing for the timely removal of disabled vehicles along the designated patrol beats. Where conditions permit, safe removal of small debris will also be required. Contractor vehicles shall be exclusively dedicated to the FSP service during the hours of operation. All vehicle maintenance activities shall be conducted during non-service hours.

The Contractor's vehicle operators shall assist motorists involved in minor accidents, disabled vehicles, and other incidents as requested. They shall be responsible for clearing their assigned beat of disabled automobiles, small trucks, and small debris. When and where conditions warrant, service may be performed on disabled vehicles on the shoulders of the roadway. When conditions do not warrant on-shoulder service, vehicle operators will remove vehicles from the freeway and bring them to a designated CHP designated drop location off the highway. The vehicle operators shall continuously patrol their assigned beat during designated hours, respond to CHP dispatched calls for service, use designated turnaround locations, and use designated drop locations.

FSP vehicle operators may be required to change flat tires, provide jump starts, provide one gallon of gasoline, and temporarily tape cooling system hoses. Vehicle operators may spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle. If a vehicle cannot be mobilized within the ten-minute time limit, it shall be towed to a designated drop location. The motorist may request the FSP vehicle operator to call the CHP Communications Center to request a CHP rotational tow or other services.

All FSP services will be provided at no cost to the motorist. FSP vehicle operators will not be allowed to accept gratuities, perform secondary towing services, recommend secondary tows, or recommend repair/body shops.

A. Equipment Requirements – General Truck Requirements

Trucks must be exclusively dedicated to the FSP program during its hours of operation. The Contractor shall be required to maintain the number of certified FSP vehicles and drivers per Exhibit A-1.

All FSP tow trucks shall be flatbed carriers meeting the minimum specifications set forth in Exhibit A-3.

Prior to commencement of service, the Contractor must pass the CHP-performed Level 1 inspection of all trucks designated for FSP service. Succeeding Level 1 inspections will occur periodically as determined by CHP. Inspection records will be kept on file at CHP offices and at the Contractor's local office. The Contractor shall also maintain a maintenance record for each FSP vehicle. Any unsafe, poorly maintained, or improperly equipped vehicle shall be removed from service or repaired as directed by CHP.

B. FSP Vehicle Markings and Logos

Markings and logos on all FSP vehicles must conform to the requirements shown in Exhibit A-3, Vehicle Specifications. It is the Contractor's responsibility to ensure that all FSP markings and logos are displayed in accordance with Exhibit A-3 during FSP service hours. Said markings must either be removed or covered immediately upon completion of each FSP shift. The method of attachment or cover of FSP required markings and logos must be approved by CHP.

Should requirements for placement or removal of any signage or markings be modified during the term of the contract, Contractor will be given 60 days to adhere to said requirements. PCTPA will reimburse the Contractor for the acquisition of the appropriate number of FSP logos for their vehicles. The Contractor shall keep FSP markings and logos clean and in readable condition throughout the FSP operation.

C. Communication Equipment

All FSP trucks shall be equipped with radios and/or hands-free enabled cellular phones to enable the operator to communicate with their base office. All FSP trucks shall be equipped with an external speaker and public address system configured to allow the driver of a disabled vehicle to hear instructions transmitted from the cab of the FSP truck when the truck is adjacent to the rear of the disabled vehicle.

Operators are required to have an electronic device for data entry and GPS location with the current FSP Tracker application installed. The operator shall be logged in to the application while on shift. Operators may not go in-service without a properly functioning electronic device logged into the required application.

All FSP trucks shall be equipped with radios enabling the operator to communicate with the CHP Communications Center. The Contractor shall acquire, install, and program CHP communication radios on behalf of PCTPA. PCTPA will reimburse the Contractor for the purchase price of radio(s) installed in FSP trucks. The Contractor shall return CHP communications radios to PCTPA upon completion of the contract. The Contractor shall be responsible for maintaining the security of all vehicle communication equipment and shall be liable for any damage, other than normal wear and tear, as well as the full replacement value of any communication equipment in the Contractor's care, custody, and control.

D. Vehicle Operators

The Contractor must possess the following during the term of the contract:

- A current and valid Motor Carrier Permit issued by the State of California for each vehicle in service
- A current and valid DMV vehicle registration certificate and sticker for each vehicle in service
- A current and valid business license to operate a tow business
- Current vehicle and personal liability insurance coverage
- Current DMV Tow Truck Driver Certificate (DL 64) for each FSP driver
- Current DMV Medical Certificate (MCSA 5875/5876) for each FSP driver

All operators shall be 21 years of age or older with no felony arrests as interpreted consistent with the current Valley Division FSP Standard Operating Guidelines." . Potential operators shall be subject to driving record and criminal background checks conducted by CHP upon application for the DL64 certificate. All application fees for said certificate shall be paid by the

Contractor. Potential operators shall be sufficiently experienced in tow truck operation and proficient with all required FSP equipment so as to provide safe and proper service.

The Contractor and vehicle operators shall be required to complete a two-day (16-hour) FSP training program provided by CHP. The Contractor shall pay operators for their time spent in the training class. No driver will be allowed to begin patrolling without completing and passing the mandatory training class. Any driver found on patrol without a valid DL64 may be prohibited from further FSP service and the contract may be subject to immediate termination.

Mandatory FSP refresher training shall be scheduled during non-FSP hours. The refresher training shall be two (2) hours per quarter (eight hours per year). The Contractor shall pay FSP operators for attending the training.

As outlined in the SOG, the use of alcohol and/or drugs while on FSP duty is absolutely forbidden. Any FSP vehicle operator found to be under the influence of drugs and/or alcohol will be immediately disqualified from the FSP program. The Contractor shall be responsible for finding a replacement driver for that vehicle.

E. Uniform Requirements

Uniform requirements are outlined in the current Valley Division Freeway Service Patrol Standard Operating Guidelines (Attachment E) and are summarized below. These requirements are subject to change; future versions of the Standard Operating Guidelines shall supersede all previous versions.

- The Operator shall wear an authorized uniform at all times during FSP hours. The uniform shall be a navy blue jumpsuit or navy blue shirt and pants, meeting the specifications in the Standard Operating Guidelines.
- A standard ANSI Class 3 safety vest shall be worn over the uniform at all times during FSP operations.
- An Operator shall not wear the FSP uniform at any time other than while working for the FSP, and shall not wear it while performing a commercial tow job outside the FSP program.
- Operators shall wear black general duty leather steel-toed or ceramic-toed boots.
- Drivers shall start each day with a clean, complete uniform. Uniform violations may result in the Operator being placed out of service.
- The Contractor shall supply each Operator with uniforms. All uniform costs, except for FSP logo patches, shall be borne by the Contractor.

F. Contractor's Office

The Contractor shall provide an office for contract administration purposes within a 60-minute drive time of the assigned beat prior to the AM shift. The office shall be staffed by an authorized representative who has the authority to conduct business and make decisions on behalf of the Contractor. The office shall be open for business Monday through Friday between the hours of 9:00 a.m. and 5:00 p.m.

The Contractor shall also provide an authorized representative during regular FSP hours to answer any inquiries from PCTPA, CHP, or Caltrans. The Contractor shall furnish radio service, telephone service, email service, or any combination thereof such that all inquiries can be responded to within 15 minutes from receipt. Failure to respond within 15 minutes may result in contract termination. At all other times, the Contractor shall provide service as necessary to log all calls, complaints, or any inquiries relative to FSP activities.

G. Compliance with Standard Operating Guidelines

Contractor shall comply with all provisions of the Valley Division Freeway Service Patrol Standard Operating Guidelines, dated January 2026, or later, which more specifically details the standards for professionalism and conduct, operator duties and responsibilities, policies and procedures for operational situations, safety, tow procedures, radio communications, documentation and reporting, sexual harassment, drug and alcohol policies, criminal conduct while on or off duty, violations and penalties, and certification requirements. The Standard Operating Guidelines are incorporated into the contract by reference and are provided as Attachment E to this RFP.

PLACER COUNTY FREEWAY SERVICE PATROL BEAT DESCRIPTION

The Placer County FSP program operates on selected freeway segments referred to as "beats." Each beat has specified turnaround locations and designated drop locations identified by the CHP. Effective January 1, 2027, Beat 281 will consist of the following:

Beat	Freeway	Segment	Mon–Fri AM Shift	Mon–Fri PM Shift	Approx. Days/ Year	One-Way Length	Tow Trucks (Primary/ Backup)	Drivers (Primary / Backup)
281	I-80	SR-65 Interchange to SR 49/Grass Valley Exit	0700–1000	1400–1830	~250*	~13.4 miles	1/1	1/1

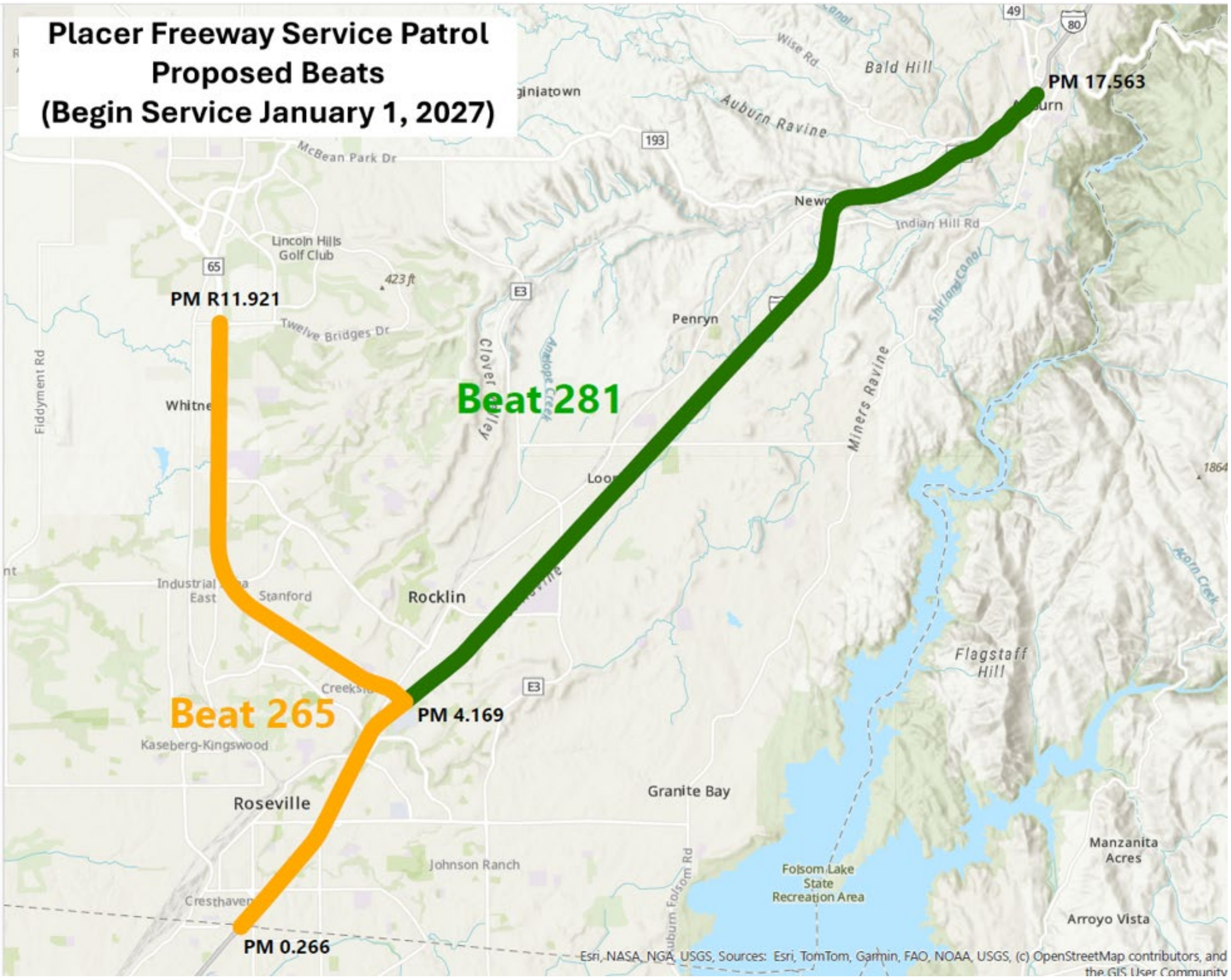
*Number of days will vary based on contract year as no major holidays will have FSP service should they fall on a weekday. The following holidays are observed and are subject to change:

- New Year's Day
- Martin Luther King Jr. Day
- President's Day
- Memorial Day
- Juneteenth
- Independence Day
- Labor Day
- Veterans Day
- Thanksgiving Day and the Day After Thanksgiving
- Holiday Break (Christmas Eve through New Year's Day)

Note: Beat boundaries are subject to modification during the contract term through written change order to better accommodate demand or changing conditions. The scope and schedule, beat length, and hours of service may also be adjusted during the contract term.

PLACER COUNTY FREEWAY SERVICE PATROL SERVICE MAP

The service map shall depict Beat 265 on State Route 65 and I-80 (shown in orange) and Beat 281 on Interstate 80 within Placer County (shown in green), showing the beat termini and key landmarks referenced in Attachment A.



PLACER COUNTY FREEWAY SERVICE PATROL VEHICLE SPECIFICATIONS

All FSP tow trucks shall be flatbed carriers meeting the following specifications:

- Minimum GVWR of 25,500 lbs.
- Body painted white in color
- Model year 2010 or newer
- Carrier bed of steel or aluminum, minimum 21 ft. length
- Rear axle minimum rating of 15,000 lbs.
- Front axle must carry at least 50% of its normal or unladen weight after the load is lifted
- Winch rated at minimum of 8,000 lbs. on first layer of cable
- Winch cable – 50 ft., 3/8" diameter, 6x19 IPS cable or OEM specification, working limit of 3,500 lbs.
- Bed and winch controls on both sides of vehicle
- Minimum eight (8) tie-down locations
- Wheel lift with minimum rating of 2,500 lbs.
- Safety chains with positive locking device, 5 ft. minimum length, 5/16" alloy or OEM specification

Vehicle Markings:

- Vehicles must be painted white and shall bear the Freeway Service Patrol Logo on both front doors against a plain white background (minimum 15 inches in diameter), or at another CHP-approved location
- Beat Identification Numbers must be displayed at a location approved by the CHP
- The maximum size for all letters and numbers below the roof is 4 inches in height
- Any proposed trim must be blue in color and limited to one stripe, minimum 4 inches in width
- Exact placement and size of proposed trim must be approved in writing by PCTPA or CHP
- FSP markings must be removed or covered immediately upon completion of each FSP shift

Placer County Transportation Planning Agency

Placer County Freeway Service Patrol Program

Exhibit B - Cost Proposal Form

Contractor Name	Sierra Hart Towing
Beat Number Proposed	281
Contact Name	Aldo A Tostado
Contact Title	President
Street Address	2414 20th street
City	Sacramento
State	California
Zip Code	95818
Telephone	916-417-6098
Email	aldo@sierrahart.net
Business License #	1113539

Hourly Service Rate Proposal

Beat 265: I-80 and SR 65 (Riverside Ave to Twelve Bridges Dr)

Hourly Service Rate (Enter Hourly Service Rate in Cell B18. Table will auto calculate)

		Yearly Rates		
Fuel Band	**Calculation**	**2027**	**2028**	**2029**
Under $3.00	(HSR-$2/hr)	$ (2.00)	$ (2.04)	$ (2.08)
$3.00-$3.99	(HSR-$1/hr)	$ (1.00)	$ (1.02)	$ (1.04)
$4.00-$5.99	Anchor Range	$ -	$ -	$ -
$6.00-$6.99	(HSR + $3/hr)	$ 3.00	$ 3.06	$ 3.12
$7.00-$7.99	(HSR + $6/hr)	$ 6.00	$ 6.12	$ 6.24
$8.00-$8.99	(HSR + $9/hr)	$ 9.00	$ 9.18	$ 9.36
$9.00-$9.99	(HSR + $12/hr)	$ 12.00	$ 12.24	$ 12.48
ESTIMATED ONE YEAR COST	~250 days, 7.5 hrs	$ -	$ -	$ -
		EST. BEAT TOTAL		$ -

Beat 281: I-80 (SR 65 to SR 49)

Hourly Service Rate	$ 116.20	(Enter Hourly Service Rate in Cell B35. Table will auto calculate)

		Yearly Rates		
Fuel Band	**Calculation**	**2027**	**2028**	**2029**
Under $3.00	(HSR-$2/hr)	$ 114.20	$ 116.48	$ 118.81
$3.00-$3.99	(HSR-$1/hr)	$ 115.20	$ 117.50	$ 119.85
$4.00-$5.99	Anchor Range	$ 116.20	$ 118.52	$ 120.89
$6.00-$6.99	(HSR + $3/hr)	$ 119.20	$ 121.58	$ 124.02
$7.00-$7.99	(HSR + $6/hr)	$ 122.20	$ 124.64	$ 127.14
$8.00-$8.99	(HSR + $9/hr)	$ 125.20	$ 127.70	$ 130.26
$9.00-$9.99	(HSR + $12/hr)	$ 128.20	$ 130.76	$ 133.38
ESTIMATED ONE YEAR COST	~250 days, 7.5 hrs	$ 217,875.00	$ 222,232.50	$ 226,677.15
		EST. BEAT TOTAL		$ 666,784.65

Notes on the Cost Proposal

The proposed hourly rate is all-inclusive of all labor, equipment, fuel, insurance, overhead, training, and profit.

Rates are fixed for the base three-year term, subject only to the Fuel Cost Adjustment and Cost of Living Adjustment provisions of the Contractor Services Agreement.

A one (1) page breakdown of the Total Hourly Service Rate must be attached, demonstrating that the proposed rate is viable and sustainable over the term of the contract.

Yearly costs are estimates only based on contractor's base HSR. Actual cost will vary based on fuel adjusted hourly rates. At no point will the total amount compensated to contractor exceed allowed amount per Contractor Service Agreement without mutual amendment by PCTPA and contractor.

Cost items contractors should consider in developing their hourly service rate include but are not limited to:

Labor	Vehicle / Equipment	Facility / Administration
FSP driver wages and OT Overtime and premium pay Fringe benefits Workers' comp Training and meetings Travel/prep time	FSP tow truck(s) and backup Fuel (vehicle and motorist) Maintenance and repairs Insurance and registration Equipment and tools GPS/tracker devices	Office/facilities costs Permits and licenses Business insurance Administrative overhead FSP supplies and forms Profit/risk

Contractors MUST attach a one (1) page breakdown of the Total Hourly Service Rate to this Exhibit B Cost Proposal Form and include it with their proposal.

This offer remains firm for ninety (90) days from the proposal due date of May 28, 2026.

AUTHORIZED SIGNATURE [redacted]  ______________________________

DATE 5/21/2026

PRINT NAME AND TITLE Aldo A Tostado / President

Placer County Transportation Planning Agency

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: August 26, 2026**

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

SUBJECT: **PLACER SACRAMENTO GATEWAY PLAN UPDATE PRESENTATION**

ACTION REQUESTED

No action required. This item is for information only.

BACKGROUND

The Placer–Sacramento Gateway Plan (PSGP) includes approximately 70 miles along Interstate 80, State Route 65, and Business 80. It is a vital component of the greater Sacramento region, containing approximately half of the region's jobs and one-third of its residents. The corridor plays a critical role in California's freight, tourism, commuter, and economic development networks.

The California Transportation Commission's (CTC) 2018 Comprehensive Corridor Guidelines recommend that corridor plans in air quality nonattainment areas be evaluated every four years. The Placer–Sacramento Gateway Plan, developed in 2019–2020, has been used to nominate projects for SB 1 funding cycles 2 through 4, resulting in nearly $133.4 million in 2020 Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP) funding, as well as $50 million in 2022 SCCP awards.

In July 2025, PCTPA was awarded a Sustainable Transportation Competitive Planning Grant to fund an update to the Placer–Sacramento Gateway Plan. In January 2026, the PCTPA Board approved a contract with Jacobs to prepare the PSGP Update and authorized PCTPA to enter into a Cooperative Agreement with the Sacramento Transportation Authority to share the required local match for the Caltrans grant. The PSGP Update is scheduled for completion by October 2026 to support submission of a project application to the CTC for SCCP Cycle 5 in November 2026.

DISCUSSION

Jacobs will provide an overview of the PSGP Update, including progress to date and next steps in the planning process.

DM:mbc:ss

Placer County Transportation Planning Agency

MEMORANDUM

TO:	**PCTPA Board of Directors**	**DATE: August 26, 2026**
FROM:	**Cory Peterson, Senior Transportation Planner**	
SUBJECT:	**EVACUATION & TRANSPORTATION RESILIENCY STUDY PRESENTATION**	

ACTION REQUESTED
None. For information only.

BACKGROUND
In Summer 2024, PCTPA and Placer County Office of Emergency Services (OES) were awarded a Caltrans Climate Adaptation Planning Grant in the amount of $630,000 to develop the Evacuation and Transportation Resiliency Study (ETRS) for Placer County. OES provided a local match of $100,000, for a total project amount of $730,000. After receiving Notice to Proceed from Caltrans in November 2024, PCTPA then subsequently released a competitive Request for Proposals (RFP) in January 2025, which resulted in the selection of DKS Associates as the lead consultant on the study. The contract was approved by the PCTPA Board at their April 23, 2025 meeting.

The ETRS will analyze the county's multimodal transportation system and assess constraints hindering evacuation under a range of extreme events including areas within high fire severity zones, state responsibility areas, and other areas prone to disasters such as extreme heat/poor air quality, heavy precipitation/flooding/landslides, extreme snow events, and public safety power shutoffs. This planning effort will improve our understanding of capacity, safety, and viability issues under a range of emergency scenarios. As California transitions to zero-emission vehicles, this plan will also help Placer County to better understand how this will affect disaster response and evacuation procedures. This plan will also help Placer County meet the requirements of AB 747 as well as that of AB 1409 by identifying evacuation locations and potential sites for Resilience Hubs.

The project is anticipated to be completed by early 2027. Collaboration will involve member agencies, Placer County Sheriff's Office, local law enforcement, CalFire, local fire departments/districts, utilities, regional planning agencies, Fire Safe Councils, community-based organizations, and more.

DISCUSSION
Work on the ETRS has continued since mid-2026. To date, the project team has worked collaboratively to document existing conditions, create and model various disaster scenarios, outreach to local agencies and partner agencies, and conduct community engagement. In September 2026, PCTPA and OES jointly held two "Virtual Incident Command Center" workshops which brought together Public Works/Transportation professionals, Placer County

Sheriff's Office (PCSO), local law enforcement, CalFIRE, and local fire departments. A workshop was held in Eastern Placer (Truckee), and Western Placer (Auburn). The purpose was to develop plausible evacuation scenarios that would put high demand on the transportation network. These scenarios were then analyzed based on operational input from first responders. A set of qualitative assessment areas were also developed in low population density areas to identify key transportation routes and document corridor and infrastructure constraints. Out of these scenarios will be a set of recommended infrastructure and operational improvements. Recommended improvements are currently in development, but could include items such as shoulder widening, intersection controls, trail connections, traffic signal timing plans, and more.

Concurrent with these efforts, the project team conducted a round of community engagement in late 2025 that included an interactive map survey, focused interviews, presentations to Fire Safe Alliances, and seven pop-up events in Auburn, Lincoln, Colfax, Tahoe City, Loomis, and Foresthill. A summary of these outreach activities will be included in the presentation to the Board.

PCTPA staff will be joined by Placer County OES staff to provide the Board an update on the ETRS study and will deliver a presentation detailing progress on the study and next steps.

CP:mbc:ss

Placer County Transportation Planning Agency

MEMORANDUM

TO: PCTPA Board of Directors **DATE: August 26, 2026**

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

SUBJECT: **2050 REGIONAL TRANSPORTATION PLAN TECHNICAL UPDATE**

ACTION REQUESTED

None. This item is for informational purposes only.

BACKGROUND

As the state-designated Regional Transportation Planning Agency (RTPA) for Placer County, the Placer County Transportation Planning Agency (PCTPA) is required to prepare and adopt a Regional Transportation Plan (RTP) every five years. The RTP is a long range (25-year), transportation funding plan that identifies the priorities for addressing existing and future traffic congestion on, mobility needs for, and maintenance of the transportation infrastructure, programs, and services in Placer County (excluding the Tahoe Basin). Not only does the RTP comply with state statutes for continuous, cooperative, and comprehensive planning, it also provides the mechanism by which state and federal funds are allocated to local transportation projects. PCTPA's current 2050 RTP was adopted in December 2025.

The Placer County RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). SACOG serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county region, which includes Placer County. As an MPO, SACOG updates the MTP/SCS every four years to satisfy its federal planning responsibilities for the six-county region and to address state greenhouse gas emissions reduction requirements for the SCS pursuant to Senate Bill 375 (SB 375). PCTPA has a Memorandum of Understanding (MOU) with SACOG wherein SACOG provides demographic growth projections, financial forecasting assistance, and air quality modeling services that support PCTPA's planning efforts, including those for the RTP. For these reasons, the financially constrained transportation project lists produced in both Placer County's RTP and SACOG's MTP/SCS (for the Placer County region) must be aligned. SACOG's Board of Directors adopted the current 2025 Blueprint at their November 20, 2025 meeting.

During the development of the 2025 Blueprint, SACOG's deadline to complete their SCS was extended by 18 months to the end of 2025 by Assembly Bill (AB) 350, passed by the California legislature and signed into law by the governor. However, this legislation did not extend the timeline to complete the MTP, which is required under federal law. SACOG adopted an interim MTP in 2023 prior to the full Blueprint's adoption in 2025. They must now adopt another interim MTP, or technical update, by the end of 2027 to realign their MTP and SCS adoption schedules. By doing so, both would subsequently have to be adopted by 2031. It would also align the adoption of both plans with the Regional Housing Needs Allocation (RHNA) that SACOG administers for the six-county region, which is also scheduled to conclude in 2031.

DISCUSSION

Because SACOG is preparing a Technical Update for adoption in 2027, with an aim to next fully update their Blueprint in 2031, PCTPA desires to align their RTP adoption schedule with that of SACOG's. As such, PCTPA is preparing a Technical Update to the 2050 RTP that will serve as the adopted Regional Transportation Plan until a full update is completed in 2031. The update will adjust the base year of the RTP slightly and update various data points throughout the document but will largely not add new projects and only make minor adjustments to existing ones. More information will be provided to the Board as the RTP Technical Update is developed. It is currently anticipated that the Technical Update will be completed by the end of 2027.

To comply with state requirements, PCTPA staff plan to conduct community engagement as part of the RTP Technical Update at community events held during September and October in 2026. Staff are tentatively targeting the following events. Some of these events are primarily to conduct outreach for the PCTPA's current Evacuation and Transportation Resiliency Study project coordinated with Placer County; however, RTP information will be available at those events as well.

- Auburn: Farmer's Market on 9/5 (ETRS)
- Colfax: Railroad Days, 9/12 (ETRS)
- Lincoln: Taste of Lincoln Showcase, 9/26
- Loomis: Fruit Shed Fest, 10/3
- Rocklin: Hot Chili Cool Cars, 9/19
- Roseville: Family Fest, 9/19 or Food Truck Mania, 10/8
- Foresthill: Heritage Festival, 9/12 (ETRS)

Staff will provide an overview of the RTP Technical Update and planned upcoming outreach activities at the August 26th PCTPA Board of Directors meeting.

CP:MC:MBC:ss

Placer County Transportation Planning Agency

Technical Advisory Committee Meeting Summary

August 11, 2026 – 3:00 PM

ATTENDANCE

Technical Advisory Committee (TAC)
Greg Bowen, City of Auburn
Mengil Deane, City of Auburn
Richard Ly-Lee, Town of Loomis
Amber Conboy, Placer County
Jaime Wright, Placer County
Megan Bressem, City of Rocklin
Daniel Choe, City of Rocklin
Kristen Van Groningen, City of Rocklin
Rich Frost, City of Roseville
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville

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

Placer County Freeway Service Patrol Contract Award – Beat 265 and Beat 281
Cory Peterson, Senior Transportation Planner
Cory provided background on the Freeway Service Patrol (FSP) program, which operates tow trucks during peak commute hours on I-80 and SR 65 to assist stranded motorists. This program is coordinated with our CHP and Caltrans partners. The current contracts for both beats are held by Extreme Towing (Beat 281, I-80) and Sierra Hart Towing (Beat 265, SR 65) expire at the end of the calendar year. Following a competitive RFP process that yielded six proposals, staff scored Sierra Hart Towing as the top-ranked bidder for both beats based on established evaluation criteria; the score was sufficiently high that interviews were not conducted. Sierra Hart's competitive rate and experience as both a current incumbent and a provider of FSP services in Sacramento County informed the recommendation.

Staff proposed two standalone three-year contracts (January 1, 2027 – December 31, 2029, with two optional one-year extensions), each with a not-to-exceed amount of approximately $735,650 based on the highest fuel adjustment formula, representing the maximum spending authority rather than anticipated actual cost.

Staff sought TAC concurrence to forward the contract award recommendation to the August PCTPA Board. The TAC concurred.

Evacuation and Transportation and Resiliency Study Presentation
Cory Peterson, Senior Transportation Planner
Cory provided an update on the Evacuation and Transportation Resiliency Study, conducted in partnership with the Placer County Office of Emergency Services (OES) to identify transportation network pinch points and potential infrastructure/operational projects supporting evacuation across the county

under various disaster scenarios (wildfire, dam-failure, flooding, extreme snow, and others). Staff will present a high-level update to the PCTPA Board in late August, following the same presentation given to the Placer County Board of Supervisors earlier that day.

For PDT participants, staff will distribute agency-specific project lists within approximately one week for review ahead of the next PDT meeting on September 1. Agencies interested in participating who are not currently on the PDT were invited to contact staff directly. A second round of community engagement is planned, focused on Auburn, Colfax, Tahoe City, and Foresthill for this project, with south-county cities to be engaged separately on other outreach efforts.

This item was informational only; no action was taken.

Regional Transportation Plan Technical Update Schedule
Cory Peterson, Senior Transportation Planner
Staff provided background on the upcoming technical update to the RTP 2050, adopted at the end of last year. The update is driven by SACOG's schedule: SACOG obtained state legislation extending its Sustainable Communities Strategy (SCS) deadline by 18 months, but that extension does not apply to its federally required MTP update schedule. As a result, SACOG completed an interim federal MTP update in 2023 and will complete another in 2027, with the goal of aligning its MTP and SCS schedules for a full combined update in 2031.

Because PCTPA's planning efforts are closely tied to SACOG's, staff recommended a similar minor technical update to the RTP, targeting a full next update in 2031 to remain in alignment. Staff are coordinating with SACOG to refine details and will provide further updates as the process develops. Community engagement is planned for September and October, including events in Auburn, Colfax, and Foresthill in coordination with the Evacuation and Transportation Resiliency Study outreach, as well as separate events in Rocklin, Roseville, Lincoln, and Loomis.

Matt clarified this is an administrative alignment update: PCTPA's core project list and programmatic priorities will not change, though there may be minor updates to some naming conventions.

This item was informational only; no action was taken.

Countywide Zero-Emission Vehicle (ZEV) Infrastructure Plan – Final Report Acceptance and On-Call Technical Support Services Agreement with ICF
David Melko, Principal Transportation Planner
David explained that staff will be seeking Board acceptance of the final Countywide ZEV Infrastructure Plan, along with approval of an on-call technical support services agreement with ICF for continued plan implementation and pilot project support. The plan and an accompanying four-page executive summary are available on PCTPA's website under Regional Planning.

The ZEV planning effort was funded through a SACOG Carbon Reduction Program grant with local match; the ICF contract for plan development totaled just under $1 million, leaving a reserve of approximately $150,000 for implementation and pilot work. Combined with remaining task-order carryover, staff estimates the on-call agreement will be approximately $160,000, running through the end of the master agreement term (December 2029).

Matt noted that federal funding conditions have shifted since the original planning effort began: the NEVI program and the Carbon Reduction Program (CRP) have both been eliminated under the current administration, and CRP is not included in the current House version of federal reauthorization. Staff intend to retain the reserve funding and keep a consultant on board to pursue future federal or state electrification grants as they become available, rather than committing it now. David added an example of pilot-project work already underway, citing an EV charging station proposed at the Lincoln Library. This is a partnership with the City of Lincoln, Placer County Transit, and PG&E for which an APCD grant application has been submitted. Staff also flagged upcoming state curbside charging requirements relevant to member jurisdictions and offered to work directly with agencies on related planning.

The TAC concurred with bringing the recommendation to accept the report and execute the on-call agreement with ICF.

Placer Sacramento Gate Plan (PSGP) (David)

a. **Draft Plan Update**

   David provided background on the Gateway Plan, a comprehensive multimodal corridor plan required by the California Transportation Commission (CTC) for the SB 1 Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program, with updates required every four years for corridors in nonattainment areas. The plan is being updated on a fast-track basis under a Caltrans Sustainable Planning Grant, with local match from PCTPA and the Sacramento Transportation Authority (STA). Staff noted the original 2020 Gateway Plan secured over $133 million in state grant funding across the 2020 and 2022 cycles, plus additional TCEP funding; the plan narrowly missed funding in Cycle 4 (ranked 9th of 20, with a cutoff at 7) and staff has incorporated CTC feedback into the Cycle 5 approach.

   Staff reviewed five priority projects, ranked second by SACOG and carried forward without new project additions, proposed for the Cycle 5 SCCP application with Caltrans as a sponsor on each, consistent with sponsorship patterns among Cycle 4 awardees: (1) Baseline Road (roundabout, complete streets and transit improvements), (2) Sierra College Boulevard/I-80 interchange enhancements (bicycle/pedestrian crossing), (3) the I-80 Transit Reliability Improvement (Auxiliary Lanes, Eureka to Douglas, identified as a recommendation from a March value-engineering exercise), and two Sacramento-area projects: (4) the Auburn Boulevard/Greenback Lane transit priority project (a joint Citrus Heights/SacRT project supporting the Blue Line) and (5) Regional Transit light rail vehicles (LRVs)purchase for the Blue Line. The proposed grant application totals about $89 million, reduced from $115 million by reducing SacRT's original LRV funding request.

   The CTC is expected to release the Cycle 5 SCCP call for applications this month, with applications due mid-November. The draft Gateway Plan is targeted for completion by mid-September, with the final plan going to the SACOG, STA, and PCTPA boards in October to support the grant application. Community outreach, conducted with AIM Consulting, has reached 2,600 survey responses toward a goal of 5,000; staff requested continued assistance from PDT members and agency PIOs in promoting the survey and flagging relevant outreach events.

b. **SCCP Cycle 5 Grant Application – Jacobs LOTA #26-02 : $95,000**

   Staff sought concurrence to execute a letter of task agreement with Jacobs in the amount of $95,000 to prepare the Cycle 5 SCCP grant application.

c. **Amendment No. 1 to PCTPA-STA Coop: $95,000**

   Staff sought concurrence to amend the existing cooperative agreement between PCTPA and STA to fund the Jacobs task order, split $57,000 from PCTPA (LTF funds) and $38,000 from STA (Measure A funds).

The TAC concurred on all three items.

Other Items / Upcoming Dates

a. **TDA Apportionments:** Cory presented the final FY 2026/27 apportionments for Transportation Development Act (TDA) funds which include Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR). This was provided to TAC members last week for review. LTF apportionments total just over $34 million, consistent with preliminary February estimates and a 9% increase over last year. STA apportionments came in at approximately $4.5 million, 29% over the February projection and 18% over last year. SGR funds saw a smaller increase coming in at approximately $686,000. The TAC concurred with bringing these apportionments to the Board this month.

b. **FY 25/26 FTA 5311 Apportionment:** Mike presented the FY 25/26 apportionment of FTA Section 5311 formula funds, which PCTPA administers annually and distributes to the region's two rural transit operators: (1) Placer County Transit and (2) Auburn Transit per the established formula. This year's regional apportionment totals approximately $810,000, split between the two operators as presented to the TAC. The TAC concurred with bringing this item to the Board this month.

c. **STBG System Preservation Funding Update:** Mike reported on the SACOG Transportation Committee meeting held the prior week, at which SACOG staff presented two funding options for the STBG System Preservation Program. Under both options, four of Placer County's five applications are currently recommended for funding, totaling approximately $7.7 million of the $10.1 million requested. The Transportation Committee did not make a formal recommendation on either option, leaving final distribution to the SACOG Board. Even with the $7.7 million currently recommended, the region remains approximately $25.9 million short of its original $33.6 million funding target for this effort.

   Staff strongly urged all applicants for STBG System Performance and Next Gen CMAQ funding to submit draft applications to SACOG by Friday, August 14th. Agencies that do not submit a draft application by that deadline will not be eligible to submit a final application in September. Staff will review all draft applications and provide applicants with a preliminary score to inform PCTPA's prioritized project list, as was done for the STBG System Preservation program. Applicants were asked to add Mike as a co-reviewer on their applications in the SACOG online system to enable this review, and staff will follow up by email with deadline reminders.

   In response to a question confirming that draft resolutions may be submitted in place of signed resolutions by Friday's deadline, staff confirmed this is typically accepted but cautioned that SACOG is likely to have limited discretion to disqualify incomplete submissions given demand for the funding significantly exceeds available revenue.

   Matt added that the funding pool is significantly oversubscribed relative to available revenue, and that the SACOG Board's final allocation decision may be subject to competing pressure from jurisdictions whose applications scored less favorably under the current formula. Given this uncertainty, staff underscored the importance of submitting complete, competitive applications by the Friday deadline to protect the region's position in the process.

   Staff clarified that this competitive situation applies specifically to the STBG System Performance program and not to CMAQ, which is a separate funding source.

Other Items / Upcoming Dates

Aug 26: PCTPA Board Meeting

Sept 8 - Next TAC Meeting: Staff advised that the September 8 TAC meeting is planned as an in-person meeting to allow for discussion of staff's preliminary scores and prioritized project lists for the STBG System Performance and Next Gen CMAQ programs. The TAC was asked to plan accordingly.

Placer County Transportation Planning Agency

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: August 26, 2026**

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

SUBJECT: **STATUS REPORT**

Annual Unmet Transit Needs Assessment for FY 2027/28 Outreach/Engagement Process
PCTPA will begin the annual Unmet Transit Needs (UTN) Assessment outreach and engagement process on September 1, 2026. This year's outreach/engagement process will involve the availability of an online survey in English and Spanish (and Tagalog available upon request), informational e-mails sent to various public and partnering agencies regarding the UTN process and survey availability, and social media posts to solicit stakeholder engagement through the available survey. Additionally, PCTPA staff plans to inform each member jurisdiction's governing bodies during September and October about the UTN process and where members of the public can provide their input regarding transit needs (through the survey). Lastly, information about the UTN Assessment's survey availability and process will be provided at multiple pop-up events held throughout Placer County as part of PCTPA's other concurrent project outreach and engagement efforts.

The schedule below, provides a timeline for this year's UTN Assessment process, which is anticipated to be completed in February 2027. The process will conclude with a draft report and staff recommendation regarding whether there are any unmet transit needs that are reasonable to meet prepared for the PCTPA Board of Directors' review/determination. Starting September 1st, public comments regarding unmet transit needs can be provided through PCTPA's unmet transit needs survey (which will be available online at https://www.pctpa.net/unmet-transit-needs), via e-mail to mcosta@pctpa.net, or by calling Mike Costa at (530) 823-4029. Comments will be accepted from September 1st through October 31st, 2026.

Schedule for FY 2027/28 Unmet Transit Needs Assessment Process

DATE	TASK
August 2026	Present UTN schedule to TOWG and PCTPA Board (information item only)
September 2026	1st – UTN survey made available online at https://www.pctpa.net/unmet-transit-needs and through various other electronic media platforms and printed materials
	Social media, stakeholder, e-mail, and pop-up event outreach/engagement efforts
October 2026	Continue social media, stakeholder, and pop-up event outreach/engagement efforts
	28th – Unmet transit needs public hearing at PCTPA Board meeting
	31st – UTN survey closes
November 2026	Evaluate unmet transit needs

DATE	TASK
	Share initial broad summary of comments received from UTN survey with the TOWG (late November)
December 2026	Finalize evaluation of comments
	Preparation of draft UTN Assessment Report
	Meet with SSTAC/TOWG to discuss preliminary UTN findings and draft UTN Assessment Report (mid-December)
January 2027	If there are potential unmet transit needs that are reasonable to meet, hold a meeting with transit staff to determine service solutions to address the needs
	Present final draft UTN Assessment Report and findings to SSTAC/TOWG for concurrence with staff's recommendation (late January)
February 2027	Present final UTN Assessment Report and recommended findings to TAC
	24th - Present final UTN Assessment Report and findings to PCTPA Board

Transit Ridership and WPCTSA Call Center Operations Quarterly Report

The following tables summarize the current ridership data available for each of Placer County's transit services and the Western Placer Consolidated Transportation Services Agency's Placer Rides program, and the performance statistics for the South Placer Transit Information Center (Call Center). Staff will continue to provide this report quarterly to keep the Board updated about ridership and operational performance trends for transit-related operations in Placer County.

Quarterly Ridership Trends for Placer County Transit Operators

Transit Operator	FY 2024	FY 2025					FY 2026				
	Total FY 2024	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2025	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2026
Auburn Transit											
Total (all services)	28,294	6,441	4,584	5,339	5,312	21,676	5,692	5,253	5,624	5,991	22,560
Placer County Transit											
Fixed Route	163,330	45,643	48,292	42,890	47,742	184,567	49,753	42,088	39,296	45,256	176,393
Dial-A-Ride	23,161	7,234	9,041	7,921	7,142	31,338	8,758	9,615	10,029	9,674	38,076
Vanpool	1,596	396	616	972	1,220	3,204	2,096	2,584	2,990	2,894	10,564
Commuter	12,374	5,352	4,898	4,996	4,587	19,833	5,340	4,891	5,557	6,311	22,099
Total (all services)	**200,461**	**58,625**	**62,847**	**56,779**	**60,691**	**238,942**	**65,947**	**59,178**	**57,872**	**64,135**	**247,132**
TART											
Total (all services)	350,238	70,896	69,274	123,202	54,811	318,183	68,556	63,942	109,104	54,356	295,958
Roseville Transit											
Fixed Route	125,585	31,272	32,092	29,963	31,936	125,263	32,258	31,394	31,535	33,259	128,446
Dial-A-Ride	24,116	8,036	9,030	9,628	9,557	36,251	9,411	10,118	10,274	10,718	40,521
Commuter	30,422	13,270	12,689	14,370	16,402	56,731	17,201	15,906	16,791	16,914	66,812
Total (all services)	**180,123**	**52,578**	**53,811**	**53,961**	**57,895**	**218,245**	**58,870**	**57,418**	**58,600**	**60,891**	**235,779**
Western Placer CTSA											
Placer Rides - Volunteer	7,797	2,135	2,755	4,305	5,766	14,961	5,275	5,037	4,063	3,410	17,785
Placer Rides - Last Resort	1,003	213	184	139	136	672	123	103	119	110	455
Total (all services)	**8,800**	**2,348**	**2,939**	**4,444**	**5,902**	**15,633**	**5,398**	**5,140**	**4,182**	**3,520**	**18,240**
Region-Wide											
Total (all services)	767,916	190,888	193,455	243,725	184,611	812,679	204,463	190,931	235,382	188,893	819,669

Quarterly South Placer Transit Information Center (Call Center) Statistics

Call Summary Data	FY 2024	FY 2025					FY 2026				
	Total FY 2024	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2025	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2026
Calls Answered	39,298	9,744	10,154	11,157	11,725	42,780	11,780	10,420	12,082	11,619	45,901
% Calls Answered within 90 seconds	87%	94%	96%	95%	92%	94%	94%	93%	93%	95%	94%
% Calls Answered within 3 minutes	94%	90%	98%	95%	97%	95%	97%	97%	97%	98%	97%
% Calls Answered within 6 minutes	100%	100%	100%	100%	99%	100%	99%	99%	100%	100%	100%
Calls Abandoned	3,308	423	439	435	585	1,882	492	723	640	341	2,196
Average Speed Calls Answered (minutes)	0.48	0.19	0.16	0.17	0.25	0.19	0.44	0.22	0.22	0.17	0.26
Average Incoming Call Time (minutes)	1.65	1.95	1.76	1.56	1.14	1.60	3.52	1.43	2.03	2.01	2.25
Calls Transferred Out	10,399	2,645	2,714	3,468	3,602	12,429	3,796	3,508	4,026	3,819	15,149

Freeway Service Patrol (FSP)

The FY 2025/26 4th quarter statistical summary for Placer FSP is shown below. For the 4th quarter there were 628 total assists. This compares to 591 assists in the same quarter last year. 10 survey comments were submitted with 10 out of 10 motorists rating the service as “excellent.”

PCTPA Board of Directors
Status Report
August 26, 2026
Page 4

PCTPA FSP FY 2025/26 4th Quarter (Apr-Jun 2026) Statistical Summary								
Total Assists: 628| Total Responses: 10								
Vehicle Type	**Percent**	**Count**	**Vehicle Origin**	**Percent**	**Count**	**Was the driver courteous and helpful?**	**Percent**	**Count**
Car/Minivan/Wagon	65.61%	412	Found by You	70.70%	444	Yes, very	100.0%	10
SUV /Crossover	4.30%	27	Dispatched by CHP	22.45%	141			
Pickup Truck	19.75%	124	Partner Assist	5.41%	34	**How did FSP know you needed help?**	**Percent**	**Count**
Blank	0.32%	2	Revisit	0.00%	0	Driver saw me	80.00%	8
Other	6.05%	38	Directed by CHP Officer	1.43%	9	Others	20.00%	2
Motorcycle	0.64%	4		100.0%	628			10
Truck - Over 1 Ton	2.07%	13	**FSP Action**			**How would you rate this service?**	**Percent**	**Count**
Big Rig	0.64%	4	Quick Fix / Repair	31.53%	198	Excellent	100.0%	10
						Good	0.0%	0
RV/Motorhome	0.32%	2	Towed to Drop Zone	9.39%	59			10
Truck - Under 1 Ton	0.32%	2	Towed Off Freeway	9.71%	61	**How did you hear about FSP?**	**Percent**	**Count**
	100.0%	628	Traffic Control	3.03%	19	Hadn't heard until today	80.00%	8
Vehicle Problem	**Percent**	**Count**	Partner Assist	0.48%	3	Was helped previously	0.00%	0
Accident	17.20%	108	Tagged Vehicle	3.18%	20	Have seen trucks driving around	20.00%	2
Mechanical	25.00%	157	None - Not Needed	3.66%	23	Brochure	0.00%	0
Flat Tire	19.11%	120	Called for Private Assistance	11.94%	75	Friend	0.00%	0
			Other	0.96%	6	Other	0.00%	0
Out of Gas	9.71%	61	Debris Removal	5.41%	34			10
Abandoned	3.66%	23	None - Motorist Refused	0.96%	6	**How long did you wait before FSP**	**Percent**	**Count**
Partner Assist	0.32%	2	Escort Off Freeway	19.75%	124	Less than 5	40.00%	4
Driver Related	3.18%	20	Provided Transportation	0.00%	0	5 - 10 minutes	10.00%	1
Other	7.48%	47		100.0%	628	10 - 15 minutes	10.00%	1
Overheated	3.50%	22	**Vehicle Location**	**Percent**	**Count**	15 - 20 minutes	10.00%	1
None - Not Needed	3.18%	20	Right Shoulder	78.34%	492	20 - 30 minutes	0.00%	0
Electrical	0.48%	3	Left Shoulder	6.21%	39	30 - 45 minutes	10.00%	1
Unsecured Load	2.23%	14	In Freeway Lane(s)	9.24%	58	Over One Hour	20.00%	2
Debris	4.46%	28	Blank	0.32%	2			10
Car Fire	0.48%	3	Ramp/Connector	5.73%	36	**Other Metrics**		
Locked Out	0.00%	0	Unable to Locate	0.00%	0	Average Duration (Minutes)		13.78
	100.0%	628	Gore Point	0.16%	1	Overtime Assists		6
				100.0%	628	Overtime Blocks		10
						Multi-Vehicle Assist		90
Source: http://www.sacfsp.com/admin								

MC:mbc:ss

August 10, 2026

Placer County Transportation Planning Agency
Federal Update

Capitol Hill and Administration

The House and Senate are technically holding brief pro forma sessions this month and are effectively on their annual August recess with no major legislative business or roll-call votes scheduled until at least August 31.

Early Saturday morning the Senate passed a continuing resolution (CR) extending federal government funding through December 11. The Senate included provisions extending surface transportation programs (transportation reauthorization) that will lapse on September 30 without similar House action. The House transportation reauthorization stalled in May after the House Transportation & Infrastructure Committee passed its version of the legislation (BUILD America 250 Act (H.R. 8870); the Senate has yet to take any formal action on reauthorization beyond the CR passed on Saturday. Our 37-page TFG Special Report remains available to PCTPA's member agencies and provides details on all relevant provisions of the bill.

An important rider attached to the Senate's CR prohibits the Office of Management & Budget (OMB) from implementing its proposed rule on Uniform Guidance which would provide appointed officials nearly unlimited authority to pull grant funding from projects and programs for virtually any – or no – reason. TFG continues to actively participate in opposing OMB's proposed rule.

PCTPA Federal Agenda

PCTPA's BUILD grant application for the Rocklin Road Interchange Project was designated as a Project of Merit by USDOT. While the project did not receive an award in the current round, the Project of Merit designation demonstrates the application's strength and improves the chances of success in the next application round.

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.

July 7, 2026

Placer County Transportation Planning Agency
Federal Update

Capitol Hill and Administration

Transportation Reauthorization. As previously reported, the House Transportation and Infrastructure (T&I) Committee passed the BUILD America 250 Act (H.R. 8870) on May 22. The bill authorizes $580 billion in funding for U.S. Department of Transportation (DOT) programs over Fiscal Years 2027 – 2031. There is no timeline associated with the bill going to the House floor for consideration. Our 37-page TFG Special Report remains available to PCTPA's member agencies and provides details on all relevant provisions of the bill.

The Senate has made limited progress on its version of the transportation reauthorization bill. Congress has until September 30 to enact a new reauthorization bill or an extension of existing law (transportation provisions of the Bipartisan Infrastructure Law (BIL)) to avoid a funding lapse due to lack of authorization. Congress will likely pass a short-term extension prior to the BIL's sunset, providing additional time to complete work on the final version of the package prior to the end of the current 119th Congress.

FY 2027 Transportation Appropriations. On June 3 the full House Appropriations Committee marked up the $28.29 billion FY 2027 Transportation-HUD spending bill. The Senate has not scheduled the Transportation Appropriations bill for markup. The Senate Appropriations Committee recently cancelled the Transportation bill markup and there is currently no timeframe for action on the bill. Congress is out of session until July 13 and has approximately two weeks of legislative days available before the August recess; this leaves little time for action on appropriations before the beginning of FY27 and a continuing resolution is likely.

PCTPA Federal Agenda

PCTPA's BUILD grant application for the Rocklin Road Interchange Project remains pending and it is unknown when DOT will announce grant awardees. DOT was required by statute to announce awardees by June 28 but apparently missed the deadline. We have heard that a few congressional offices may have been told off the record that projects in their districts will be awardees but this has not been confirmed as of this writing. TFG continues advocating PCTPA's transportation reauthorization policy proposals while also tracking funding and policy opportunities and challenges.

Dodd, Chaaban Strategies LLC

August 1, 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 July 2026.

Legislative Updates
The next and final key legislative deadlines for this Legislative Session call for the two Appropriations committee hearings to conclude by August 14 with final floor votes by August 31. The legislative recess begins that date and members will then focus on elections coming in November.

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 were held over that are 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. Other issues held off until this month included the Prop 4 Climate Bond appropriations, and the Governor's sustainable aviation fuel tax credit program.

Open transportation legislative items.
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 was approved by the Assembly Transportation Committee and referred to the Assembly Appropriations Committee., where its fate on Suspense File will be determined this week.

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 bil to enhance safety along the highways in the California portion of the Tahoe Basin. The new sponsor is TRPA, and the bill has successfully passed the Senate Natural Resources committee and is now set for Suspense Hearing in the Senate Appropriations committee.

For more information on the bill, the attachment is the committee analysis.

November 2026 Ballot

The early summer was rife with 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.

Proposition 45: CEQA Overhaul for Transportation & Other Projects

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.

SENATE COMMITTEE ON APPROPRIATIONS
Senator Sabrina Cervantes, Chair
2025 - 2026 Regular Session

AB 2679 (Hadwick) - State highways: public parking: traffic control

Version: July 9, 2026
Policy Vote: TRANS. 12 - 0, N.R. & W. 7 - 0
Urgency: No
Mandate: No
Hearing Date: August 3, 2026
Consultant: Mark McKenzie

Bill Summary: AB 2679, the Safe Tahoe Travel Act of 2026, would authorize the California Department of Transportation (Caltrans) to contract with a state agency, local government, or the Tahoe Transportation District (TTD) in the Tahoe corridor to prevent unsafe parking and enhance public access in the region, as specified.

Fiscal Impact:
- Caltrans indicates that this bill would result in significant unknown cost pressures, at least in the high hundreds of thousands to low millions of dollars, not including any capital acquisition costs. Capital costs could be in the high millions to low tens of millions to the extent additional parking and pedestrian facilities are developed within constrained rights-of-way in the Tahoe corridor. The magnitude of costs would depend upon the specifics of any contracts between Caltrans and a specified governmental entity. (State Highway Account, Tahoe Safe Recreation Access Fund).

- Caltrans further indicates that the bill could also create unknown significant ongoing costs to manage and oversee contracts, coordinate with impacted state agencies, maintain new facilities developed through the bill, and managing expenditures from the new accounts established by the bill. (State Highway Account, Tahoe Safe Recreation Access Fund, Taho Safe Recreation Access Penalty Account)

- Unknown public parking fee revenue gains, which would be used to partially offset Caltrans costs for improving transportation facilities in the corridor, as specified. The magnitude of revenue gains would depend upon the number of parking spaces developed under the bill and amounts charged for parking. (Tahoe Safe Recreation Access Fund)

- Unknown penalty revenue gains derived from parking ticket revenues (for failure to pay for public parking), which would be used to partially offset parking enforcement costs pursuant to a specified contract. The magnitude would depend upon the number of parking spaces developed under the bill pursuant to a specified contract, and compliance with fee payment. (Tahoe Safe Recreation Access Penalty Account)

- The Department of Parks and Recreation (DPR) indicates that the bill could result in a significant loss of parking and penalty fees. To the extent that the bill's parking provisions apply to current state-owned parking lots at state parks sites in the Tahoe corridor, existing parking and penalty revenues would be diverted to the new accounts created by this bill. (State Parks and Recreation Fund)

Background: Existing federal law approves the interstate compact between California and Nevada governing the Lake Tahoe region. Existing state law establishes that compact and creates the Tahoe Regional Planning Agency (TRPA) to oversee regional planning and adopt the regulations necessary to carry out its responsibilities. State law also establishes the Tahoe Transportation District (TTD), which is responsible for developing and operating regional transportation services and facilities, including public transit, parking facilities, and related infrastructure, and authorizes the district to contract with private entities and local governments to provide transportation services. In addition, state law establishes regional transportation planning agencies (RTPAs) responsible for preparing regional transportation plans in coordination with metropolitan planning organizations to promote a coordinated and balanced transportation system. Finally, state law assigns Caltrans responsibility for the ownership, maintenance, and improvement of the state highway system, while the California Highway Patrol has primary responsibility for traffic law enforcement and accident investigations on state highways and freeways, including transit-related facilities located within those rights-of-way.

Lake Tahoe is jointly managed by California and Nevada under a bistate compact approved by Congress in 1969. The compact established two regional entities with complementary responsibilities. The Tahoe Regional Planning Agency (TRPA) is responsible for coordinating land use, environmental protection, and regional planning across the basin and serves as both the region's federally designated Metropolitan Planning Organization and California's designated Regional Transportation Planning Agency. The Tahoe Transportation District (TTD) is responsible for developing and operating regional transportation services and related infrastructure, including public transit, parking facilities, and active transportation projects. Because the Lake Tahoe Basin spans two states and multiple local jurisdictions, both agencies work closely with federal, state, and local governments to coordinate transportation planning, environmental stewardship, and visitor access throughout the region.

The Lake Tahoe Basin is served primarily by state highways that provide access to recreational destinations, communities, and state parks. Although these roadways were designed to accommodate through traffic, increasing visitation has placed significant pressure on the transportation network, particularly during peak tourist seasons. Limited parking capacity has resulted in widespread roadside parking along narrow highway corridors, creating traffic congestion and safety concerns for motorists, bicyclists, and pedestrians.

State and regional agencies have identified roadside parking, pedestrian activity along travel lanes, and constrained roadway geometry as contributing factors to ongoing safety concerns in several high-use corridors, including the Emerald Bay area. A Caltrans Road Safety Audit similarly concluded that visitor demand routinely exceeds available parking capacity, resulting in unsafe pedestrian movements and parking practices that increase the potential for vehicle conflicts. These transportation challenges have prompted state and regional agencies to pursue both operational and infrastructure improvements intended to improve safety while maintaining public access to recreational destinations.

In 2025, Nevada enacted legislation (Nevada Senate Bill 426) establishing the Lake Tahoe Basin Scenic Byway Corridor Recreation Safety Zone to address transportation safety issues along the Nevada side of the basin. The legislation expanded enforcement authority related to illegal roadside parking and authorized the Tahoe Transportation District to partner with local agencies to develop and manage additional public parking facilities on state-owned property. Parking revenues generated under the program are required to be reinvested in transportation and safety improvements within the corridor. According to Nevada transportation officials, the initial implementation of the program has been associated with increased enforcement activity and improved traffic safety outcomes.

During the summer of 2025, TRPA and TTD implemented a pilot program in the Emerald Bay corridor to reduce illegal roadside parking and improve visitor access through expanded transit service. The pilot combined temporary parking restrictions with seasonal shuttle service connecting visitors to major recreational destinations and existing parking facilities. According to TRPA and TTD, the program reduced roadside parking demand, increased transit use, and received positive feedback from participants. However, the shuttle service required substantial public subsidy, with passenger fares covering only a small portion of operating costs. Specifically, nearly 5,000 riders utilized the shuttles during the season, averaging 85 riders a day. Based on these numbers, it is estimated that over 1,700 vehicle trips were eliminated, reducing the number of parked vehicles in the area by nearly 900. However, the service was largely subsidized, with farebox recovery only accounting for about 7 percent of the shuttle's $320,000 operating budget.

Proposed Law: AB 2679 would do the following:

- Authorize Caltrans, within the Tahoe corridor (as defined), to contract with a state agency, a local government, or the TDD relating to safety, access, and parking in the corridor to do the following:
  - Designate the portions of state highways that constitute the corridor, and place and maintain appropriate signage designating them as part of the corridor.
  - Prevent unsafe parking and pedestrian movement on a state highway in the corridor, including by doing the following: (1) placing a traffic control device, (2) implementing a traffic calming measure, (3) prohibiting or restricting parking on the shoulder, or (4) prohibiting or restricting a person from stopping or parking a vehicle that Caltrans or law enforcement determines is dangerous to other persons or would interfere with the movement of traffic.
  - Enhance public access to the corridor and public recreation sites, by, among other things, (1) developing public parking in a right-of-way or other state-owned land, (2) establishing and collecting fees for public parking, and (3) developing transit facilities and pedestrian pathways to connect public parking to recreation sites, as specified.
- Require the contract to comply with all of the following: (1) authorize the contracted entity to appoint employees to issue citations for failing to pay public parking fees, (2) prohibit the issuance of citations outside the corridor, and (3) require the contracted entity to establish minimum qualifications for parking enforcement

Dodd, Chaaban Strategies LLC

July 14, 2026

To: Matt Click

From: Mark Watts
Senior Adviser, Dodd Chaaban Strategies

Subject: Report for July

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

Legislative Updates
At this juncture, legislative bills must have advanced from policy committee as of July 2 to be eligible for hearings in the appropriations committees and final floor votes when the Legislature returns from its month-long summer recess on August 3.

Special Tax Voter Approval Measure Approved for November Ballot
With the November ballot looming with numerous measures on it, the Legislature and Governor reached a deal that included the passage of Assembly Constitutional Amendment 22. ACA 22 would seek voter approval in November to require a two- thirds vote to approve any local special tax measure placed on the ballot on or after January 2027. This threshold would apply whether the measure is placed on the ballot by a local agency or through an initiative process (often called a “citizens’ initiative”). The measure would not affect the ability of cities and counties to place general tax measures on the ballot for approval by a simple majority of the electorate.

ACA 22 is a more narrow-focused alternative to the HJTA’s ballot initiative, Initiative 25-0006, which would have reversed the 2017 California Supreme Court “Upland decision” retroactively – potentially invalidating existing voter-approved revenues that were passed through the initiative process with majority support. ACA 22 avoids that retroactive reach but imposes the two-thirds approval threshold going forward for any special tax measure, including transportation self-help measures.

Additionally, as part of a global ‘deal”, ACA 13 (2023), was stricken from the November ballot. ACA 13 was an effort by the Legislature to thwart passage of stricter voter threshold limits.

Altogether, these actions have serious implications for local transportation funding and if passed by voters this fall, will affect future revenue measures that support regional transportation programs.

State Budget Update

On June 29, the Legislature approved and the Governor signed SB 111, which amends the Budget Act of 2026 to incorporate the three-party agreement on the 2026-27 state budget between the Governor, Senate, and Assembly. The Governor also signed AB 109, the Budget Act of 2026, and a series of trailer bills, which make statutory changes to implement the budget.

The budget plan balances the General Fund through 2027-28, while projecting an $8.4 billion structural deficit by 2029-30 – the final year of the administration's multiyear forecast – down from $23 billion projected in the Governor's January proposal. Total state spending across the General Fund, special funds, and selected bond funds is estimated at $351.7 billion for 2026-27, with General Fund expenditures of $251.5 billion.

The final agreement largely mirrors the Legislature's June 15 budget – rejecting or softening several of the Governor's proposed cuts. There are many important outstanding issues not accounted for in this agreement that will be awaiting the Legislature when they return from their summer recess on August 3 including the fate of the Greenhouse Gas Reduction Fund (GGRF) expenditure plan, the final appropriation of SB 125 funding for transit operations and capital, Prop 4 Climate Bond appropriations, and the Governor’s sustainable aviation fuel tax credit program.

Important transportation Provisions of final Three Party 2026-27 Budget

Greenhouse Gas Reduction Fund

Defers appropriating the majority of Greenhouse Gas Reduction Fund (GGRF) including discretionary
funding and state operations.

Public Transit Flexibility

Budget Trailer bill, SB 169, continues the suspension of fiscal penalties under farebox recovery requirements for TDA allocations 2026-27 FY.

ZEV Incentives

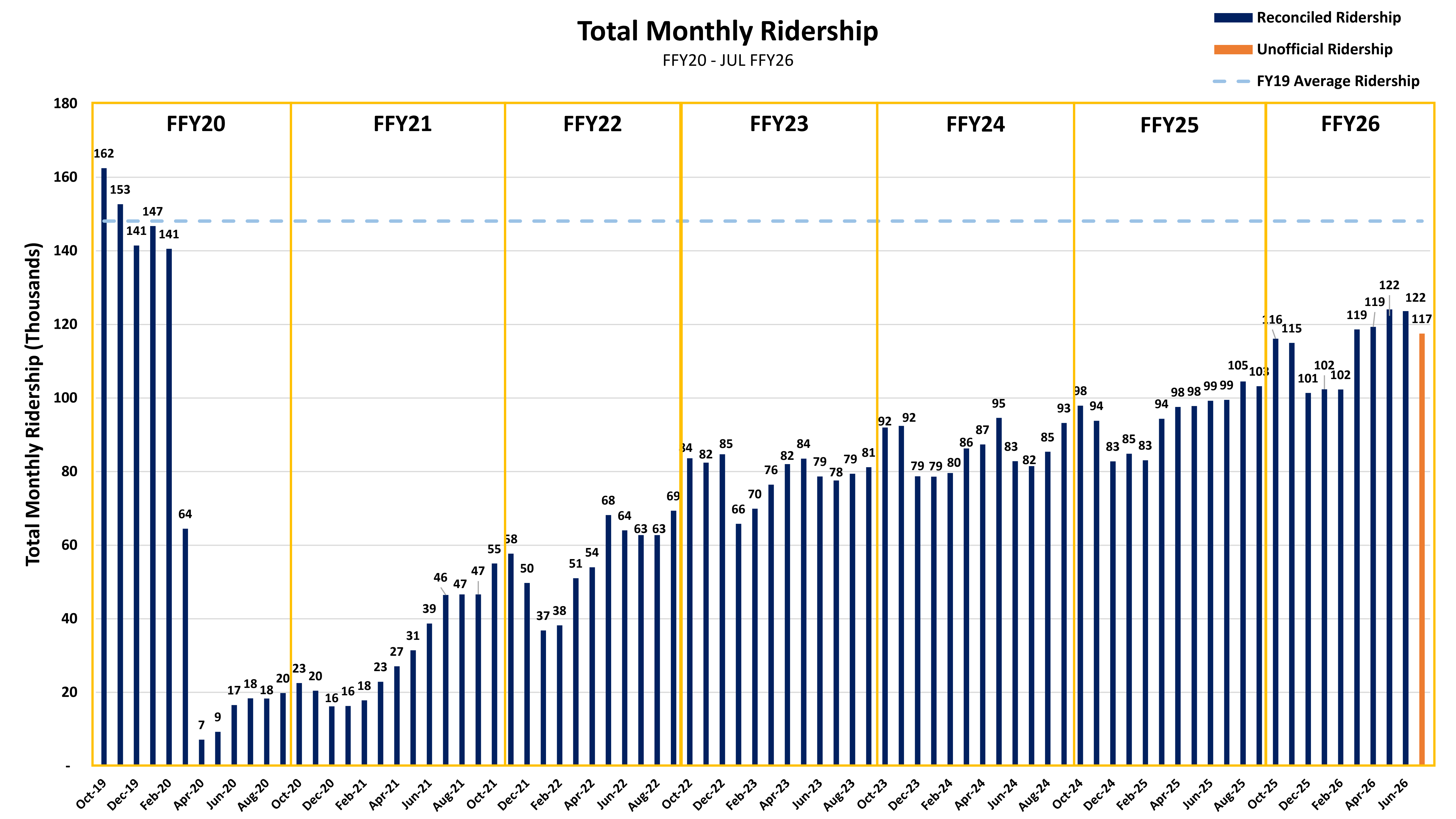
$135. 5 million is directed to light vehicle ZEV incentives. Additionally, another $135.5 million is appropriated from the Air Pollution Control fund to provide medium- and heavy-duty ZEV incentives through t4he HVIP program.

personnel, provide training prior to issuing citations, and provide appropriate equipment for issuing citations, as specified.

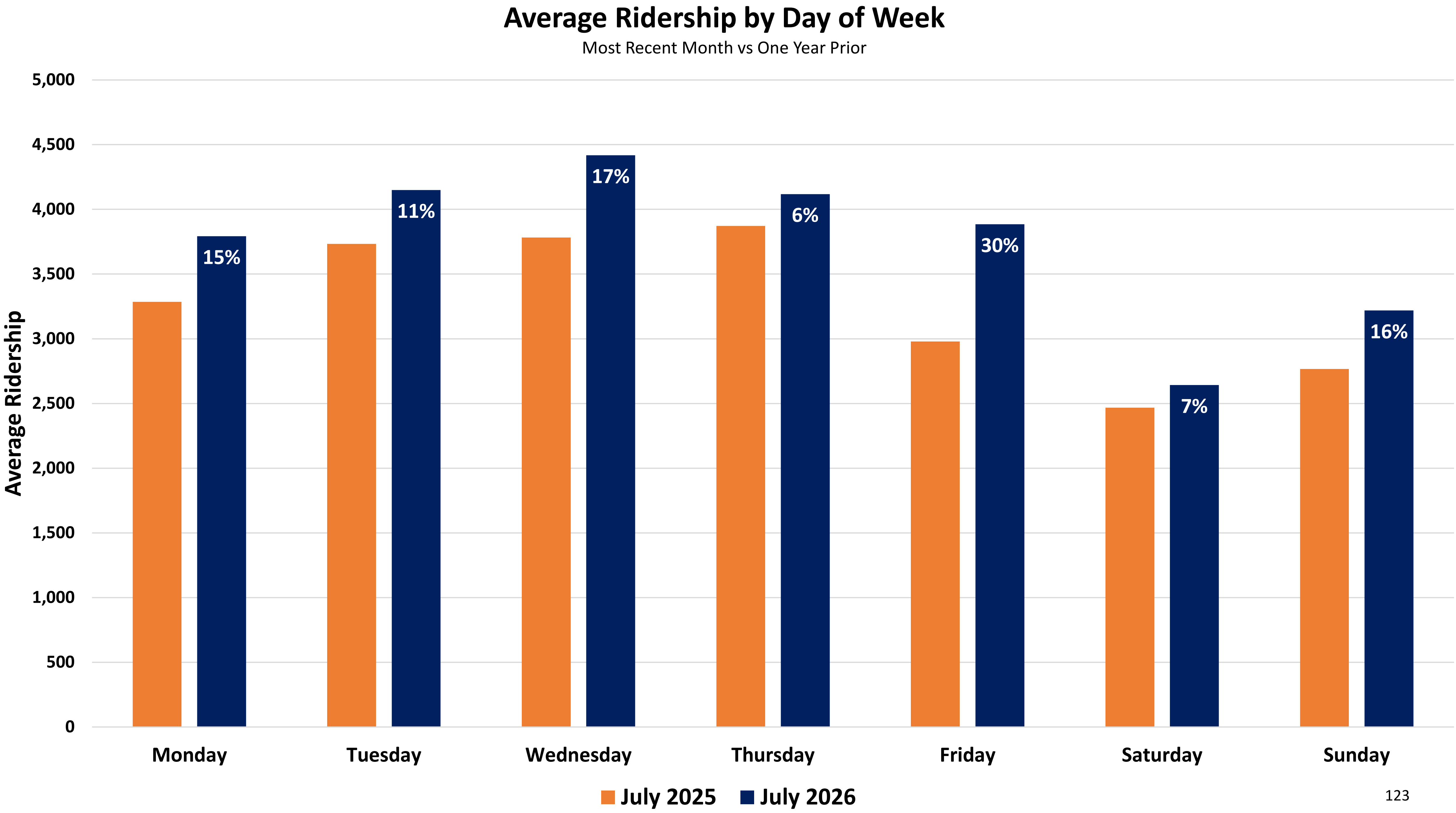
- Establish the Tahoe Safe Recreation Access Fund and require all moneys collected from public parking fees to be deposited into the Fund. Require Caltrans, upon appropriation by the Legislature, to use those moneys for purposes of improving transportation facilities on state highways in the Tahoe Basin, as specified.

- Establish the Tahoe Safe Recreation Access Penalty Account and require all penalty moneys collected through citations issued for failing to pay public parking fees to be deposited into the Account. Require Caltrans, upon appropriation by the Legislature, to use those moneys for enforcement of parking restrictions and prohibitions on state highways in the Tahoe Basin, including through the contract specified above.

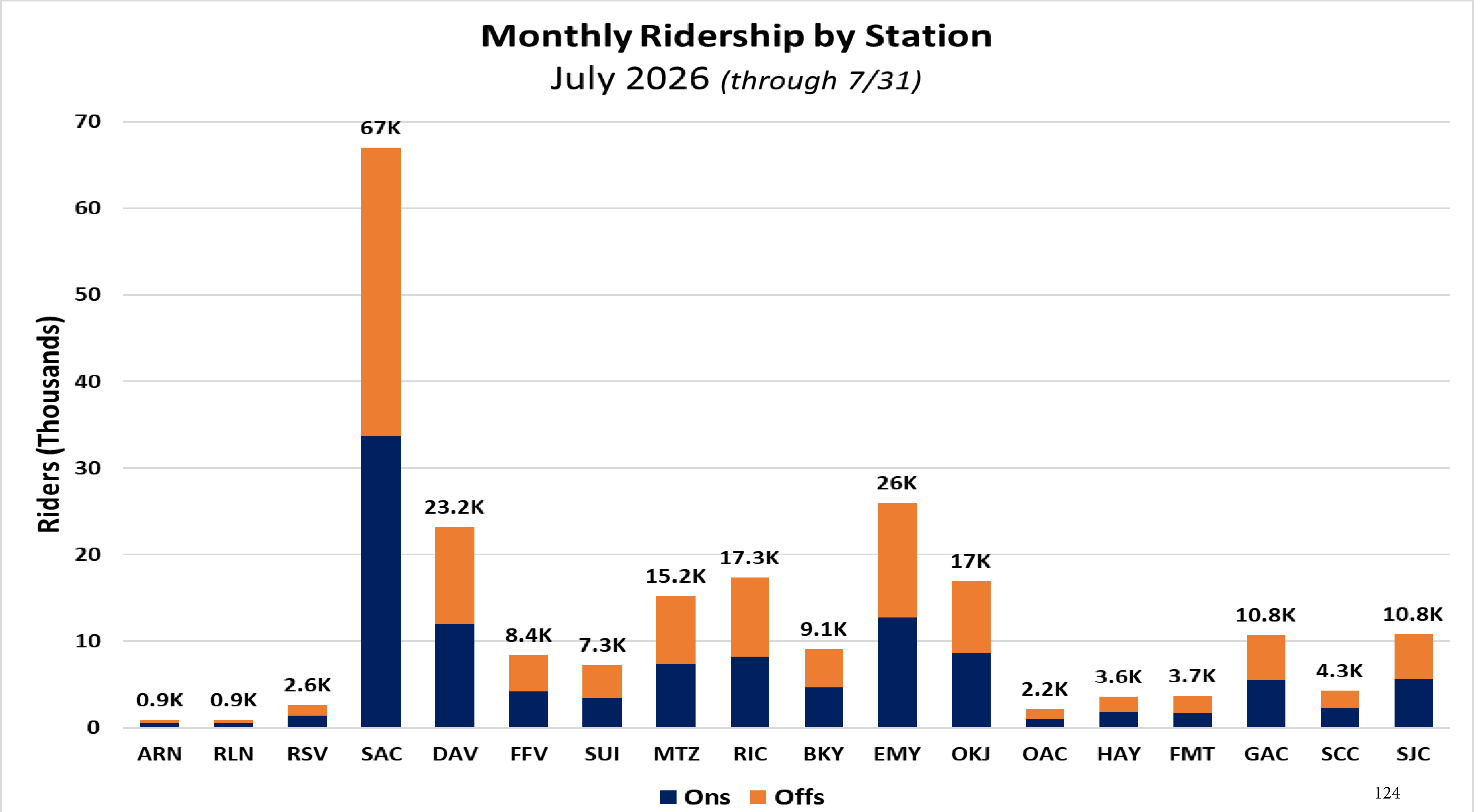
-- END --

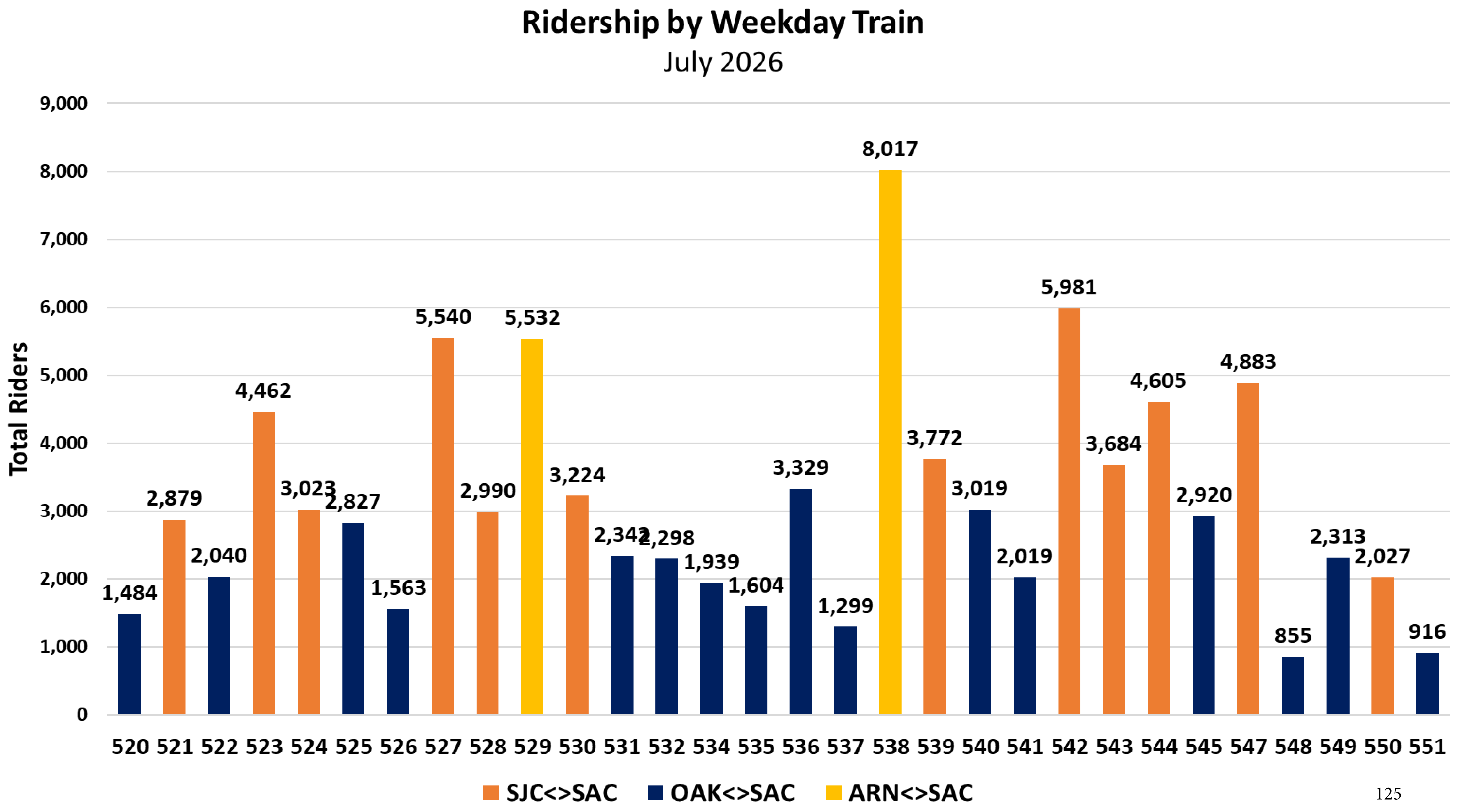


Total Monthly Ridership
FFY20 - JUL FFY26
Reconciled Ridership
Unofficial Ridership
FY19 Average Ridership
Total Monthly Ridership (Thousands)
FFY20
FFY21
FFY22
FFY23
FFY24
FFY25
FFY26
162
153
141
147
141
64
7
9
17
18
18
20
23
20
16
16
18
23
27
31
39
46
47
47
55
58
50
37
38
51
54
68
64
63
63
69
84
82
85
66
70
76
82
84
79
78
79
81
92
92
79
79
80
86
87
95
83
82
85
93
98
94
83
85
83
94
98
98
99
99
105
103
116
115
101
102
102
119
119
122
122
117
Oct-19
Dec-19
Feb-20
Apr-20
Jun-20
Aug-20
Oct-20
Dec-20
Feb-21
Apr-21
Jun-21
Aug-21
Oct-21
Dec-21
Feb-22
Apr-22
Jun-22
Aug-22
Oct-22
Dec-22
Feb-23
Apr-23
Jun-23
Aug-23
Oct-23
Dec-23
Feb-24
Apr-24
Jun-24
Aug-24
Oct-24
Dec-24
Feb-25
Apr-25
Jun-25
Aug-25
Oct-25
Dec-25
Feb-26
Apr-26
Jun-26

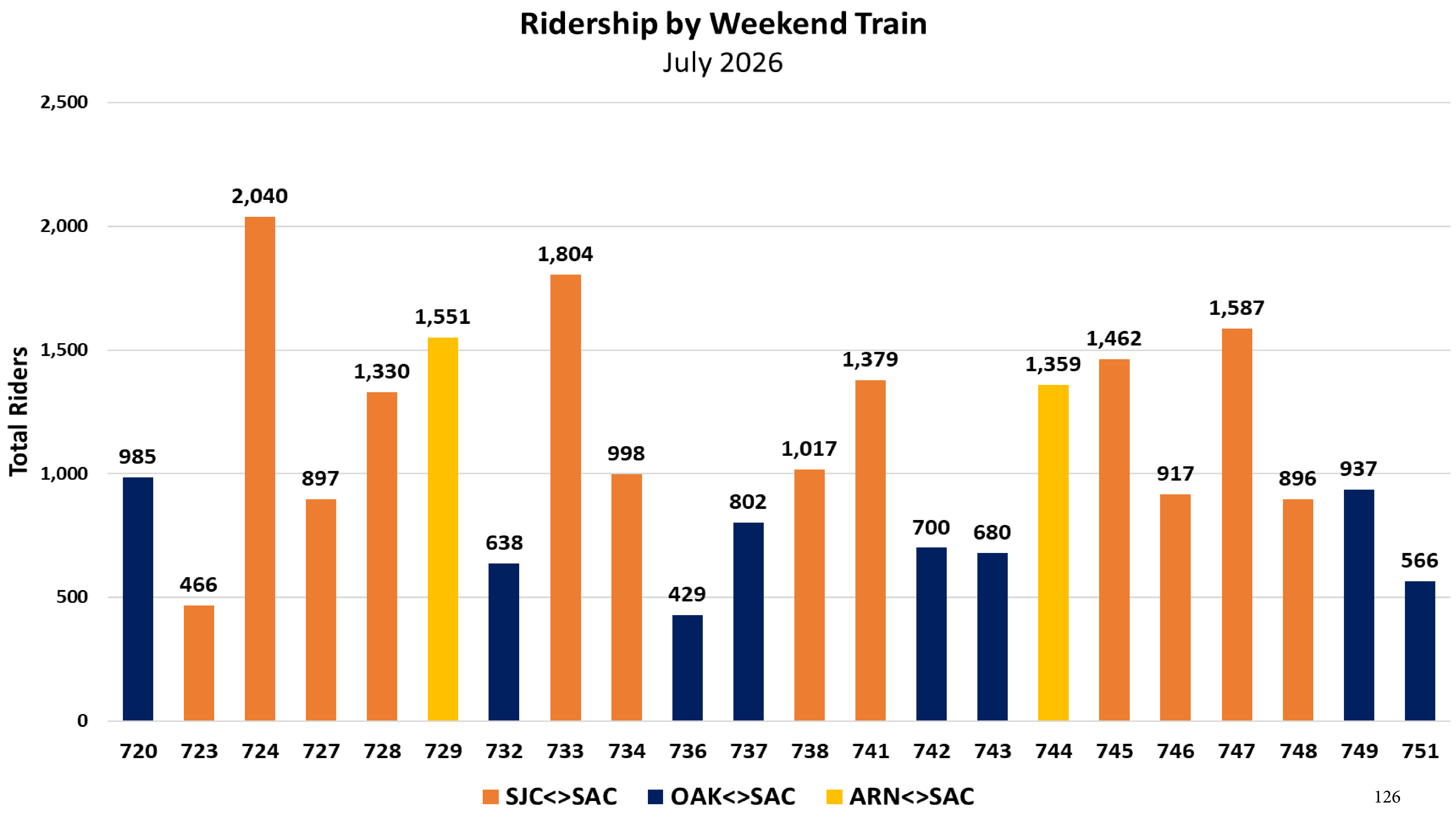


Average Ridership by Day of Week
Most Recent Month vs One Year Prior
Average Ridership
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
15%
11%
17%
6%
30%
7%
16%
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
July 2025
July 2026

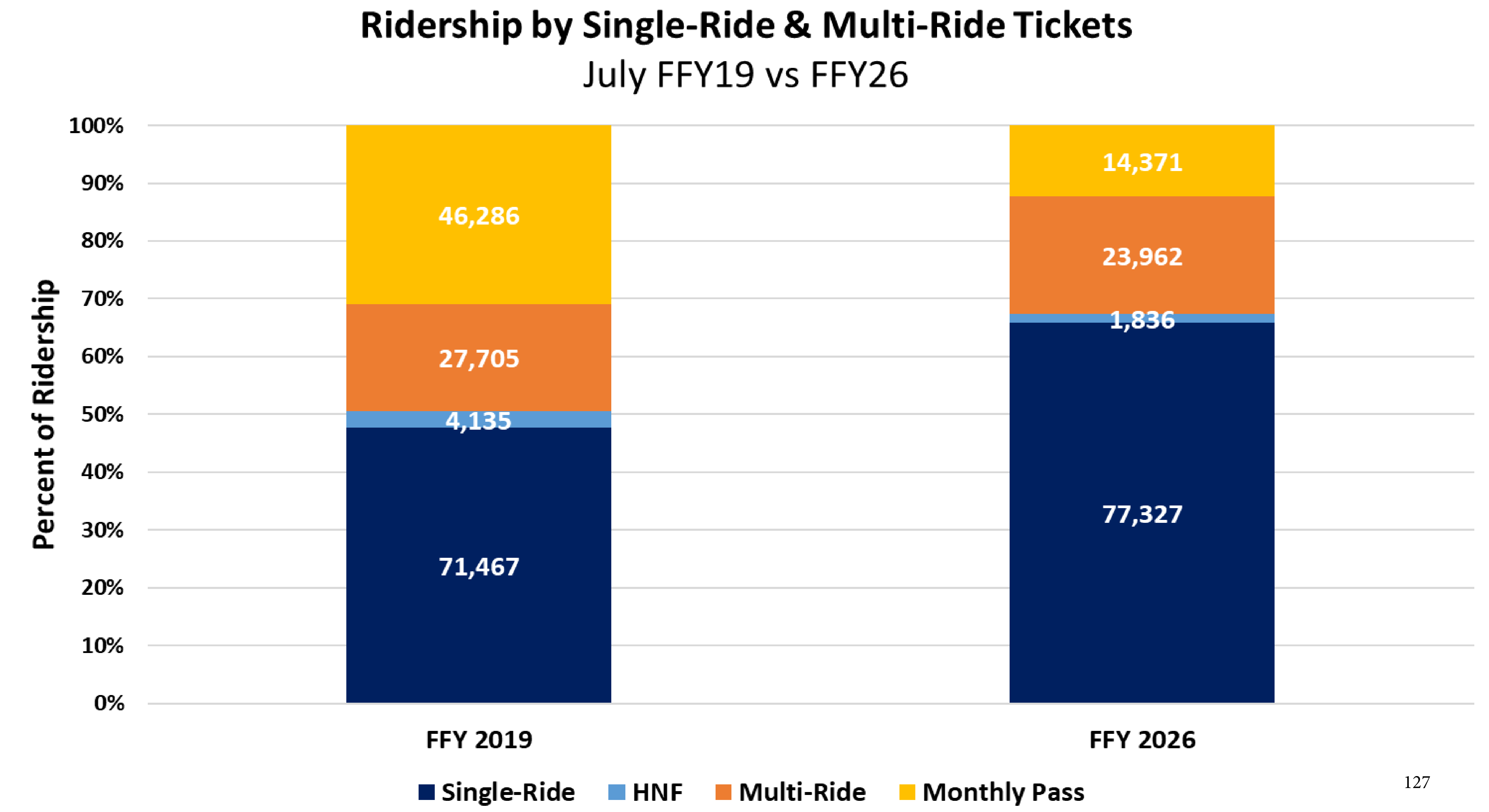

Monthly Ridership by Station
July 2026 (through 7/31)
Riders (Thousands)
70
60
50
40
30
20
10
0
67K
23.2K
8.4K
7.3K
15.2K
17.3K
9.1K
26K
17K
0.9K
0.9K
2.6K
2.2K
3.6K
3.7K
10.8K
4.3K
10.8K
ARN
RLN
RSV
SAC
DAV
FFV
SUI
MTZ
RIC
BKY
EMY
OKJ
OAC
HAY
FMT
GAC
SCC
SJC
Ons
Offs



Ridership by Weekday Train
July 2026
Total Riders
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
1,484
2,879
2,040
4,462
3,023
2,827
1,563
5,540
2,990
5,532
3,224
2,342
2,298
1,939
1,604
3,329
1,299
8,017
3,772
3,019
2,019
5,981
3,684
4,605
2,920
4,883
855
2,313
2,027
916
520 521 522 523 524 525 526 527 528 529 530 531 532 534 535 536 537 538 539 540 541 542 543 544 545 547 548 549 550 551
SJC<>SAC
OAK<>SAC
ARN<>SAC



Ridership by Weekend Train
July 2026
Total Riders
2,500
2,000
1,500
1,000
500
0
985
466
2,040
897
1,330
1,551
638
1,804
998
429
802
1,017
1,379
700
680
1,359
1,462
917
1,587
896
937
566
720
723
724
727
728
729
732
733
734
736
737
738
741
742
743
744
745
746
747
748
749
751
SJC<>SAC
OAK<>SAC
ARN<>SAC



Ridership by Single-Ride & Multi-Ride Tickets
July FFY19 vs FFY26
Percent of Ridership
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
46,286
27,705
4,135
71,467
14,371
23,962
1,836
77,327
FFY 2019
FFY 2026
Single-Ride
HNF
Multi-Ride
Monthly Pass

Marketing & Public Relations

FIFA World Cup 26™ SF Bay Area Recap

FIFA World Cup 26™ Bay Area was a major success supporting riders traveling to matches while significantly increasing Capitol Corridor's visibility and engagement across multiple channels. Our marketing and communications efforts drove strong digital performance, enhanced the rider experience, and generated extensive media coverage throughout the tournament.

- **Website:** The event landing page became the **fourth most-visited page** on the Capitol Corridor website with **41,434 views**, averaging **1,000+ daily visits in June** and **1,500 views on match days.**
- **Social Media:** Reached **1.75 million users** and gained **1,010 new Instagram followers** between June and July.
- **Rider Appreciation:** Hosted **three rider appreciation events** along the corridor.
- **Earned Media:** Secured **205 media mentions** in June, representing **39.7% share of voice -** the second highest among California passenger rail agencies and generated an estimated **$13.3 million in advertising value equivalency (AVE)** through extensive online and print coverage.

Special Service to Levi's® Stadium (Concerts and 49ers Games)

We continue to explore opportunities to provide special train service for major events throughout Northern California to enhance the customer experience and attract new riders.

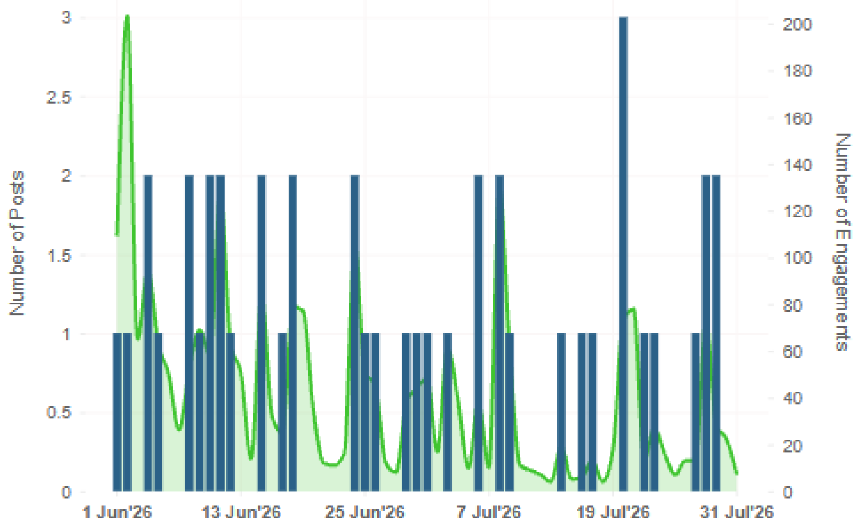
Planned promotional efforts highlight rail travel as a convenient alternative to driving for popular concerts and sporting events at Levi's® Stadium and beyond.

Social Media

Social media activity focused on the FIFA World Cup 26™ SF Bay Area, Instagram collaborations with influencers, and promoting special train service for major events, including Ed Sheeran and AC/DC concerts. These correlate with peaks in engagement throughout the month. *See graph.*

Followers As of July 31

- Facebook: 17,654
- Instagram: 8,982
- X: 7,079
- TikTok: 5,191
- LinkedIn: 2,245



Best Performing Posts

Facebook

TOP-PERFORMING POST

1 Jun 2026 10:06 AM

Besties, fun outfits, seats with a view, and a bottle of wine on the way? Say less. 🔮 🍷 ...

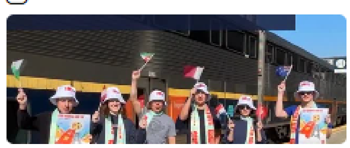
Likes	9
Comments	0
Shares	0
Engagement Rate	3.97%
Engagement	9

Instagram

TOP POST

directly via Instagram

2 Jun 2026 09:54 AM



Skip the traffic and take Capitol Corridor straight to every match at the SF Bay Area Stadium (Levi's®...

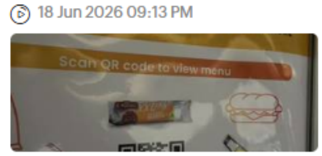
Reactions	157
Comments	5
Engagement Rate	4.22%
Engagement	162

Tik Tok

TOP POST

posted via TikTok

18 Jun 2026 09:13 PM



Continue the fun and take Capitol Corridor to/from the match! 🌎 🚆 Stop by the Café Car for snacks...

Likes	85
Shares	0
Comments	5
Video Views	3327
Engagements	90

CC Rail Mail

Mailing List	New Subscribers	Total Subscribers	Engagement Rate
CC Rail Mail	+143	6,571	39%

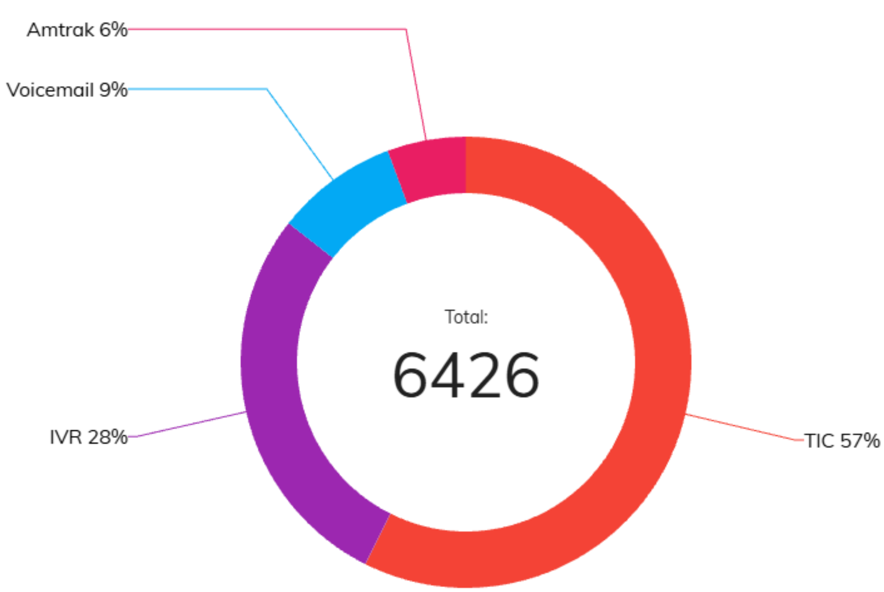
Website

Year	CapitolCorridor.org Visits	Mobile Visits	Amtrak.com Bookings Referrals
June 2026	178,000	76%	1,709
June 2025	69,000	73%	1,156

June 2025 – June 2026

Site Traffic: 803,000

Interactive Voice Response (IVR)



Intial Call Flow	Total
Group Travel	8
Knowledge Base	886
Passenger Information Display System (PIDS)	2
Refunds and Credits	122
Schedules	527
Service Alerts	3
Something Else	345
Stops Directory	258
Train Status	248
Transfer to Amtrak	80
Transfer to Live Agent	3167
Travel Advisories	46
Trip Planning	267
Voicemail	362
Total	**6321**

*Calls from 6/1 - 7/31/2026

*Call total discrepancy exists when callers disconnect before being routed. Answer is a pre-written response. Callers can ask questions and IVR will use keywords to resolve.

FY27 Marketing and Communications Overview

July
- ✓ FIFA Recap
- ✓ Levi's® Stadium service planning
- ✓ 4th of July holiday post
- ✓ Partnerships fulfillment
- ✓ Summer events promotions
- ✓ Rail Safety event planning

August
- Planning for 49ers special schedule
- End of summer activities promotion
- Back to school promotion
- Labor Day holiday service advisory
- Rail Safety event planning
- Levi's® Stadium concerts
- Fare Change communications

September
- Rail Safety Month & Rail Safety event
- Hispanic Heritage Month
- Bay Area Transit Month
- Cappy Hour
- 49ers special schedule and promotion
- Back to school promotion
- Levi's® Stadium concerts

October
- 49ers special schedule and promotion
- Promote fall events along the corridor
- Levi's® Stadium concerts

November
- 49ers special schedule and promotion
- Distribute Thanksgiving travel communications
- Promote holiday events along the corridor
- Promote 3rd annual Peti-versary

December
- 49ers special schedule and promotion
- Distribute holiday travel communications
- Promote holiday events along the corridor
- 35th Anniversary

January
- Share FY26 Annual Performance Report
- Tap2Ride Open Loop
- Winter travel and destination promotions
- Annual Business Plan public workshop planning

February
- Annual Business Plan public workshops & Cappy Hour
- Black History Month
- Lunar New Year celebrations
- Valentine's Day
- Winter travel and destination

March
- Women's History Month
- Spring break ideas
- Transit Employee Appreciation Day
- Baseball Season
- St. Patrick's Day

April
- Earth Month
- Spring Destinations

May
- AANHPI Heritage Month
- Bike to Work/Wherever Day
- Memorial Day – Holiday Service

June
- Pride Month
- Juneteenth events
- Summer sports and activities
- Annual on-board customer satisfaction surveys
- FY27 budget closeout