



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, May 24, 2023
9:00 a.m.**

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

Simultaneous Teleconference Location

140 Pleasant Street
Colfax, CA 95713

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://pctpa.net/agendas-2023/>. 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 299 Nevada Street, Auburn, and will be made available to the public on the Agency website.

Webinar access: <https://placer-ca-gov.zoom.us/j/94413720972>

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

Webinar ID: 944 1372 0972

A. Flag Salute

B. Roll Call

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
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C. Agenda Review

Matt Click, Executive Director

D. AB 2449

Action

Matt Click, Executive Director

- If necessary, based on a Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize a “just cause” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).

E. Approval of Action Minutes: March 22, 2023

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. 4

These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

1. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #22-01 Amendment #1 - \$260,254.55 Pg. 12
2. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #23-01 - \$171,765 Pg. 19
3. Interstate 80 Auxiliary Lanes Project: City of Roseville Tree Mitigation – \$353,882
4. Lincoln, CA Passenger Rail Feasibility Study Final Report: R.L. Banks & Associates Letter of Task Agreement #23-01 - \$10,000 Pg. 25
5. I-80/SR 65 Truck Charging Feasibility Study: Jacobs Engineering Group, Inc. Letter of Task Agreement #23-01 - \$200,000 Pg. 28
6. SR 49 Sidewalk Gap Closure Project Wood Rodgers Contract Amendment – \$176,000 Pg. 41
7. SR 49 Sidewalk Gap Closure Project Monument Contract Amendment – \$32,683.32 Pg. 45
8. SR 49 Sidewalk Gap Closure Project – PS&E Co-Op Agreement Amendment Pg. 49
9. FY 2022/23 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$891,481 Pg. 56
10. FY 2021/22 TDA Financial Audits (under separate cover)
11. Reprogramming FFY 2017 – 2019 STBG Funding from Placer County’s Bowman Rd. Bridge Projects to the Foresthill Rd. Safety Project - \$102,535.17
12. Change to Scope of Work for the Town of Loomis’ FFY 2026/27 STBG Programmed Funding
13. Change to Scope of Work for the City of Rocklin’s I-80/Rocklin Road Interchange Improvements Project

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14. Reprogramming FFY 2026 – 27 CMAQ Funding from the City of Rocklin’s Stanford Rd./Crest Dr. Roundabout Project to the Whitney Ranch Pkwy./University Ave. Roundabout Project - \$503,000
15. Reprogramming CMAQ Funding from the City of Lincoln’s Lincoln Boulevard Streetscape Improvement Phase 4 Project to the Industrial Avenue Rehabilitation Project - \$48,734
16. Letter of Task Agreement for Sales and Use Tax and Economic Analysis Forecasting Services, July 1, 2023 – June 30, 2024: HdL - \$15,000 Pg. 60
17. FY 2022/23 Town of Loomis Claims for Local Transportation Funds (LTF) – \$526,384 Pg. 63
18. FY 2022/23 Town of Loomis Claims for State Transit Assistance (STA) – \$62,696 Pg. 66
19. FY 2022/23 City of Roseville Claims for Local Transportation Funds (LTF) – \$11,764,381 Pg. 70
20. FY 2022/23 City of Roseville Claims for State Transit Assistance (STA) – \$1,504,103 Pg. 74
21. FY 2022/23 City of Roseville Claims for State of Good Repair Funds (SGR) - \$198,196 Pg. 79
22. Nevada Station Operating Budget for Fiscal Years 2023/24 and 2024/25 Pg. 84

H. Consent Calendar: Airport Land Use Commission **Action**
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. Pg. 85

1. Airport Land Use Commission Fee – No Annual Fee Adjustment for FY 2023/24
2. 2021 Airport Land Use Compatibility Plan (ALUCP) Basic Compatibility Criteria Table: Recommended Revisions to Clarify Airspace Review Requirements Pg. 87

I. 9:00 A.M. - PUBLIC HEARING: Beautiful Minds Wellness General Plan and Community Plan Amendments and Rezone Consistency Determination **Action**
David Melko, Senior Transportation Planner Pg. 88

- Consider the proposed Beautiful Minds Wellness Project General Plan and Community Plan Amendments and Rezone consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommended conditions.

J. Consent Calendar: Western Placer Consolidated Transportation Services Agency **Action**
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. Pg. 95

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- | | | |
|-----------|---|--------------------------|
| 1. | Extension of Time and Cost for WPCTSA’s On-Call Consulting Contract with Tranova | Pg. 96 |
| K. | FY 2022/23 Overall Work Program and Budget (OWP) Amendment #2
<i>Jodi LaCosse, Fiscal Administrative Officer</i> | Action
Pg. 100 |
| ▪ | Approve the FY 2023/24 Overall Work Program (OWP) and Budget and authorize the Executive Director to submit to Caltrans. | |
| L. | Final FY 2023/24 Overall Work Program and Budget (OWP)
<i>Jodi LaCosse, Fiscal Administrative Officer</i> | Action
Pg. 103 |
| ▪ | Approve the FY 2022/23 Overall Work Program (OWP) and Budget Amendment #2 and authorize the Executive Director to submit to Caltrans. | |
| M. | I-80 Auxiliary Lanes Project First Amendment to Utility Agreement No. 2452.1
<i>David Melko, Senior Transportation Planner</i> | Action
Pg. 110 |
| ▪ | Approve the First Amendment to Utility Agreement No. 2452.1 with Pacific Gas and Electric (PG&E) for deactivation of two gas lines resulting from construction of the I-80 Auxiliary Lanes project; and (2) authorizing the Executive Director to execute said agreement and disburse funds as required by the Amended Agreement upon a satisfactory determination that the costs to deactivate the two gas lines are actual and necessary. | |
| N. | Regional Transportation Plan 2050 Draft Policy Element
<i>Cory Peterson, Senior Transportation Planner and</i>
<i>Mike Costa, Senior Transportation Planner</i> | Info
Pg. 152 |
| O. | Nevada Station Building
<i>Matt Click, Executive Director</i> | Action
Pg. 171 |
| ▪ | Authorize the Executive Director to enter into a contract with CBRE to list the Nevada Station Building for sale. This will allow PCTPA to test the commercial market and determine if selling the Nevada Station Building is fiscally prudent. NOTE: any sale contract would come back to the Board for approval and execution. | |
| N. | Executive Director’s Report | Info |
| O. | Board Direction to Staff | |
| P. | Informational Items | Info |
| 1. | Technical Advisory Committee (TAC) Minutes – May 9, 2023 | Pg. 172 |
| 2. | Status Reports | |
| a. | PCTPA – March and April 2023 | Pg. 176 |
| b. | Meraki Consulting – March and April 2023 | Pg. 178 |
| c. | Smith, Watts, & Harman-Politico, March 2023 | Pg. 180 |

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- d. Key Advocates – March 2023 Pg. 210
- e. Capitol Corridor – January 2023 Pg. 212
- 3. PCTPA Receipts & Expenditures: February, March, and April 2023 *Under*
 PCTPA & WPCTSA Quarterly Financials ending March 31, 2023 *Separate*
Cover

Next Meeting: June 28, 2023

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

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

PCTPA Board Meetings – 2023	
Wednesday, January 25	Wednesday, July 26
Wednesday February 22	Wednesday, August 23
Wednesday, March 22	Wednesday, September 27
Wednesday, April 26	Wednesday, October 25 18
Wednesday, May 24	Wednesday, December 6
Wednesday, June 28	

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



ACTION MINUTES

REGULAR MEETING OF THE

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

**March 22, 2023 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California**

ROLL CALL

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

STAFF

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

Chair Jones provided direction on public remote participation procedures. Staff reports and a video of this meeting are available at: <https://pctpa.net/agendas-2023/>.

AGENDA REVIEW

Matt stated that there are no changes to the agenda. Agenda accepted as provided.

AB 2449

Matt Click informed the Board that this item is a standing place holder on the agenda should the Board need to consider any Board Member(s) request to participate under AB 2449, “emergency circumstance” exceptions. Matt noted that all Board Members are present or participating remotely with public access, and therefore the Board does not need to take action.

APPROVAL OF ACTION MINUTES – February 22, 2023

Upon motion by Dowdin Calvillo and second by Holmes, the February 22, 2023 action minutes were approved by the following roll call vote:

AYES: Broadway, Burruss, Cartwright, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
NOES/ABSTAIN: None
ABSENT: None

PUBLIC COMMENT:

There was no public comment.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

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

NOES/ABSTAIN: None

1. Re-program FFY 2023-2025 STBG Funds from Placer County’s Placer Parkway (Phase 1) Project to the Watt Avenue Bridge Replacement Project - \$1,490,000
2. Letter of Task Agreement for General Communications & Outreach Services, April 1 2023 – June 30, 2026: DKS Associates - \$142,500
3. Letter of Task Agreement for State Advocacy Services, April 1, 2023 – June 30, 2026: Smith, Watts and Hartman – Politico Group (PG-SWH) - \$97,500
4. Letter of Task Agreement for Federal Advocacy Services, April 1, 2023 – June 30, 2026: TFG - \$146,250
5. Letter of Task Agreement for Polling Services, April 1, 2023 – June 30, 2024: Fairbank, Maslin, Maullin, Metz & Associates (FM3 Research) - \$112,000
6. Letter of Task Agreement for Marketing Campaign Services / Digital Work, April 1, 2023 – June 30, 2024: 3Fold - \$276,975
7. Disposal of Surplus Property
8. Re-program FFY 2023-2025 STBG Funds from Placer County’s Bell Road at I-80 Roundabouts Project to the Watt Avenue Bridge Replacement Project – \$683,000
9. Re-program FFY 2023-2025 CMAQ Funds from the City of Roseville’s Vernon Street/Atlantic Multimodal Safety Improvement Project to the Mahany Park Trail Design and Construction Project - \$10,000

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND SURFACE TRANSPORTATION BLOCK GRANT (STBG) REVISED PROGRAM FUNDING ESTIMATES AND PROJECT PROGRAMMING RECOMMENDATIONS

Staff report presented by Rick Carter, Deputy Executive Director

Upon motion by Dowdin Calvillo and second by Houdesheldt, the Board (1) adopted the revised Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) program funding estimates for Federal Fiscal Years (FFYs) 2026 and 2027, as provided, (2) approved the list of transportation, transit, and air quality improvement projects, as identified provided, using the revised CMAQ and STBG program funding estimates, and (3) directed staff to work with local agencies and the Sacramento Area Council of Governments (SACOG) to program these projects into the Metropolitan Transportation Improvement Program (MTIP).

REGIONAL TRANSPORTATION PLAN 2050 ROUND 1 COMMUNITY OUTREACH SUMMARY

Staff report presented by Cory Peterson, Senior Transportation Planner, and Mike Costa, Senior Transportation Planner

The Board received a presentation on the transportation priorities of the public as identified through community outreach events, surveys, workshops and City/Town Council and Board presentations from October – December 2022. No action. For information only.

The full presentation is available at <https://pctpa.net/agendas-2023/>.

PRESENTATION: SACRAMENTO-RENO RAIL STUDY – FIRST/LAST MILE ANALYSIS & PUBLIC INTEREST SURVEY

Staff report presented by Cory Peterson, Senior Transportation Planner

The Board received a presentation on the First / Last Mile Study which analyzed the feasibility of extending the Capitol Corridor up to Reno, Nevada. The public interest survey received nearly 6,000 responses. No action. For information only.

The full presentation is available at <https://pctpa.net/agendas-2023/>.

EXECUTIVE DIRECTOR’S REPORT

Matt Click reported on the following:

- There will be no April Board meetings due to the Cap-to-Cap trip which several Board Members are attending.
- We’ve been preparing for a productive Cap-to-Cap trip. Matt attended the Placer planning meeting and is scheduled to attend the Transportation Team meeting. Matt noted that there is a business meeting on April 22nd with our new federal advocate, TFG. Mike Miller, TFG, and Matt will facilitate a 90-minute session with the Board.
- Funding Measure Update: The strategy team meets weekly. Recently there were two focus groups held with ‘swing voters’ and ‘soft- no’ voters to (1) gage their priorities, (2) better understand what would positively impact their opinions toward a funding measure, and (3) test some of the creative messaging. We’ve started to have some one-on-one meetings to talk about the measure in earnest. This includes an upcoming conversational coffee meeting hosted by Chair Jones with some of her constituents. We are starting to gear up some of the media strategy efforts.

BOARD DIRECTION TO STAFF / BOARD ANNOUNCEMENTS: Director Houdesheldt announced that SACOG will begin holding their Board meetings in jurisdictions that they represent. The SACOG Board will meet in Placer County on April 20th at the Boys and Girls Club in Roseville

ADJOURN: The meeting adjourned at approximately 10:02 a.m. A video of this meeting is available online at <https://pctpa.net/agendas-2023/>.

Matt Click, Executive Director

Suzanne Jones, Chair

Solvi Sabol, Clerk of the Board

ss: mbc

TO: PCTPA Board of Directors

DATE: May 24, 2023

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the May 24, 2023, agenda for your review and action.

1. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #22-01 Amendment #1 - \$260,254.55

At the May 2022 meeting, the Board authorized a new five-year Master Agreement with Dokken Engineering for engineering construction support services, from July 1, 2022 to June 30, 2027. The five-year cost of The Master Agreement is \$598,270.33 and is included in the project's construction support budget. Most of this five-year cost is anticipated to occur between Fiscal Year (FY) 2022/23 through FY 2024/25, the period of actual construction activity. Funding will be provided by SPRTA.

An amendment to Letter of Task Agreement 22-01 is required to complete additional bid and construction award support services for Caltrans the remainder of FY 2022/23. Amendment #1 reallocates \$22,490.28 from the Master Agreement FY 2024/25 budget to FY 2022/23, increasing the total amount for FY 2022/23 from \$237,764.27 to \$260,254.55. The total five-year Master Agreement budget of \$598,270.33 remains unchanged. The five-year Master Agreement budget table has been revised to reflect the proposed budget reallocation.

Staff recommends approval of the Letter of Task Agreement 22-01 Amendment #1 for \$260,254.55. The PCTPA TAC concurs with the staff recommendation.

2. Interstate 80 Auxiliary Lanes Project: Dokken Engineering Construction Support Services Letter of Task Agreement #23-01 - \$171,765

Letter of Task Agreement 23-01 for \$171,765 reflects engineering construction support services needed during FY 2023/24. Anticipated services requested by Caltrans include response to the Caltrans Resident Engineer requests for information and change orders; review of contractor shop drawings; site visits and meetings with the contractor and the Resident Engineer. Dokken Engineering will also provide support to PCTPA as part of the agency's responsibility to implement various environmental mitigation and federal/state/local permitting.

Staff recommends approval of the Dokken Engineering Construction Support Services Master Agreement and the attached Letter of Task Agreement 23-01 for \$171,765. The PCTPA TAC concurs with the staff recommendation.

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3. Interstate 80 Auxiliary Lanes Project: City of Roseville Tree Mitigation - \$353,882
This item is presented for information purposes only. No Board action is required. In October 2021, the Board approved Resolution No. 21-39, authorizing the Executive Director to execute project permit requirements.

The Mitigated Negative Declaration (MND) for the I-80 Auxiliary Lanes Project identified several potential project related environmental impacts. The loss of oak woodland is one such impact, identified as less than significant with mitigation. Oak woodland impacts primarily occur within the City of Roseville. Mitigation for oak woodland impacts would be achieved via compliance with the City of Roseville's Tree Preservation Ordinance. A Tree Survey conducted during Final Design by Dokken Engineering documented 415 trees to be removed within the City's portion of the project area. Many of these trees are, however, not subject to the City's Tree Preservation Ordinance as they are not native oak trees or are undersized (less than six inches diameter at breast height). As such, the project will remove 326 trees within City limits, including 283 protected oak trees for a loss of 2,999 inches.

Pursuant to City Ordinance, a Tree Permit is required for any removal of native oak trees or for more than 20 percent encroachment into a tree's dripline. PCTPA requested City approval of a Tree Permit to authorize project tree removal activities. The City Planning Commission approved PCTPA's Tree Permit on September 22, 2022, subject to 21 conditions of approval. These conditions authorize specific trees for removal, require the payment of in-lieu fees, and require preservation of all other oak trees. Most of these conditions will require the contractor's compliance as part of project construction. The City's Tree Preservation Ordinance includes multiple options for mitigation, with priority given to on-site planting. With the Auxiliary Lanes Project, all on-site areas are within State right-of-way where there is no room for planting. Because on-site planting is not an option, the Tree Preservation Ordinance allows payment of in-lieu fees. PCTPA will mitigate via this method and pay the City \$352,882 pursuant to the Tree Permit in-lieu fee condition. This payment must be completed before construction starts in June 2023.

4. Lincoln, CA Passenger Rail Feasibility Study Final Report: R.L. Banks & Associates Letter of Task Agreement #23-01 - \$10,000
In June 2021, R.L. Banks & Associates completed for PCTPA a draft Passenger Rail Feasibility Study examining the extension of Capitol Corridor rail service to the City of Lincoln. This study was prepared at a cost of \$50,000. The cost to complete the Feasibility Study, including PCTPA recommended changes, requires a contract extension with R.L. Banks & Associates at a not-to-exceed cost of \$10,000. PCTPA's Administrative Operating Procedures require that contracts (or extensions thereto) obtain Board approval before additional work starts. Staff recommends approval of the R.L. Banks & Associates Lincoln, CA Passenger Rail Feasibility Study Final Report Letter of Task Agreement 23-01 for \$10,000.

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5. I-80/SR 65 Truck Charging Feasibility Study: Jacobs Engineering Group, Inc. Letter of Task Agreement #23-01 - \$200,000
The I-80 corridor has been identified by the state as a priority Alternative Fuel Corridor. I-80 is a major east-west corridor and handles a large volume of freight traffic. PCTPA is currently managing a project to reconstruct the I-80/SR65 interchange to reduce congestion, improve traffic operations and enhance safety. The I-80/SR 65 Truck Charging Feasibility Study will identify and evaluate light and medium duty truck charging sites and evaluate heavy-duty truck charging and hydrogen fueling sites. The Feasibility Study will serve multiple needs. The Feasibility Study will support near term grant funding applications for charging facilities in the area and assist with planning for future hydrogen facilities. It would also provide the basis for a future Project Approval and Environmental Document (PA&ED) work for site(s) selected by PCTPA from the results of the Study. Staff recommend approval of Jacobs Engineering Group, Inc. Letter of Task Agreement 23-01 for \$200,000 to complete the Feasibility Study. PCTPA TAC concurs with the staff recommendation.
6. SR 49 Sidewalk Gap Closure Project Wood Rodgers Contract Amendment - \$176,000
Authorize the Executive Director to execute a Letter of Task Agreement (attached) to complete engineering service for the SR 49 Sidewalk Gap Closure Project (Project) with Wood Rodgers, Inc., for an additional \$176,000, for a total not to exceed amount of \$1,535,165.48. The change is due to increased design costs for Wood Rogers associated with numerous unforeseen utility conflicts, changes to design plans to avoid condemnation of right-of-way, schedule delays, and increased coordination with Caltrans. Wood Rodgers additional costs are not to exceed \$176,000 for this work. The funds have been reprogrammed from the right of way phase where there was cost savings due to lower than expected costs for real estate acquisitions and easements. Staff recommends approval.
7. SR 49 Sidewalk Gap Closure Project Monument Contract Amendment - \$32,683.32
Authorize the Executive Director to execute a Letter of Task Agreement (attached) to complete right-of-way services for the SR 49 Sidewalk Gap Closure Project (Project) with Monument, for an additional \$32,683.32, for a total not to exceed amount of \$682,683.32. The change is due to increased consultant costs from a longer than expected negotiation period with property owners, a larger than expected number of parcel owners to communicate with, and greater number of utility companies and conflicts to handle. The additional cost to complete the right-of-way support phase from Monument is \$32,683.32. There are sufficient funds in the R/W phase of the project to cover the amount. Staff recommends approval.
8. SR 49 Sidewalk Gap Closure Project – PS&E Co-Op Agreement Amendment
Authorize the Executive Director to amend the co-operative agreement with Caltrans for the PS&E phase of the SR 49 Sidewalk Gap Closure Project. Amendments were necessary to: 1) acknowledge the contract advertisement and award work is to be performed by Caltrans, and 2) move LTF funds from the R/W phase to the PS&E phase in the amount of \$194,500. \$150,000 of these funds will be used to pay Caltrans for their staff time to review, advertise and award the construction contract, with the balance paying for PCTPA consultant costs.

The funding table and agreement language have been updated accordingly to allow Caltrans to invoice PCTPA for the funds. The revised PS&E co-op is attached to this staff report. Staff recommends approval.

9. FY 2022/23 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate: \$891,481

Senate Bill 862 of 2014, created the LCTOP program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility by implementing new or expanded transit services. The LCTOP program is funded through California's Greenhouse Gas Reduction Fund, with revenues fluctuating annually based on the auction of credits pursuant to the funding program. According to the State Controller's Office (SCO) Eligible Allocation for FY 2022/23, approximately \$192.37 million of LCTOP funding is available statewide, with \$891,481 available for Placer County. The attached fund allocation identifies the formula allocation of LCTOP funds to Placer's jurisdictions, and the following three projects proposed for funding with the FY 2022/23 LCTOP allocation, all administered by the City of Roseville:

- Zero Emissions Bus Replacement Project (\$364,790 of LCTOP funds): City of Roseville's purchase of five zero-emission, battery electric buses to support both the South Placer Transit pilot program and City's zero-emission fleet conversion plan established in response to the California Air Resources Board's Innovative Clean Transit (ICT) rule.
- Zero Emissions Bus Depot Project (\$264,488 of LCTOP funds): City of Roseville's purchase and installation of electric charging infrastructure at the City's Corporation Yard to support the South Placer Transit service and City's future electric bus fleet.
- Roseville Galleria Electric Charging Infrastructure Project (\$262,203 of LCTOP funds): City of Roseville's purchase and installation of electric charging infrastructure at the Roseville Galleria to primarily support the South Placer Transit/Rapid Link pilot program service and future Placer County Transit and Roseville Transit electric buses that would continue to serve the Galleria as a transfer location.

All LCTOP allocation request applications to claim the FY 2022/23 funding were due to Caltrans on May 1, 2023, for a joint review with the California Air Resources Board. The approved applications will then be submitted to the SCO in June 2023. PCTPA staff has coordinated with Caltrans and the City of Roseville to submit the final PCTPA resolution supporting the allocation request applications following the Board's approval. Staff recommends approval of the attached, Resolution 23-18 allocating the FY 2022/23 LCTOP funding for the three projects administered by the City of Roseville, who will be the project sponsor for implementation and administration of the FY 2022/23 LCTOP funding allocation shown in the attachment. The TOWG and TAC concurred with the funding allocation distribution and projects at their April 25, 2023, and May 9, 2023, meetings, respectively.

10. FY 2021/22 TDA Financial Audits (under separate cover)
Staff recommends acceptance of the final Transportation Development Act (TDA) Financial Audits for Fiscal Year (FY) 2021/22 for the cities of Auburn, Colfax, Lincoln, Rocklin, and the Town of Loomis, Placer County, PCTPA, and WPCTSA. 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. All audits have been or will be submitted to the State Controller's Office as required.

11. Reprogramming FFY 2017 – 2019 STBG Funding from Placer County's Bowman Rd. Bridge Projects to the Foresthill Rd. Safety Project - \$102,535.17
In August 2014, the PCTPA Board of Directors awarded \$5,762,439 of Federal Fiscal Year (FFY) 2017 – 2019 Surface Transportation Block Grant (STBG) Program funding to Placer County, of which approximately \$1.02 million was subsequently programmed for the Bowman Rd. Bridge projects (PLA25447 and PLA25448) in November 2014. The County has recently completed both Bowman Rd. Bridge projects with the projects having a combined savings of \$102,535.17 of obligated but unspent funding (\$49,976.32 from PLA25447 plus \$52,558.85 from PLA25448). The County has requested to re-program the unspent STBG savings from the Bowman Rd. Bridge projects to their Foresthill Rd. Safety project (PLA25778) to accommodate the project's higher than anticipated construction costs. The Foresthill Rd. Safety project consists of installing a high friction surface treatment, guardrail, and warning signs on Foresthill Rd. between Old Auburn-Foresthill Rd. and Spring Garden Rd. Staff recommends the PCTPA Board's approval to re-program the \$102,235.17 of STBG funds from the Bowman Rd. Bridge projects to Placer County's Foresthill Rd. Safety project. Staff recommends approval.

12. Change to STBG Paving Project's Scope of Work for the Town of Loomis' FFY 2026/27 STBG Programmed Funding
On March 22, 2023, the PCTPA Board of Directors approved the award and programming of FFYs 2026 and 2027 Surface Transportation Block Grant (STBG) program funding for the Town of Loomis' STBG Paving Project (PLA25864), in the amount of \$318,000 for its Construction (CON) phase. The project's scope included an asphalt overlay on Brace Rd. from Sierra College Blvd. to the Interstate 80 (I-80) overpass and an asphalt overlay on King Rd. from Taylor Rd. to Shelter Cove Dr. with dig out repairs continuing on King Rd. from Shelter Cove Dr. to the I-80 overpass. The Town is requesting a minor revision to expand the project's scope because of some additional local funding that will be used to supplement the STBG funds to complete the project. The requested scope revision results in roadway spot reconstruction and overlay work on Brace Rd. between Sierra College Blvd. and Stone Rd., and roadway spot reconstruction and overlay work on King Rd. between Taylor Rd. and Boyington Rd., all within the Town of Loomis boundaries. Staff recommends approval.

13. Change to Scope of Work for the City of Rocklin’s I-80/Rocklin Road Interchange Improvements Project

The City of Rocklin is implementing improvements to the I-80/Rocklin Road Interchange in coordination with Caltrans. The current scope includes reconfiguring the interchange to a diverging diamond interchange with class I bike and pedestrian facility. Caltrans has determined that the project will need to include a 300-foot long eastbound on-ramp auxiliary lane and 2,450-foot westbound on-ramp auxiliary lane to meet Caltrans’ design criteria; these auxiliary lanes are not included in the current project description. PCTPA has previously obligated Regional Surface Transportation Block Grant (STBG) funds to the project. PCTPA guidelines require PCTPA Board approval of significant scope changes when PCTPA has awarded the project STBG funding. The original intent and scope of the project have not been reduced; the auxiliary lanes are being added to meet design standards for safe and efficient traffic operations at the interchange. For these reasons, staff recommend approval of the addition of the eastbound and westbound on-ramp auxiliary lanes to the project scope. Staff recommends approval.

14. Reprogramming FFY 2026 – 27 CMAQ Funding from the City of Rocklin’s Stanford Rd./Crest Dr. Roundabout Project to the Whitney Ranch Pkwy./University Ave. Roundabout Project - \$503,000

On March 22, 2023, the PCTPA Board of Directors approved the award and programming of FFYs 2026 and 2027 Congestion Mitigation and Air Quality (CMAQ) program funding for the City of Rocklin’s Stanford Ranch Rd./Crest Dr. Roundabout Project (PLA25871), in the amount of \$503,000 for its Construction (CON) phase. Following this award, the City re-evaluated the project’s feasibility as well as identified another intersection on Whitney Ranch Pkwy./University Ave. that has recently experienced a fatality and has become the City’s highest priority for improvement. The City has requested to re-program the \$503,000 of recently awarded CMAQ funding to the CON phase of the Whitney Ranch Pkwy./University Ave. Roundabout Project (PLA25872), which will convert an existing stop-controlled intersection to a roundabout to improve overall safety at the Whitney Ranch Pkwy./University Ave. intersection. The proposed project has similar greenhouse gas emission reduction benefits as the Stanford Ranch Rd./Crest Dr. Roundabout Project and staff recommends re-programming the CMAQ funding to accommodate the City of Rocklin’s request.

15. Reprogramming CMAQ Funding from the City of Lincoln’s Lincoln Boulevard Streetscape Improvement Phase 4 Project to the Industrial Avenue Rehabilitation Project - \$48,734

In December 2021, the PCTPA Board of Directors approved the reprogramming of \$48,734 of Congestion Mitigation and Air Quality (CMAQ) program funding to the City of Lincoln’s Lincoln Boulevard Streetscape Improvements Project Phase 4 (PLA25677). This project will close gaps between and improve existing sidewalks, upgrade and shorten pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and install combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. The City of Lincoln is now requesting to reprogram the \$48,734 of CMAQ funds from this project to the Industrial Avenue Rehabilitation Project (PLA25868). This project will rehabilitate degraded

Board of Directors
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May 24, 2023
Page 7

- pavement, and will add Class 2 bike lanes which is a CMAQ eligible expense. The City no longer requires the federal CMAQ funding for the Lincoln Boulevard Streetscape Improvements Project Phase 4 as it will be replaced with local funding. However, the Industrial Avenue Rehabilitation project needs additional funding for the project to advance. Staff recommends approval.
16. Letter of Task Agreement for Sales and Use Tax and Economic Analysis Forecasting Services, July 1, 2023 – June 30, 2024: HdL - \$15,000
Staff recommends approval of the attached Letter of Task Agreement with HdL for Sales and Use Tax and Economic Analysis Forecasting Services for the Regional Transportation Funding Program (WE 61). Expenditures are included in the FY 2023/24 Overall Work Program and Budget. Staff recommends approval.
 17. FY 2022/23 Town of Loomis Claims for Local Transportation Funds (LTF) - \$526,384
The Town of Loomis has submitted a claim for \$526,384 in LTF funds for FY 2022/23. The entirety of the claim will be used for Article 8a Local Streets and Roads purposes. The Town's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the Town submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2022, and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
 18. FY 2022/23 Town of Loomis Claims for State Transit Assistance (STA) - \$62,696
The Town of Loomis has submitted claims for \$62,696 in STA funds for FY 2022/23 - entirely for contracted transit services. The Town's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
 19. FY 2022/23 City of Roseville Claims for Local Transportation Funds (LTF) - \$11,764,381
The City of Roseville has submitted a claim for \$11,764,381 in LTF funds for FY 2022/23. The claim is broken down as follows: \$4,969,709 for Article 4 Transit Operations; \$4,048,701 for Article 4 Transit Capital; \$2,689,711 for Article 8a Local Streets and Roads; and \$56,260 for Article 8a, Transportation Planning Process. The City's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2022, and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
 20. FY 2022/23 City of Roseville Claims for State Transit Assistance (STA) - \$1,504,103
The City of Roseville has submitted claims for \$1,504,103 in STA funds for FY 2022/23 - entirely for transit operations. The City's claim is compliant with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
 21. FY 2022/23 City of Roseville Claims for State of Good Repair Funds (SGR) - \$198,196
The City of Roseville has submitted a claim for \$198,196 in Senate Bill 1 SGR funds for FY 2022/23 for transit capital and maintenance purposes. The City's claim is in compliance

with the approved SGR apportionment and with all applicable requirements. Staff recommends approval.

22. Nevada Station Operating Budget for Fiscal Years 2023/24 and 2024/25

In December 2003, PCTPA completed the purchase of the Nevada Station office building at 249-299 Nevada Street in Auburn to house the Agency's operations. In doing so, the Agency has also become landlord, charged with the responsibility of operating and maintaining the building, negotiating commercial leases, and resolving property and tenant issues. Because of certain powers needed to obtain bond financing that are not specifically held by PCTPA, the South Placer Regional Transportation Authority (SPRTA) agreed to be the conduit for the financing of the purchase of the Nevada Station. Under this arrangement, SPRTA is listed as the official owner of the building and fully leases it to PCTPA. PCTPA, in turn, handles all management, operations, maintenance and repairs, tenant leasing, rental collection, and bond payments. Under the terms of the ownership arrangement, bi-annual budget is approved by both SPRTA and PCPTA. The budget to actual figures are for 2021/22 and 2022/23 (as estimated through 6/30/23) are attached. US Bank, which services the bonds, requires that the Agency certify that bond payments are included in the building's operating budget and are included accordingly. Staff is requesting the Board's certification and approval of the proposed Nevada Station operating budgets for FY 2023/24 & 2024/25.



ALICE DOWDIN CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
DANNY CARTWRIGHT
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK
Executive Director

May 24, 2023

John A. Klemunes, Jr.
President
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630-4713

**SUBJECT: LETTER OF TASK AGREEMENT #22-01 AMENDMENT #1
BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND DOKKEN ENGINEERING**

Dear Mr. Klemunes:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Dokken Engineering (“Contractor”),” dated May 25, 2022 (“Master Agreement”).

1. Incorporated Master Agreement: The terms of the Master Agreement are incorporated herein by this reference, as if fully set forth herein. Amendment #1 to Letter of Task Agreement (LOTA) #22-01 is the statement of contract specific requirements applicable to the work effort to be undertaken by Dokken Engineering and its subconsultants for the I-80 Auxiliary Lanes Project Construction Engineering Support Services during FY 2022/23.
2. Term: Dokken Engineering’s services under Amendment #1 are to be completed no later than June 30, 2023. During the term of this contract, Dokken Engineering will not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Under Amendment #1 Dokken Engineering is authorized to perform additional bid and construction award support services for Caltrans during the remainder of FY 2022/23 as outlined in Exhibit A (Scope of Work) and incorporated herein by this reference.
4. Compensation: Amendment #1 reallocates \$22,490.28 from the Master Agreement FY 2024/25 budget to FY 2022/23, increasing the total amount for FY 2022/23 from \$237,764.27 to \$260,254.55. The total five-year Master Agreement budget of \$598,270.33 remains unchanged. The revised five-year Master Agreement budget table as outlined in Exhibit B reflects the proposed budget reallocation. Per the Master Agreement, PCTPA will withhold ten percent



May 5, 2023

David Melko
Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

**RE: I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES
Request for Budget Reallocation #2**

Dear Mr. Melko:

The purpose of this letter is to request a second budget reallocation to the May 25, 2022, Letter of Task Agreement #22-01 between the PCTPA and Dokken Engineering (DE) for construction engineering support services on the I-80 Auxiliary Lanes Project. This Budget Reallocation will increase Dokken Engineering's current total Task Order amount of \$237,764.27 to a total of \$260,254.55. The reallocation of funds will advance funds of \$22,490.28 from Fiscal Year 2024/2025 and will not increase Dokken Engineering's Master Agreement total of \$598,270.33. This reallocation is needed to address support services at a level beyond what was anticipated when the annual Task Order amounts were developed for the services to be provided under the multi-year Master Agreement.

The Scope of Work describing the support services for this budget reallocation request is included in Attachment 1. Attachment 2 is Table 1 - Budget Reallocation Request, which provides a breakdown of the cost reallocation requested by task. Attachment 3 is Table 2 - Fiscal Year Budgets, which provides a breakdown of fund reallocations between the fiscal years.

It is not known at this time if the advanced budgets from Fiscal Year 2024/2025 will be sufficient to address support needs. Once the construction has been underway and there is a better understanding of the construction support, we can revisit the need for the third task order.

We continue to appreciate the opportunity to provide services for this important transportation project. If you have any questions or need additional information, please contact me at our office at (916) 858-0642, or my cell 916-261-4642 or at akonieczka@dokkenengineering.com.

Sincerely,

DOKKEN ENGINEERING

Amanda Konieczka, PE
Project Manager

Attachments: Budget Reallocation Scope of Work
Table 1 - Budget Reallocation Request
Table 2 - FY Budgets

2932-052/

SCOPE OF WORK

The following Scope of Work is for Task Order #1 – Budget Reallocation for engineering support during the construction phase of the I-80 Auxiliary Lane project.

TASK 1.0 PROJECT MANAGEMENT

Task 1.1 PCTPA Support

Bid opening occurred in January 2023 and bids were higher than the allocated funding; therefore, efforts were needed to support PCTPA for the activities to obtain funds. The contract award and contract approval timeframes have been uncertain due to Caltrans leading the efforts. Contract Award is anticipated to occur in May 2023 with mobilization in June 2023. These timeframes have increased the efforts further beyond what was anticipated during the initial budget reallocation.

PG&E Final Invoice – This invoice far exceeded the estimated amount. DE provided the Utility Agreement amendment and will follow the process through approval by all parties: PG&E, PCTPA, and Caltrans.

Task 1.2 Resource Management

Dokken will assign the resources necessary to provide the services detailed in the various tasks. Monthly progress reports will be prepared summarizing the work performed during the prior month.

Deliverables: Progress Reports, Monthly Invoices, Project Files, Utility Agreement Amendment, Exhibit 14-C

TASK 2.0 SERVICES BIDDING TO AWARD

Task 2.1 Bidding Support

After the project was approved Ready to List, Caltrans construction completed an additional review and questioned a barrier detail along a soundwall adjacent the Douglas westbound slip-on ramp. Caltrans approved the SDSDD, which required revisions to the plans and estimate via CCO. Dokken will finalize and submit to Caltrans for review and approval.

Task 2.3 Environmental Mitigation Support

Due to the extension of contract award and approval timelines, Dokken assisted PCTPA with the City of Roseville's tree permit extension. Dokken will work the PCTPA and agencies to process waters mitigation payments.

Deliverables: Responses to bidder questions related to design, bid review, mitigation purchase agreements.

TASK 3.0 REQUESTS FOR INFORMATION

The following tasks provide the services necessary by the design team to support the project once a contractor has been awarded the project.

Task 3.1 Respond to Requests for Information (RFI's)

This budget reallocation request will replenish this task for the kick-off months for construction.

Deliverables: Responses to RFI's

TASK 4.0 REVIEW OF SHOP DRAWINGS

TASK 4.1 Review of Shop Drawings

This budget reallocation request will replenish this task for the kick-off months for construction.

Deliverables: Shop drawing review comments

TABLE 1
I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES AGREEMENT
TASK ORDER #22-01
BUDGET REALLOCATION REQUEST
May 2023 through June 2023

TASK DESCRIPTION	ORIGINAL CONTRACT AMOUNT	REVISED JAN 2023 CONTRACT AMOUNT	EXPENDITURES THROUGH APRIL 2023	REMAINING BALANCE	LOTA REQUEST	REVISED CONTRACT AMOUNT	REMAINING BALANCE WITH REVISED CONTRACT AMOUNT
TASK 1.0 - PROJECT MANAGEMENT	\$ 26,454.56	\$ 44,454.56	\$ 43,447.40	\$ 1,007.16	\$ 3,942.01	\$ 48,396.57	\$ 4,949.17
Task 1.1 - PCTPA Support	\$ 17,210.04	\$ 35,210.04	\$ 34,600.92	\$ 609.12	\$ 3,442.01	\$ 38,652.05	\$ 4,051.13
Task 1.2 - Resource Management	\$ 9,244.52	\$ 9,244.52	\$ 8,846.48	\$ 398.04	\$ 500.00	\$ 9,744.52	\$ 898.04
TASK 2.0 - SERVICES BIDDING TO AWARD	\$ 97,728.66	\$ 166,318.28	\$ 170,771.96	\$ (4,453.68)	\$ 11,200.00	\$ 177,518.28	\$ 6,746.32
Task 2.1 - Bidding Support	\$ 66,271.24	\$ 144,681.54	\$ 149,148.98	\$ (4,467.44)	\$ 10,000.00	\$ 154,681.54	\$ 5,532.56
Dokken	\$ 62,931.47	\$ 142,931.47	\$ 147,663.30	\$ (4,731.83)	\$ 10,000.00	\$ 152,931.47	\$ 5,268.17
Callander	\$ 950.07	\$ 1,750.07	\$ 1,485.68	\$ 264.39		\$ 1,750.07	\$ 264.39
Geocon	\$ 2,389.70	\$ -	\$ -	\$ -		\$ -	\$ -
Task 2.2 - Submittal Review	\$ 14,842.26	\$ 11,149.47	\$ 10,721.51	\$ 427.96	\$ -	\$ 11,149.47	\$ 427.96
Dokken	\$ 10,699.91	\$ 10,699.91	\$ 10,511.60	\$ 188.31		\$ 10,699.91	\$ 188.31
Callander	\$ 1,249.56	\$ 449.56	\$ 209.91	\$ 239.65		\$ 449.56	\$ 239.65
Geocon	\$ 2,892.79	\$ -	\$ -	\$ -		\$ -	\$ -
Task 2.3 - Environmental Mitigation Support	\$ 16,615.16	\$ 10,487.27	\$ 10,901.47	\$ (414.20)	\$ 1,200.00	\$ 11,687.27	\$ 785.80
TASK 3.0 - REQUESTS FOR INFORMATION	\$ 104,187.97	\$ 22,698.35	\$ -	\$ 22,698.35	\$ 5,000.00	\$ 27,698.35	\$ 27,698.35
Task 3.1 - Respond to Requests for Information (RFI's)	\$ 93,037.81	\$ 14,648.19	\$ -	\$ 14,648.19	\$ 5,000.00	\$ 19,648.19	\$ 19,648.19
Dokken	\$ 90,771.23	\$ 12,381.61	\$ -	\$ 12,381.61	\$ 5,000.00	\$ 17,381.61	\$ 17,381.61
Callander	\$ 769.87	\$ 769.87	\$ -	\$ 769.87	\$ -	\$ 769.87	\$ 769.87
Geocon	\$ 1,496.71	\$ 1,496.71	\$ -	\$ 1,496.71	\$ -	\$ 1,496.71	\$ 1,496.71
Task 3.2 - Site Visits and Meetings	\$ 11,150.16	\$ 8,050.16	\$ -	\$ 8,050.16	\$ -	\$ 8,050.16	\$ 8,050.16
Dokken	\$ 6,152.61	\$ 3,052.61	\$ -	\$ 3,052.61	\$ -	\$ 3,052.61	\$ 3,052.61
Callander	\$ 3,448.27	\$ 3,448.27	\$ -	\$ 3,448.27	\$ -	\$ 3,448.27	\$ 3,448.27
Geocon	\$ 1,549.28	\$ 1,549.28	\$ -	\$ 1,549.28	\$ -	\$ 1,549.28	\$ 1,549.28
TASK 4.0 - REVIEW OF SHOP DRAWINGS	\$ 9,393.08	\$ 4,293.08	\$ -	\$ 4,293.08	\$ 2,348.27	\$ 6,641.35	\$ 6,641.35
Task 4.1 - Review of Shop Drawings	\$ 9,393.08	\$ 4,293.08	\$ -	\$ 4,293.08	\$ 2,348.27	\$ 6,641.35	\$ 6,641.35
Dokken	\$ 9,182.06	\$ 4,082.06	\$ -	\$ 4,082.06	\$ 2,348.27	\$ 6,430.33	\$ 6,430.33
Callander	\$ 211.02	\$ 211.02	\$ -	\$ 211.02	\$ -	\$ 211.02	\$ 211.02
TASK 5.0 - AS-BUILT PLAN PREPARATION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 5.1 - Prepare As-Built Plans							
TASK 6.0 - CONTRACT ACCEPTANCE SUPPORT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 6.1 - Contract Acceptance Support							
TASK 7.0 - SUPPORT FOR FINAL REPORTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 7.1 - Support for Caltrans M700 Final Reports							
Task 7.2 - Support for SB-1 Reporting							
TOTAL COST	\$ 237,764.27	\$ 237,764.27	\$ 214,219.36	\$ 23,544.91	\$ 22,490.28	\$ 260,254.55	\$ 46,035.19

TABLE 2
I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES AGREEMENT
FISCAL YEAR BUDGETS

TASK DESCRIPTION	FISCAL YEAR 7/1/22 - 6/30/23				FISCAL YEAR 7/1/23 - 6/30/24		FISCAL YEAR 7/1/24 - 6/30/25		FISCAL YEAR 7/1/25 - 6/30/26		FISCAL YEAR 7/1/26 - 6/30/27		MASTER AGREEMENT TOTAL	GRAND TOTAL COST	
	%	ORIGINAL COST	1st Reallocation COST	LOTA	2nd Reallocation COST	%	COST	ORIGINAL COST	%	COST	%	COST			
															68%
TASK 1.0 - PROJECT MANAGEMENT	37%	\$ 26,454.56	\$ 44,454.56	\$ 3,942.01	\$ 48,396.57	22%	\$ 15,872.74	\$ 5,290.91	2%	\$ 1,348.91	4%	\$ 2,645.46	\$ 52,909.12	\$ 70,909.12	TRUE
Task 1.1 - PCTPA Support	33%	\$ 17,210.04	\$ 35,210.04	\$ 3,442.01	\$ 38,652.05	20%	\$ 10,326.02	\$ 3,442.01	0%	\$ -	3%	\$ 1,721.00	\$ 34,420.07	\$ 52,420.08	TRUE
Task 1.2 - Resource Management	50%	\$ 9,244.52	\$ 9,244.52	\$ 500.00	\$ 9,744.52	30%	\$ 5,546.71	\$ 1,848.90	7%	\$ 1,348.91	5%	\$ 924.45	\$ 18,489.05	\$ 18,489.04	TRUE
TASK 2.0 - SERVICES BIDDING TO AWARD	55%	\$ 97,728.66	\$ 166,318.28	\$ 11,200.00	\$ 177,518.28	100%	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ 97,728.66	\$ 177,518.28	TRUE
Task 2.1 - Bidding Support	43%	\$ 66,271.24	\$ 144,681.54	\$ 10,000.00	\$ 154,681.54	0%	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ 66,271.24	\$ 154,681.54	TRUE
Task 2.2 - Submittal Review	13%	\$ 14,842.26	\$ 11,149.47	\$ -	\$ 11,149.47	0%	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ 14,842.26	\$ 11,149.47	TRUE
Task 2.3 - Environmental Mitigation Support	142%	\$ 16,615.16	\$ 10,487.27	\$ 1,200.00	\$ 11,687.27	0%	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ 16,615.16	\$ 11,687.27	TRUE
TASK 3.0 - REQUESTS FOR INFORMATION	48%	\$ 104,187.97	\$ 22,698.35	\$ 5,000.00	\$ 27,698.35	13%	\$ 144,150.38	\$ 62,084.59	21%	\$ 45,884.58	0%	\$ -	\$ 310,422.94	\$ 217,733.31	TRUE
Task 3.1 - Respond to Requests for Information (RFI's)	53%	\$ 93,037.81	\$ 14,648.19	\$ 5,000.00	\$ 19,648.19	68%	\$ 119,620.04	\$ 53,164.46	21%	\$ 36,964.46	0%	\$ -	\$ 265,822.31	\$ 176,232.69	TRUE
Task 3.2 - Site Visits and Meetings	27%	\$ 11,150.16	\$ 8,050.16	\$ -	\$ 8,050.16	19%	\$ 24,530.34	\$ 8,920.12	21%	\$ 8,920.12	0%	\$ -	\$ 44,600.62	\$ 41,500.62	TRUE
TASK 4.0 - REVIEW OF SHOP DRAWINGS	51%	\$ 9,393.08	\$ 4,293.08	\$ 2,348.27	\$ 6,641.35	36%	\$ 11,741.35	\$ 2,348.27	0%	\$ -	0%	\$ -	\$ 23,482.70	\$ 18,382.70	TRUE
Task 4.1 - Review of Shop Drawings	51%	\$ 9,393.08	\$ 4,293.08	\$ 2,348.27	\$ 6,641.35	36%	\$ 11,741.35	\$ 2,348.27	0%	\$ -	0%	\$ -	\$ 23,482.70	\$ 18,382.70	TRUE
TASK 5.0 - AS-BUILT PLAN PREPARATION	0%	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ 52,644.94	100%	\$ 52,644.94	0%	\$ -	\$ 52,644.94	\$ 52,644.94	TRUE
Task 5.1 - Prepare As-Built Plans	0%	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ 52,644.94	100%	\$ 52,644.94	0%	\$ -	\$ 52,644.94	\$ 52,644.94	TRUE
TASK 6.0 - CONTRACT ACCEPTANCE SUPPORT	0%	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	100%	\$ 22,611.61	\$ 22,611.61	\$ 22,611.61	TRUE
Task 6.1 - Contract Acceptance Support	0%	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	100%	\$ 22,611.61	\$ 22,611.61	\$ 22,611.61	TRUE
TASK 7.0 - SUPPORT FOR FINAL REPORTS	0%	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	75%	\$ 28,959.72	\$ 38,470.37	\$ 38,470.37	TRUE
Task 7.1 - Support for Caltrans M700 Final Reports	0%	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	20%	\$ 2,377.66	\$ 11,888.31	\$ 11,888.31	TRUE
Task 7.2 - Support for SB-1 Reporting	0%	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	100%	\$ 26,582.06	\$ 26,582.06	\$ 26,582.06	TRUE
TOTAL HOURS															
TOTAL COST	40%	\$ 237,764.27	\$ 237,764.27	\$ 22,490.28	\$ 260,254.55	29%	\$ 171,764.47	\$ 122,368.71	17%	\$ 99,878.43	9%	\$ 54,216.78	\$ 598,270.33	\$ 598,270.33	TRUE

This summary is provided to assist PCTPA in budgeting costs over the anticipated fiscal years for which services are to be provided. The estimate is based on the project advertising for bids in September 2022, followed by award to a contractor in November 2022, contract approval in December 2022, and 300 working days



ALICE DOWDIN
CALVILLO
City of Auburn
TRINITY BURRUSS
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PAUL JOINER
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Executive Director

May 24, 2023

John A. Klemunes, Jr.
President
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630-4713

**SUBJECT: LETTER OF TASK AGREEMENT #23-01
BETWEEN PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AND DOKKEN ENGINEERING**

Dear Mr. Klemunes:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Dokken Engineering (“Contractor”),” dated May 25, 2022 (“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 Dokken Engineering and its subconsultants for the I-80 Auxiliary Lanes Project Construction Engineering Support Services.
2. Term: Contractor’s services are to commence July 1, 2023, and shall be completed no later than June 30, 2024. During the term of this contract, Dokken Engineering will not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Contractor shall perform Construction Engineering Support Services, attached hereto as Exhibit A (Scope of Work), and incorporated herein by this reference.
3. Compensation: As set forth in the Project Budget, attached hereto as Exhibit B, the amount to be paid to Dokken Engineering under this Agreement shall not exceed \$171,765 for Construction Engineering Support Services. Invoices shall be submitted in accordance with the approved rates and fees also included in Exhibit B. Per the Master Agreement, PCTPA will withhold ten percent (10%) of the payments due until successful completion of the work and the delivery and acceptance of all final products.
4. Personnel and Subconsultants: Dokken Engineering will manage the project and its team of subconsultants, as set forth in Exhibit A. Dokken Engineering represents that its personnel and

subconsultant team are specially trained, licensed, and/or have the experience and expertise necessary to competently perform the services set forth in Exhibit A, and shall comply with all applicable laws, regulations, and guidelines required for I-80 Auxiliary Lanes Project Construction Engineering Support Services.

Each Contractor subcontract shall contain the applicable provisions of the Master Agreement, including Sections 26 (Minimum Insurance Requirements) and 32 (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
 Executive Director
 Placer County Transportation Planning Agency

John A. Klemunes, Jr. Date
 President
 Dokken Engineering

Enc: Exhibit A Scope of Work
 Exhibit B Project Budget (including Rates and Fees)

c: Amanda Konieczka, Dokken Engineering
 Rick Carter, PCTPA
 David Melko, PCTPA



May 5, 2023

David Melko
Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

**RE: I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES
LOTA #2 – Fiscal Year 2023-2024**

Dear Mr. Melko:

The purpose of this letter is to request authorization of Task Order #2 for Fiscal Year 2023/2024 under the multi-year Master Agreement between the PCTPA and Dokken Engineering (DE), dated May 25, 2022, for construction engineering support services on the I-80 Auxiliary Lanes Project. This Task Order is in the amount of \$171,764.47 as described in Dokken Engineering’s Master Agreement and in Attachment 1 – Table 1: Fiscal Year Budgets. The Scope of Work describing the support services for this task order request is included in Attachment 2.

We continue to appreciate the opportunity to provide services for this important transportation project. If you have any questions or need additional information, please contact me at our office at (916) 858-0642, or my cell 916-261-4642 or at akonieczka@dokkenengineering.com.

Sincerely,

DOKKEN ENGINEERING

Amanda Konieczka, PE
Project Manager

Attachments: Table 1 – FY Budgets
Scope of Work

**TABLE 1
I-80 AUXILIARY LANES CONSTRUCTION ENGINEERING SUPPORT SERVICES AGREEMENT
FISCAL YEAR BUDGETS**

TASK DESCRIPTION	FISCAL YEAR 7/1/22 - 6/30/23					FISCAL YEAR 7/1/23 - 6/30/24		FISCAL YEAR 7/1/24 - 6/30/25			FISCAL YEAR 7/1/25 - 6/30/26		FISCAL YEAR 7/1/26 - 6/30/27		MASTER AGREEMENT TOTAL	GRAND TOTAL COST		
	%	ORIGINAL COST	1st Reallocation COST	LOTA		2nd Reallocation COST	%	COST	ORIGINAL COST	%	COST	%	COST	%				COST
TASK 1.0 - PROJECT MANAGEMENT	37%	\$ 26,454.56	\$ 44,454.56	\$ 3,942.01	68%	\$ 48,396.57	22%	\$ 15,872.74	\$ 5,290.91	2%	\$ 1,348.91	4%	\$ 2,645.46	4%	\$ 2,645.46	\$ 52,909.12	\$ 70,909.12	TRUE
Task 1.1 - PCTPA Support	33%	\$ 17,210.04	\$ 35,210.04	\$ 3,442.01	74%	\$ 38,652.05	20%	\$ 10,326.02	\$ 3,442.01	0%	\$ -	3%	\$ 1,721.00	3%	\$ 1,721.00	\$ 34,420.07	\$ 52,420.08	TRUE
Task 1.2 - Resource Management	50%	\$ 9,244.52	\$ 9,244.52	\$ 500.00	53%	\$ 9,744.52	30%	\$ 5,546.71	\$ 1,848.90	7%	\$ 1,348.91	5%	\$ 924.45	5%	\$ 924.45	\$ 18,489.05	\$ 18,489.04	TRUE
TASK 2.0 - SERVICES BIDDING TO AWARD	55%	\$ 97,728.66	\$ 166,318.28	\$ 11,200.00	100%	\$ 177,518.28	0%	\$ -	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	\$ 97,728.66	\$ 177,518.28	TRUE
Task 2.1 - Bidding Support	43%	\$ 66,271.24	\$ 144,681.54	\$ 10,000.00	100%	\$ 154,681.54	0%	\$ -	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	\$ 66,271.24	\$ 154,681.54	TRUE
Task 2.2 - Submittal Review	133%	\$ 14,842.26	\$ 11,149.47	\$ -	100%	\$ 11,149.47	0%	\$ -	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	\$ 14,842.26	\$ 11,149.47	TRUE
Task 2.3 - Environmental Mitigation Support	142%	\$ 16,615.16	\$ 10,487.27	\$ 1,200.00	100%	\$ 11,687.27	0%	\$ -	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	\$ 16,615.16	\$ 11,687.27	TRUE
TASK 3.0 - REQUESTS FOR INFORMATION	48%	\$ 104,187.97	\$ 22,698.35	\$ 5,000.00	13%	\$ 27,698.35	66%	\$ 144,150.38	\$ 62,084.59	21%	\$ 45,884.58	0%	\$ -	0%	\$ -	\$ 310,422.94	\$ 217,733.31	TRUE
Task 3.1 - Respond to Requests for Information (RFI's)	53%	\$ 93,037.81	\$ 14,648.19	\$ 5,000.00	11%	\$ 19,648.19	68%	\$ 119,620.04	\$ 53,164.46	21%	\$ 36,964.46	0%	\$ -	0%	\$ -	\$ 265,822.31	\$ 176,232.69	TRUE
Task 3.2 - Site Visits and Meetings	27%	\$ 11,150.16	\$ 8,050.16	\$ -	19%	\$ 8,050.16	59%	\$ 24,530.34	\$ 8,920.12	21%	\$ 8,920.12	0%	\$ -	0%	\$ -	\$ 44,600.62	\$ 41,500.62	TRUE
TASK 4.0 - REVIEW OF SHOP DRAWINGS	51%	\$ 9,393.08	\$ 4,293.08	\$ 2,348.27	36%	\$ 6,641.35	64%	\$ 11,741.35	\$ 2,348.27	0%	\$ -	0%	\$ -	0%	\$ -	\$ 23,482.70	\$ 18,382.70	TRUE
Task 4.1 - Review of Shop Drawings	51%	\$ 9,393.08	\$ 4,293.08	\$ 2,348.27	36%	\$ 6,641.35	64%	\$ 11,741.35	\$ 2,348.27	0%	\$ -	0%	\$ -	0%	\$ -	\$ 23,482.70	\$ 18,382.70	TRUE
TASK 5.0 - AS-BUILT PLAN PREPARATION	0%	\$ -	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ 52,644.94	100%	\$ 52,644.94	0%	\$ -	0%	\$ -	\$ 52,644.94	\$ 52,644.94	TRUE
Task 5.1 - Prepare As-Built Plans	0%	\$ -	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ 52,644.94	100%	\$ 52,644.94	0%	\$ -	0%	\$ -	\$ 52,644.94	\$ 52,644.94	TRUE
TASK 6.0 - CONTRACT ACCEPTANCE SUPPORT	0%	\$ -	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ -	0%	\$ -	100%	\$ 22,611.61	0%	\$ -	\$ 22,611.61	\$ 22,611.61	TRUE
Task 6.1 - Contract Acceptance Support	0%	\$ -	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ -	0%	\$ -	100%	\$ 22,611.61	0%	\$ -	\$ 22,611.61	\$ 22,611.61	TRUE
TASK 7.0 - SUPPORT FOR FINAL REPORTS	0%	\$ -	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ -	0%	\$ -	75%	\$ 28,959.72	25%	\$ 9,510.65	\$ 38,470.37	\$ 38,470.37	TRUE
Task 7.1 - Support for Caltrans M700 Final Reports	0%	\$ -	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ -	0%	\$ -	20%	\$ 2,377.66	80%	\$ 9,510.65	\$ 11,888.31	\$ 11,888.31	TRUE
Task 7.2 - Support for SB-1 Reporting	0%	\$ -	\$ -	\$ -	0%	\$ -	0%	\$ -	\$ -	0%	\$ -	100%	\$ 26,582.06	0%	\$ -	\$ 26,582.06	\$ 26,582.06	TRUE
TOTAL HOURS																\$ -		TRUE
TOTAL COST	40%	\$ 237,764.27	\$ 237,764.27	\$ 22,490.28	44%	\$ 260,254.55	29%	\$ 171,764.47	\$ 122,368.71	17%	\$ 99,878.43	9%	\$ 54,216.78	2%	\$ 12,156.11	\$ 598,270.33	\$ 598,270.33	TRUE

This summary is provided to assist PCTPA in budgeting costs over the anticipated fiscal years for which services are to be provided. The estimate is based on the project advertising for bids in September 2022, followed by award to a contractor in November 2022, contract approval in December 2022, and 300 working days

I-80 Auxiliary Lanes – Construction Phase Task Order 2 for Engineering Support Services

SCOPE OF WORK

The following Scope of Work is for Task Order #2 – Fiscal Year 2023/2024 for engineering support during the construction phase of the I-80 Auxiliary Lane project. Construction Award is anticipated to occur in May 2023 with mobilization in June 2023 and ending contract work by the end of 2024.

TASK 1.0 PROJECT MANAGEMENT

Task 1.1 PCTPA Support

Dokken will continue to provide support to PCTPA during the construction phase of the project, assisting with questions and providing information as may be requested. The level of effort is based on quarterly coordination calls. Dokken would also assist with various general requests for information (separate from the construction coordination/inquires with Caltrans).

Dokken will coordinate with the City of Roseville and process an abandonment of the Public Utility Easement (PUE) on the strip of land acquired from the Strauch/Stephenson property. Dokken will also coordinate with PG&E to process a quit claim for the easement where utilities were removed/abandoned with the project.

Task 1.2 Resource Management

Dokken will assign the resources necessary to provide the services detailed in the various tasks. Monthly progress reports will be prepared summarizing the work performed during the prior month.

Dokken will establish and apply internal accounting methods and procedures acceptable to the PCTPA and Caltrans for documenting and monitoring contract costs. Dokken Engineering will submit a consolidated monthly invoice in a format acceptable to the PCTPA and broken down in a manner consistent with the Scope of Work. Payments to the Consultant are to be in arrears. In other words, Dokken Engineering will have actually incurred and paid the costs before invoicing the PCTPA.

Invoices will include the following:

- Formatted to meet PCTPA requirements; and
- Signed by the Dokken Engineering Project Manager; and
- Have a unique invoice number

The PCTPA will have the right to delay payment, should the above requirements not be met.

Dokken will maintain all required records at our office for the duration of the project and for three years after completion of the project. The PCTPA, duly authorized representatives of Caltrans and other jurisdictional agencies will have access to any documents, books, papers, and records of Dokken Engineering (which are directly pertinent to the project) for the purpose of making an audit, examination, excerpts, and transcriptions. Dokken Engineering will comply with applicable federal and state requirements.

Deliverables: Progress Reports, Monthly Invoices, Project Files, PUE Abandonment Application

TASK 2.0 SERVICES BIDDING TO AWARD

Services from bidding to award will be complete with Task Order #1.

TASK 3.0 REQUESTS FOR INFORMATION

The following tasks provide the services necessary by the design team to support the project once a contractor has been awarded the project.

Task 3.1 Respond to Requests for Information (RFI's)

Dokken will provide on-going consultation and interpretation of contract documents, as requested. Written responses will be provided to design related requests for information (RFI's), and supplemental or revised drawings may be issued to provide clarity to the Resident Engineer (RE) and Contractor. Developing plans for change orders is also made a part of this task. This work will be coordinated through Caltrans who will be the point of contact for the contractor.

Sub consultant, Callander and Geocon, will be available as requested to respond to RFI's transmitted to them from Dokken. Dokken will review the responses from our sub consultants for completeness and clarity prior to transmitting them to Caltrans and PCTPA. Responses will be recorded on the monthly progress report and retained for as-built plan preparation.

Dokken will maintain a log of open and recently closed RFI's to ensure timely response and progress on all RFI's.

Task 3.2 Site Visits and Meetings

Dokken will attend the pre-construction meeting scheduled and administered by Caltrans.

Dokken will schedule and attend periodic site visits throughout the project to answer questions, offer insight related to the numerous unique project conditions. Geocon and Callander will attend relevant meetings. Meetings are sometimes necessary to coordinate resolution of issues. Dokken would work through PCTPA and Caltrans Resident Engineer to accept an invitation or request any meetings.

Arborist Review: Callander will provide observation of root and limb pruning of trees near JoAnne Lane as noted on exhibit provided for the RE file. Callander will provide recommendations on pruning limits related to adjacent construction. Callander will report to Caltrans project Construction Manager of any deviations from the plan or necessary removals and provide written field reports.

Environmental support services such as nesting bird surveys, environmental awareness training, installation or monitoring of Environmentally Sensitive Area (ESA) fencing, biological monitoring and permit monitoring and closeout are not included. Caltrans and Contractor have the responsibility to ensure compliance with all measures. This includes the 401/1602 permits and tree permits, as they are attachments to the specs.

Materials testing and project inspection, including source inspections, are not included.

Deliverables: Responses to RFI's, site visits, meeting attendance

TASK 4.0 REVIEW OF SHOP DRAWINGS

Task 4.1 Review of Shop Drawings

Dokken will review submittal drawings and stamp them as returned for corrections, approved as noted, approved or no exceptions taken. For the bridges, submittal reviews are anticipated for permanent structure elements such as piling, bearings, joint seals, overhead signs, light poles, and aesthetic. Any corrections will be clearly marked in red and returned to the Caltrans Resident Engineer. Subsequent reviews to confirm appropriate corrections to the shop drawings are anticipated. Submittals will be copied to PCTPA.

Review of shop drawings for bridge falsework or temporary shoring is not included.

Deliverables: Shop drawing review comments



ALICE DOWDIN CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
DANNY CARTWRIGHT
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK
Executive Director

May 24, 2023

Charles H. Banks, President
R.L. Banks and Associates, Inc.
2107 Wilson Boulevard, Ste 750
Arlington, VA 22201

**RE: LETTER OF TASK AGREEMENT #23-01
BETWEEN R.L. BANKS & ASSOCIATES, INC. AND
PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Dear Mr. Banks:

This letter, when countersigned, authorizes work under the “Master Agreement between Placer County Transportation Planning Agency (PCTPA) and R.L. Banks & Associates,” dated October 5, 2020.

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 R.L. Banks & Associates to complete the Lincoln, CA Passenger Rail Feasibility Study Final Report as originally approved on October 5, 2020, pursuant to LOTA #20-01.
2. Term: R.L. Banks & Associates services are to commence May 24, 2023, and end on June 30, 2023. A separate Notice to Proceed will be issued on this date. Section 4 (Term) of the Master Agreement identified a contract term commencing October 5, 2020, ending June 30, 2022. LOTA #23-01 extends the contract term to complete the Lincoln, CA Passenger Rail Feasibility Study Final Report to June 30, 2023. Extensions to this contract may be made with the agreement of both parties. This contract shall be completed in such a sequence as to assure that the project is on budget and on schedule. During the term of this contract, R.L. Banks & Associates shall not engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Exhibit A outlines the scope of work to be conducted and the tasks to be performed by R.L. Banks & Associates. Exhibit A is an integral part of this agreement.
4. Personnel: R.L. Banks & Associates will provide their own personnel to perform the work in this Letter of Task Agreement, including administrative support and overhead expenses. David Melko, Senior Transportation Planner, will serve as PCTPA’s Project Manager.

**LETTER OF TASK AGREEMENT #23-01
BETWEEN R.L. BANKS & ASSOCIATES, INC. AND
PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Page 2

- 5. Compensation: For services rendered, R.L. Banks & Associates compensation shall be billed on a time and materials basis not to exceed \$10,000 including all incidentals (telephone, mileage, postage, photocopies, etc.) unless authorized in advance by PCTPA. Any additional work outside the enclosed scope of work shall be billed on a time and materials basis only if mutually agreed upon and authorized in advance by PCTPA and R.L. Banks & Associates in writing. Invoices will be paid within thirty (30) days of receipt.

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:

May 10, 2023

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

Charles H. Banks Date
President
R.L. Banks & Associates, Inc.

Encl: Lincoln Passenger Rail Feasibility Study Finalization Scope of Work

c: Rick Carter, PCTPA
David Melko, PCTPA

**R.L. BANKS & ASSOCIATES, INC.
LINCOLN PASSENGER RAIL FEASIBILITY STUDY FINALIZATION
SCOPE OF WORK**

Page 3

**LINCOLN PASSENGER RAIL FEASIBILITY STUDY
REVISED SCOPE OF WORK**

1. **Final Report:** PCTPA furnished to RLBA by email on February 23rd, PCTPA and agency comments on the Draft Report. RLBA will prepare a Final Report, incorporating PCTPA and agency comments to the extent reasonable.
2. **PCTPA Board of Directors:** RLBA will attend remotely the June 28th PCTPA Board of Director meeting (9:00 a.m. Pacific Time) to present an informative PowerPoint Presentation summarizing the analysis, conclusions, and report recommendations to the PCTP A Board of Directors.

ESTIMATED COST AND TERMS

RLBA total fee charged will employ the hourly rate schedule below, with a Not to Exceed price of \$10,000 regarding the specific tasks and deliverables outlined under the Scope of Work.

Professional Hourly Rate

Charles Banks	\$300
Abe Zumwalt	\$225
Support Staff	\$50

RLBA will bill monthly increments appropriate to the level of effort invested during the associated month, with the expectation that any outstanding budget will be paid in full at the project's completion. Reimbursements of fees are expected to be received by RLBA within 30 days of invoice date. RLBA is committed to delivering our clients high quality, accurate products. If any deliverable produced by RLBA is determined to suffer from any errors or omission, it is the policy of RLBA to correct all such issues at no additional expense to our clients.

NOTICE-TO-PROCEED

Upon PCTPA Board of Director approval of LOTA #23-01, PCTPA will issue a Notice-To-Proceed to RLBA authorizing the completion of the above scope of work.



ALICE DOWDIN CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
DANNY CARTWRIGHT
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK
Executive Director

May 24, 2023

Leslie Bonneau, PMP, Vice President, Principal-in-Charge
Jacobs Engineering Group, Inc.
2485 Natomas Park Drive
Sacramento, California 95833

**SUBJECT: LETTER OF TASK AGREEMENT #23-01
BETWEEN JACOBS ENGINEERING GROUP, INC. AND
PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Dear Ms. Bonneau:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Jacobs Engineering Group, Inc. (“Contractor”),” dated May 24, 2023 (“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 Engineering Group, Inc. and its subconsultants for the I-80/SR 65 Truck Charging Feasibility Study.
2. Scope of Services: Jacobs Engineering Group, Inc. shall perform the I-80/SR 65 Truck Charging Feasibility Study in accordance with Contractor’s proposal and scope of work dated February 14, 2023, attached hereto as Exhibit A. Jacobs Engineering Group, Inc. shall not commence any work on the optional PA&ED services without a written notice to proceed from PCTPA’s Executive Director.
3. Compensation: The basis of payment for the services provided under this contract shall be actual cost plus a fixed fee. As set forth in the Cost Proposal included in Exhibit A, the amount to be paid to Jacobs Engineering Group, Inc. under this Agreement shall not exceed \$200,000. Invoices shall be submitted in accordance with the approved rates and fees included in Exhibit A. Per the Master Agreement, PCTPA will withhold ten percent (10%) of the payments due until successful completion of the work and the delivery and acceptance of all final products.
4. Term: Jacobs Engineering Group, Inc. services are to commence May 24, 2023, and be performed in accordance with the Project Schedule as set forth in Exhibit A.

DATE: May 24, 2023

**SUBJECT: LETTER OF TASK AGREEMENT #23-01
BETWEEN JACOBS ENGINEERING GROUP, INC. AND
PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

- 3. Personnel and Subconsultants: Jacobs Engineering Group, Inc. will manage the project and its team of subconsultants, as set forth in Exhibit A. Contractor represents that its personnel and subconsultant team are specifically trained, licensed, and/or have the experience and expertise necessary to competently perform the services set forth in Exhibit A, and shall comply with all applicable laws, regulations, and guidelines to complete the I-80/SR 65 Truck Charging Feasibility Study.
- 4. Jacobs Engineering Group, Inc. subcontracts shall contain the applicable provisions of the Master Agreement, including Sections 26 (Minimum Insurance Requirements) and 32 (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
 Executive Director
 Placer County Transportation Planning Agency

 Leslie Bonneau, PMP Date
 Vice President, Principal-in-Charge
 Jacobs Engineering Group, Inc.

Enc: Proposal for I-80/SR 65 Truck Charging Feasibility Study and PA&ED, Jacobs Engineering Group, Inc., February 14, 2023.

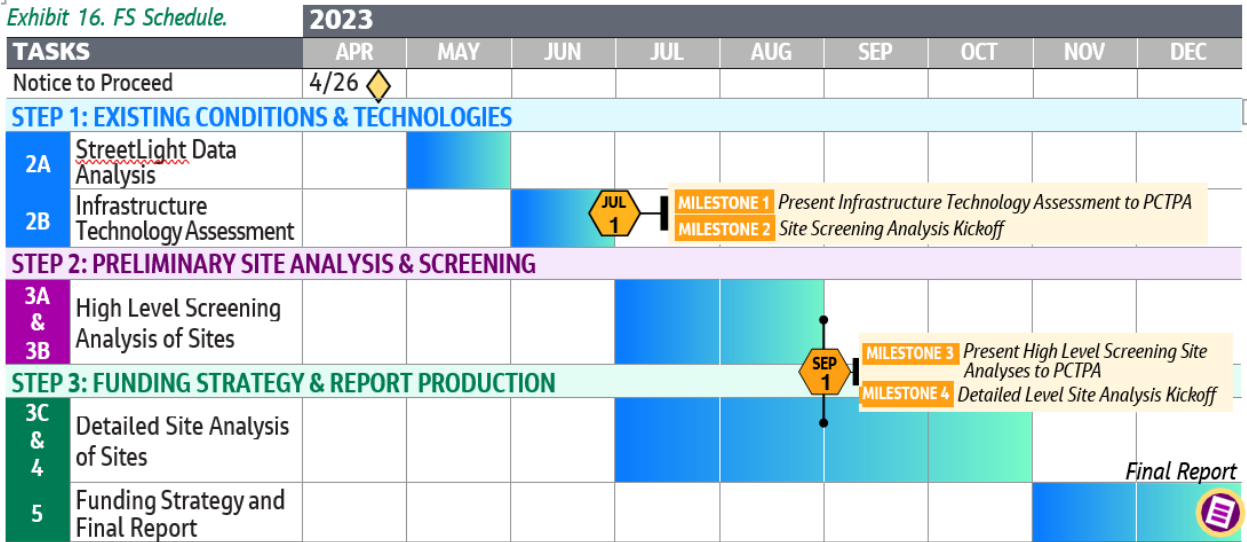
c: Luke Mc-Neel-Caird, Jacobs Engineering Group, Inc.
Rick Carter, PCTPA
Davis Melko, PCTPA

I-80/SR 65 Truck Charging Feasibility Study

Task 1: Project Management

As part of our process, our team prepares a project management plan (PMP) to guide project delivery within scope, schedule, and budget. Describing the overall goals, scope, schedule, budget, project management approach, and quality control procedures, among others, the PMP undergoes regular updates to reflect changes and advancements in methodologies. Prior to the kick-off meeting, we formalize the project's management processes, including staff organization and responsibilities.

Communication and effective risk management are critical for success and covered in bi-weekly meetings with PCTPA. The PMP also summarizes internal and external communications, including meetings with technical working groups, vendors, partners, and the public. The stakeholder engagement and public involvement plan provides the framework for communication and engagement throughout the project as shown in Exhibit 16.



Luke McNeel-Caird, PE, our project manager, is your primary point of contact throughout the execution of the project. In addition to the items described above, the PMP includes safety protocols and the file structure for all project documents. BeyondZero, our approach to health, safety, and security of people and the environment, includes documenting required safety training and equipment and providing the PMP access to all team members through a project-specific ProjectWise or SharePoint site.

Jacobs key staff will convene and develop a suggested list of members for the kickoff and future project development team (PDT) meetings and send to PCTPA so they may engage these members early and formulate the list of attendees for future communications.

For the project kick-off, Jacobs will provide a presentation by our battery-electric truck (BET) and hydrogen refueling infrastructure (HRI) subject matter experts of stations that have developed and

operated in California and other areas. This presentation will include an explanation of the business models, summary of operations, and an explanation of private partners engaged.

Deliverables:

- PMP
- Project schedule
- Subject Matter Experts Presentation
- List of Suggested PDT Members

Task 2: Truck Charging/Hydrogen Fueling Demand

Volume of Light-, Medium-, and Heavy-Duty Trucking Through Corridor

To develop the blueprint of a proposed site to serve future battery-electric or hydrogen trucking customers, the project team identifies and characterizes the current volumes, types, and operational uses of the traffic through the corridor. This corridor traffic analysis informs the infrastructure technology assessment, which identifies the assumed, anticipated need for this study of hydrogen fueling versus battery-electric trucking fleets.

StreetLight Data pioneered the use of big data analytics to help transportation professionals solve their biggest problems. Using its proprietary data processing engine, Route Science®, to algorithmically transform trillions of spatial data points over time, StreetLight measures freight and trucking travel patterns, including origins and destination software as a service (SaaS).

StreetLight provides more than traffic data like travel times, volumes, and origin/destination; they also gather information on trip types, such as long-haul freight versus regional drayage routes. These capabilities help inform our assumptions around charging and fueling technologies, projected customer vehicle type in the near- and long-term, and revenue potential for the site.

The StreetLight team assigned to this project is embedded within our project team, led by David, giving you a one-stop-shop to provide world-class traffic technology and infrastructure development guidance. Dan Seedah, PE, PhD, our freight transportation planning subject matter expert, brings over a decade of experience of merging predictive analytics to inform freight fleets. His experience using StreetLight to provide freight transportation insights is a crucial part of our approach and methodology. Dan's team also provides travel forecasts using the SACOG SACSIM model to calculate vehicle miles traveled.

StreetLight can provide information like truck vehicle origin and destination, frequency and length of stops, and preferred routes, among other data, for this study.

Estimate Quantity and Size of Chargers

A crucial part of the infrastructure technology assessment is to define the quantity and power levels necessary of the electric vehicle charging equipment. Only after defining this can the electrical service, project site cost estimating, and finish infrastructure technology assessment be defined.

David has deep experience with the sizing of electric vehicle charging systems for HD vehicles from past transit bus and semi-truck class-8 electric vehicle fleet projects; this enables him to help develop a detailed site plan illustrating spatial constraints, power needs, and overall equipment quantities.

As with vehicle and battery technology, charging technology is rapidly evolving. The industry is moving from small-scale, pilot deployments to medium and large fleet conversions. In response, charger OEMs offer higher-power chargers with more advanced capabilities (e.g., charger management, dynamic power sharing, and more). These technologies are critical for enabling large deployments for the lowest cost. Our team considers various elements to help optimize design, such as packaging (e.g., medium voltage input, liquid vs. air cooling, sequential vs. Dynamic charging, and charging interfaces). Parking configuration and charging strategy are also important to consider, based on the potential for providing a mixed fleet with battery electric trucks (e.g. different battery capacities due to year purchased or a specific manufacturer). The project team will identify charging power options and discusses foreseeable future improvements.

Estimate the required electrical service

Our proprietary Fleetmax energy-usage modeling software for EV charging supplements the charging technology analysis. We also include the quantity and size of charging infrastructure needed and StreetLight usage data to develop a complete picture of energy usage as travel patterns and technologies evolve over the next decade.

We estimate the energy usage of each site during its transition to serve zero-emissions (ZE) vehicles. Once we know the expected vehicle traffic, charging infrastructure, and approximate battery-electric truck specifications, we develop a representative energy forecast for each location where vehicles would charge. We then create multiple versions of the energy forecast to represent the potentially phased transition to ZE vehicles, beginning with an energy forecast for 2024 and extending until 2040. Each energy forecast indicates the anticipated power requirements during each hour of a year, enabling us to develop energy procurement plans to meet this demand. The energy forecasts are indicative in nature and not intended for use as charge scheduling forecasts or detailed estimates of day- to-day energy usage; rather, they represent annual energy usage and the approximate hourly and seasonal variation expected to occur.

Additionally, as part of this exercise, we apply our electrical power and utility expertise to engage with the local energy utility and City of Roseville to determine strategies for procuring the electrical power needed for the hydrogen or electric charging infrastructure across multiple identified sites adjacent to the I-80/SR 65 interchange.

Estimate Hydrogen Fueling as an Alternative

Hydrogen is a viable technology for long-haul freight transportation, and other modes of transportation, to achieve zero emissions and move away from fossil fuels. The DOE recently released their Hydrogen Hubs initiative as part of the IIJA; at the same time, the State of California is well positioned to become a hydrogen hub of the future. The DOE and California Hydrogen Hub (ARCHES) organized by the Governors Office of Business Development (GO-Biz) has a large emphasis on the usage of hydrogen for HD, fuel-cell electric trucks.

Our approach to estimating the hydrogen fueling alternative mirrors that for the charging infrastructure analysis: estimate the required quantity of hydrogen and size of refueling stations.

A crucial part of the infrastructure technology assessment is to define the quantity of hydrogen and type of storage, compression, and dispensing required for hydrogen refueling equipment. A hydrogen refueling system comprises:

- Dispensing unit(s) used to monitor and manage the flow of hydrogen. These units and associated hoses and nozzles are rated to either 350 or 700 bar depending on the onboard pressure requirements of the fuel-cell electric vehicles. Different nozzle designs prevent the operator from using the incorrect pressure.
- A compressor unit to compress the gas to needed pressures for 350- or 700-bar refueling
- Liquid or compressed gas bulk storage tanks. The density of large quantity hydrogen delivered by truck to the site requires liquid delivery and storage. For onsite or pipeline delivered hydrogen, compressed gas storage is acceptable.
- Delivery and supply connection. It is important to consider the location of hydrogen deliveries (as for conventional gasoline truck trailer deliveries).
- High-pressure gaseous storage tanks. Most systems use a cascade-style refueling, where successively higher- pressure hydrogen is cascaded into the vehicle.
- A chilling unit, to pre-chill the hydrogen gas due to the volumetric heating of hydrogen as it expands.

Myles has deep experience with sizing hydrogen refueling stations from prior light-duty, hydrogen refueling infrastructure projects in California, enabling him to develop a detailed site plan illustrating spatial constraints, hydrogen storage, power needs, and overall equipment quantities.

Estimate Hydrogen Service

We estimate the hydrogen usage of each site as it transitions to serve ZE vehicles. Once we know the expected vehicle traffic, charging infrastructure, and approximate hydrogen fuel cell electric truck specifications, we develop a representative hydrogen demand forecast for each location where vehicles are expected to refuel. We then create multiple versions of the hydrogen forecast to represent the potentially phased transition to ZE vehicles, beginning with a hydrogen forecast for 2024 and extending until 2040. Each hydrogen forecast indicate the anticipated hydrogen demand requirements during each day of a year, enabling us to develop hydrogen procurement plans to meet this demand. As with the charging need forecasts, the hydrogen forecasts are indicative in nature and not intended as detailed estimates of day-to-day hydrogen usage. Instead, they represent annual hydrogen usage.

We can also engage our ARCHES and GO-Biz connection to inform on strategies for hydrogen demand at the identified sites.

Methodology

Our infrastructure technology assessment follows a linear, data driven approach and methodology we've used to deliver past complex, HD vehicle charging infrastructure projects. We develop various insights and analyses to provide a holistic and future proofed plan, as illustrated in Exhibit 8.

Exhibit 8. Task 2 Process.



What Will We Know? This process provides information on feasible vehicle, charging and hydrogen fueling technologies now and in the future, the freight trucking and light duty vehicle customers served through the corridor today and in the future, compatibility with available utility service, power needs to support service at each location, timeline and decision points for tech improvements and key strategic decisions, decision making methodology for strategy development, and resiliency risks. It can also provide insight into the impact of hydrogen on the overall decarbonization effort.

Why Does it Matter? A robust data set and well-defined decision making and scoring process are critical to identifying sites compatible with near-term versus long-term decarbonization. This helps respond to the rapid changes in technology and the market landscape, particularly related to charging technology, charge management systems, and hydrogen economics.

Deliverables:

- Infrastructure technology assessment (2-4 page memo)

Task 3: Light and Medium Duty Charging Site Analysis

High-Level Screening Analysis

We provide high-level screening analysis for up to three candidate sites adjacent to the I-80/SR 65 interchange to understand the feasibility of accommodating future, light- and medium-duty ZE vehicles. We draw on our specialists' intimate familiarity with the interchange and its spatial and environmental constraints. Collaborating with David and our electric and hydrogen vehicle subject matter experts, our team translates the learnings from Task 2 to develop a realistic roadmap for deploying an innovative project while minimizing programming and financing risks along the corridor. We focus on providing a flexible, resilient project based on data-based, light- and medium- duty vehicle propulsion technology trends to promote each site's continued revenue potential.

The high-level screening analysis includes, at a minimum:

- Quantity and size of charging and/or hydrogen fueling infrastructure
- Estimated grid capacity needs and load management strategies
- Approximate infrastructure improvement and equipment locations within a high-level site plan
- Assumed make and model of electric vehicle charger or hydrogen fueling equipment, with current market availability
- Assumed customer vehicle size, type, and charging attributes
- Assumed operational usage profile of the customer vehicles, such as publicly owned, MD fleet vehicles or privately owned, light-duty consumer vehicles

In addition to the technical details, the high-level screening analysis addresses potential concerns and challenges surrounding each site. To do this, our team first develops a pros-and-cons matrix illustrating the positive and negative attributes of developing each site for a high-level screening analysis. This matrix focuses on site-specific attributes impacting risk, resiliency, revenue potential, and cost. In addition to this matrix, we develop a complete, detailed screening matrix to PCTPA. This additional matrix addresses all aspects of site development, including technology risks, site accessibility, future trend alignment, revenue generation potential based on StreetLight Data and the corridor's usage profile, electrical energy supply and capacity, site development costs, hazardous review elements, geotechnical constraints, biological and cultural resources, and community impacts, including potential nuisances. We draw on our experience managing similar projects deploying ZE vehicle infrastructure to provide valuable insights for each site based on lessons learned.

Identify Three Sites for Detailed Level Analysis

The detailed site analysis includes, at a minimum, a site layout illustrating the quantity, location, and size of charging equipment; size and location of quantified grid upgrade improvements needed; access routes to and from site; and proposed details of electric truck charging equipment. Along with the detailed site layout, we develop a detailed cost estimate quantifying the funding needed to develop the site. The estimate includes costs to acquire, permit, and supply with adequate electrical service. It also

includes cost for installation of electric vehicle charging equipment and/ or hydrogen fueling systems and ancillary service facilities.

The detailed site analysis includes multiple preliminary studies to better understand environmental and community opportunities and constraints, as illustrated in Exhibit 10.

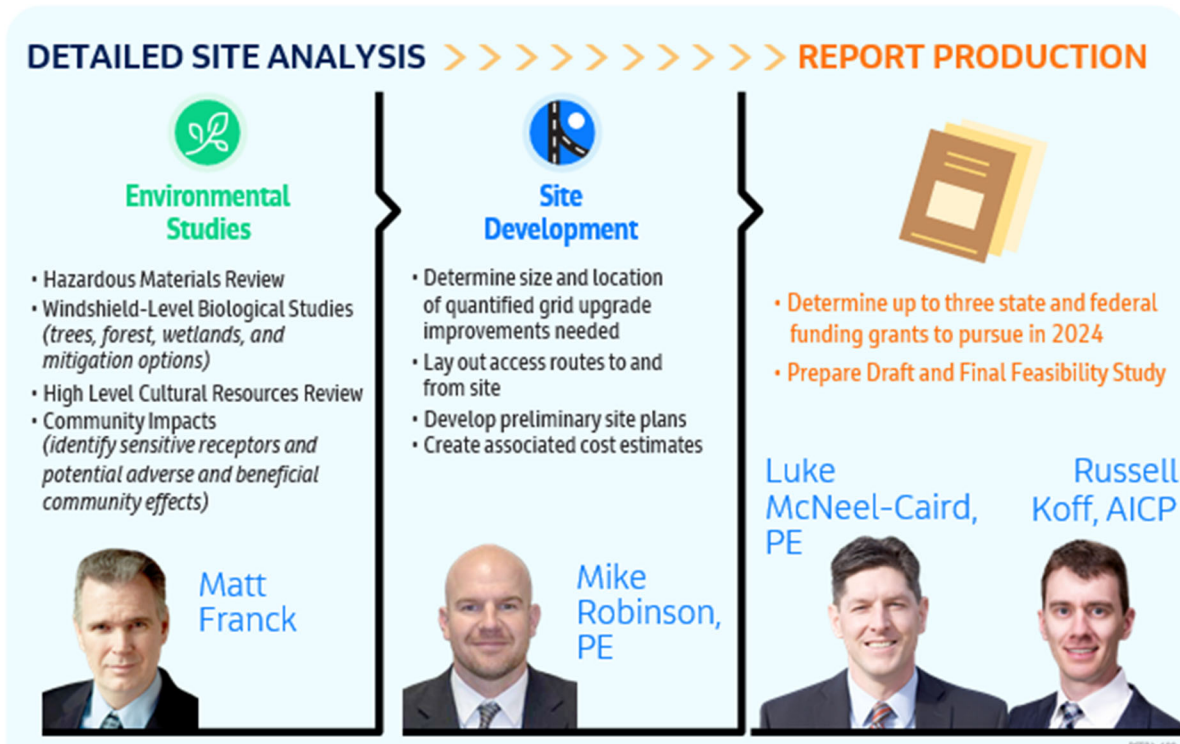


Exhibit 10. Task 3 Process.

What Will We Know? This step defines how to identify and develop each site, including key phases and relationships of major elements. It also identifies required actions and completion dates for other stakeholders (e.g., Roseville Electric Utility), site layout concepts, and project interactions with vehicle trends in California and North America.

Why Does it Matter? The output of this stage provides building blocks for implementation planning and sets the stage for future PCTPA project development. It also provides a foundation for developing funding requests, execution of design contracts, power upgrade projects, and other related activities.

Deliverables:

- Detailed site analysis and plan for each site (3-5 pages)
- Pros-and-cons matrix (Excel worksheet)
- Detailed cost estimate for each site (3 pages)

Task 4: Heavy Duty Charging Site Analysis

Detailed Level Site Analysis

We deliver a detailed site analysis focusing on HD (Class 7 and 8) vehicles, specifically addressing the needs of future semi-tractor freight fleets. We anticipate transitioning from HD freight trucking to ZE technologies achieves the desired level of net decarbonization while being able to garner a large percentage of funding from federal and state programs.

During Task 2, we analyze and prioritize long-haul, regional, and port drayage. These key operational use profile inputs then feed into this detailed site analysis. Similar to Task 3, we engage our personnel who know the interchange and its spatial and environmental constraints to contribute to this step. The detailed site analysis includes, at a minimum, a site layout illustrating the quantity, location, and size of charging and refueling equipment; size and location of quantified grid upgrade improvements needed; access routes to and from site; and proposed details of electric truck charging and hydrogen refueling equipment. The site analysis addresses the same site development topics described for the light- and medium-duty site analysis, such as hazardous review elements, geotechnical constraints, biological and cultural resources, and community impacts, including potential nuisances.

Accompanying the detailed site layout, we develop a detailed cost estimate quantifying the funding needed to develop the site. The estimate includes costs to acquire, permit, and supply with adequate electrical service. It also includes cost for installation of electric vehicle charging equipment and/or hydrogen fueling systems and ancillary service facilities.

Deliverables:

- Detailed site analysis with site plan (2 pages)
- Pros-and-cons matrix (Excel worksheet)
- Detailed cost estimate (1 page)

Task 5: Feasibility Study Final Report and Presentation

Our final FS report provides a deliberative and data-focused planning process balancing the current freight and transportation industry needs with future vehicle technology trends. It summarizes the decision process and its assumptions and tradeoffs for stakeholder review and scrutiny. We identify decision assumptions and technology triggers enabling the document and the planning process to adapt to changes in these decision factors.

The final feasibility report follows a sequence of implementation steps:

- Infrastructure technology assessment summary and key points
- Site analyses over the course of Tasks 2 – 4, with pros- and-cons summaries
- Snapshot summaries of prioritized sites, with development recommendations
- Business model and operating overview, with recommended partners and developers
- Detailed cost estimate summary

Jacobs will support PCTPA in developing a summary presentation of the methodology and recommendations of the final feasibility study to be presented to the PCTPA board.

Deliverables:

- Selection of up to three state and federal funding grants to pursue in 2024
- Draft and final feasibility studies
- PCTPA board feasibility study presentation

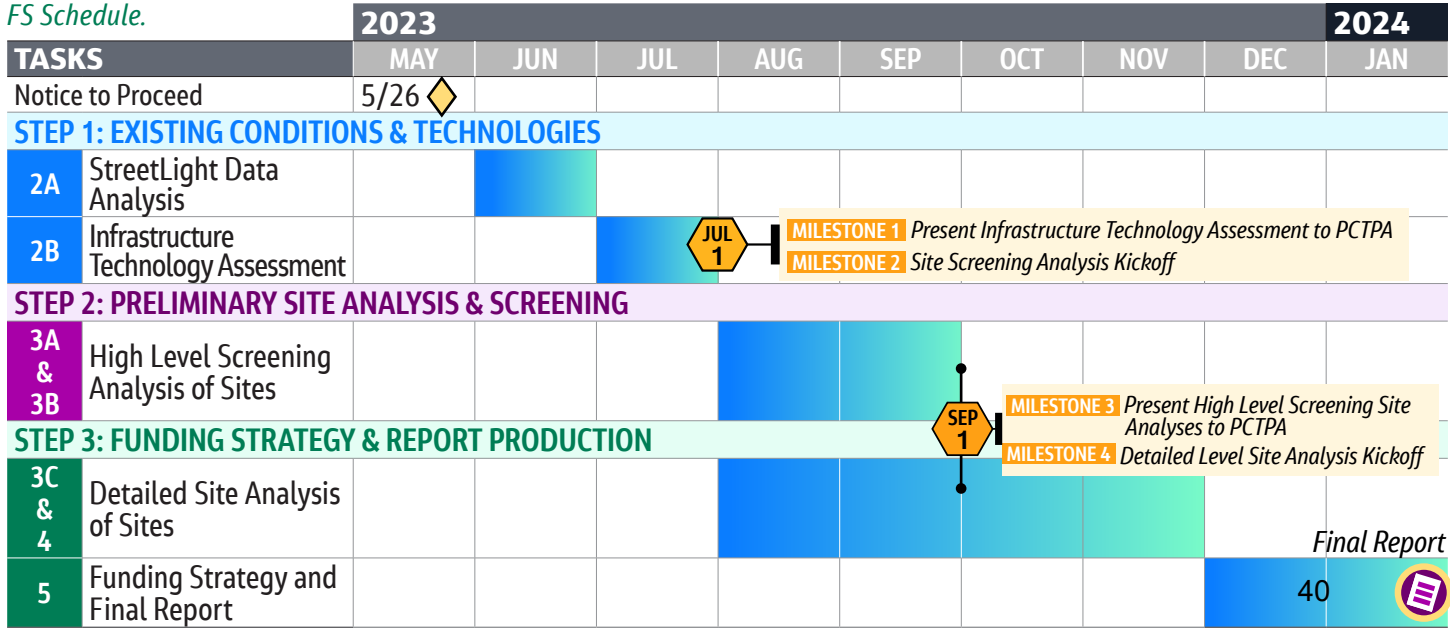
Task 6: Funding Assistance (OPTIONAL)

As requested by PCTPA, we can assist in applying for applicable funding sources for future project phases (e.g., PA&ED, PS&E, Construction). We can prepare a scope and fee, as needed.

7 STAFFING PLAN AND COST PROPOSAL

Name Role	2023 BILLING RATES	TASK 1	TASK 2	TASK 3	TASK 4	TASK 5	TOTAL LABOR & EXPENSES
		Project Management	Truck Charging/Hydrogen Fueling Demand	Light & Medium Duty Charging Site Analysis	Heavy Duty Charging Site Analysis	Feasibility Study Final Report	
Leslie Bonneau, PMP Principal-In-Charge	\$287.56	4	2	-	-	-	6
Luke McNeel-Caird, PE Project Manager/ Funding Support	\$233.74	50	8	8	8	42	116
David Nguyen Electric Truck Charging Lead/ Economic Analysis	\$89.21	14	50	32	24	12	132
Myles Parr, PE Hydrogen Truck Fueling SME	\$183.99	3	13	12	8	4	40
Dan Seedah, PhD, PE Trucking and Logistics SME	\$180.98	6	34	18	14	4	76
Jason House Electrical Engineer	\$203.08	19	25	10	6	-	60
Mike Robinson, PE Engineering Lead	\$249.82	12	-	12	8	-	32
Andrew MacGregor Senior Roadway Engineer	\$157.18	8	-	20	16	-	44
Luke Miner, PE Roadway Engineer	\$166.79	16	-	40	30	-	86
Matt Franck Environmental Support	\$244.34	-	-	14	10	-	24
Russell Koff, AICP Funding Strategy Lead	\$203.71	12	8	16	12	24	72
Lauren Reinking, PE Funding Support	\$198.30	12	4	6	4	12	38
Brian Peck Funding Support	\$109.90	-	20	16	12	72	120
Tyson Daus Graphics Support	\$81.78	-	8	8	12	42	70
Jacobs Labor Hours		156	172	212	164	212	916
Jacobs Total Labor		\$31,411	\$26,258	\$35,557	\$26,921	\$31,017	\$151,164
Expenses		\$1,636	\$35,000			\$2,000	\$38,636
Bender Rosenthal, Inc.				\$3,500	\$2,500		\$6,000
Drago Vantage, LLC						\$4,200	\$4,200
TOTAL LABOR & EXPENSES		\$33,047	\$61,258	\$39,057	\$29,421	\$37,217	\$200,000

FS Schedule.



ALICE DOWDIN CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
DANNY CARTWRIGHT
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUESHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK, AICP
Executive Director

May 24, 2023

Mark Rayback, PE, QSD/QSP
President/Principal-in-Charge
Wood Rodgers, Inc.
3301 C Street, Bldg. 100-B
Sacramento, CA 95816

**SUBJECT: LETTER OF TASK AGREEMENT #23-01
BETWEEN WOOD RODGERS, INC. AND THE
PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Dear Mr. Rayback:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and Wood Rodgers, Inc. (“Contractor”),” dated March 8, 2018 (“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 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 Approval & Environmental Document (PAED), Plans Specifications & Estimates (PS&E), and Right-of-Way (ROW) Support services.
2. Scope of Services: Contractor is authorized to complete the revisions to the plans, specifications, and estimate as outlined in the Scope of Work, attached as Exhibit A.
3. Compensation: This LOTA will increase the budget by \$176,000 to complete the services identified in Exhibit A. The total project budget will increase from \$1,359,165.48 to \$1,535,165.48.

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 Date
Executive Director
Placer County Transportation Planning Agency

Mark Rayback, PE, QSD/QSP Date
President/Principal-in-Charge
Wood Rodgers, Inc.

Attachments:
Exhibit A – Request for Amendment No. 3 to Letter of Task Agreement #18-01 between Wood Rodgers, Inc. and the Placer County Transportation Planning Agency (PCTPA)



April 13, 2023

Mr. Cory Peterson, PTP, Senior Planner
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, California 95603

**Subject: Request for Amendment No. 3 to Letter of Task Agreement #18-01
between Wood Rodgers, Inc. and the Placer County Transportation
Planning Agency (PCTPA)**

Dear Mr. Peterson,

This letter is in reference to the additional services associated with the required revisions of the Plans, Specifications, and Estimate (PS&E) on our State Route 49 (SR 49) Sidewalk Gap Closure Project. Wood Rodgers, Inc.'s (Wood Rodgers') proposed Scope of Work and Budget Amendment for these Tasks are outlined below for your review and approval.

BACKGROUND

Utility Related Design Changes

As you know, we have undertaken extensive utility investigations in partnership with Monument on this project. The scale of utility conflicts to be mitigated through design has been extensive. Our contract assumed that we would address up to five utility conflicts. We have had to address 28 conflicts to date. Associated design revisions have been extensive and have contributed to prematurely exhausting our design budget. Specific elements of the project that have required redesign after utility investigations include:

- Revisions to 7 drainage systems, requiring revisions to 16 plan sheets (105 hours)
- Revisions to Utility plans, requiring revisions to 9 plan sheets (40 hours)
- The pedestrian bridge is being redesigned in order to avoid an impact to an existing buried PG&E gas line. We are also attempting two more potholes of the line. (145 hours for design, 25 hours for updates to the foundation report)

Caltrans Related Design Changes

A number of additional project elements have been incorporated into the job as a result of final project reviews by Caltrans. These include:

- Drainage Revisions, requiring revisions to 8 plan sheets (60 hours)
- Slope paving adjustments, ditch, pedestrian railing, requiring revisions to 4 plan sheets (50 hours)

- Crosswalk additional at Locksley and Shale Ridge, requiring revisions to 7 plan sheets (80 hours)
- Structural revisions to the soldier pile retaining wall, requiring revisions to 11 plan sheets and an updated foundation report.
 - Structural Detailing by Cadre (60 hours)
 - Revisions to Foundation Report by Wreco (25 hours)

ROW Related Design Changes

Design changes implemented to mitigate ROW impacts include:

- The soldier pile wall is being redesigned in order to avoid a problematic ROW constraint. (100 hours)
- The shoulder width will be adjusted at Nevada Way to avoid ROW impacts. This will require the processing of a DSDD and minor changes to the plan details (60 hours)

While we have endeavored to work within our contract budget, we would appreciate any budget relief the PCTPA can provide relative to the above tasks. Proposed revisions to our contract scope of work and fee are as follows:

SCOPE OF WORK

Task 8 – Plans, Specifications, and Estimates (PS&E)

Task 8.2 - 95% M377 Plans and Estimate Submittal

Add the following:

Wood Rodgers will revise elements of the M300 plan submittal to mitigate and avoid utility conflicts. Those elements will specifically include:

- Revisions to drainage systems, including layout, profile, and detail sheets
- Revisions to utility plans
- Revisions to soldier pile wall
- Revisions to the Nevada Way turn lane, including the processing of a DSDD for a reduced should width

Budget \$35,500

Task 8.3 - Draft Contract Ready and Ready To List (RTL) Submittals

Add the following:

Wood Rodgers will provide PS&E for the following additional project elements based on Caltrans comments on the M300 and M377 package:

- Revisions to drainage systems, including plan and profile sheets

- Revisions to slope paving, ditches, and pedestrian railing, including plan and detail sheets
- Addition of crosswalks at Lockley Lane and Shale Ridge Road, including revisions to plan and detail sheets
- Revise structural detail sheets (soldier pile retaining wall)
- Revise and update structural foundation report
- Prepare alternative bridge layout design, including a revised site plan, revised structural design and details, and a revised foundation report. Obtain two additional potholes at the bridge site for the existing PG&E gas line.

Budget \$111,500

Add the following:

Task 8.3A – Additional Design Revisions (Optional Task)

When authorized by PCTPA, Wood Rodgers will prepare additional design revisions associated with additional requests from PCTPA or Caltrans.

Optional Budget \$29,000

This Amendment will be completed consistent with our existing agreement. The budget for the amendment is **\$147,000** plus **\$29,000** for optional tasks. If you require additional information regarding this request, please contact me at 916-321-4428.

Sincerely,



Matthew W. Salvesson, PE, PhD
Principal Engineer

May 24, 2023

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

SUBJECT: LETTER OF TASK AGREEMENT #23-01 BETWEEN MONUMENT ROW, INC. AND THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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”).

1. Incorporated Master Agreement: The terms of the Master Agreement are incorporated herein by this reference, as if fully set forth herein. This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Contractor and its subconsultants for the Highway 49 Sidewalk Gap Closure Project Right-of-Way (ROW) services.
2. Scope of Services: Contractor is authorized to complete the remaining ROW services as outlined in the Scope of Work, attached as Exhibit A.
3. Compensation: This LOTA will increase the budget by \$32,683.32 to complete the services identified in Exhibit A. The total project budget will increase from \$650,000 to \$682,683.32.

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 Date
Executive Director
Placer County Transportation Planning Agency

Amber Costello Date
President
Monument ROW, Inc.

Attachments:
Exhibit A – Request for Amendment No. 3 to Letter of Task Agreement #18-01 between Wood Rodgers, Inc. and the Placer County Transportation Planning Agency (PCTPA)



March 10, 2023

Rick Carter
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

RE: SR-49 Highway Gap Closure - Additional Budget Request

Mr. Carter:

The purpose of this letter is to request a budget augmentation for the SR-49 Highway Gap Closure right of way efforts.

A summary of Monument’s original scope and current scope are as follows:

Task	Original Contract	Current Effort
Project Management	10 Months	18 Months
Waiver Valuations	39	39
Appraisal	8	5
Appraisal Review	8	5
Negotiations	3 Months	7 Months
Utility Relocations	2 Utility Companies, 5 Facilities	5 Utility Companies, 39 Facilities

The original project budget was predicated on the facts available to us when the contract was executed in February of 2021. Since then, additional time and efforts have been necessary.

Project Management and Timeline:

The original budget accounted for a 10-month timeframe which is now anticipated to be 18 months. The extended project timeline has increased the overall Project Management budget necessary to see this project to completion.

It was anticipated that Monument would participate in Bi-Weekly meetings for that duration, totaling 20 meetings. Meetings began in January 2022 and we are still preparing for and participating in those meetings. Monument has also been participating in a smaller Bi-Weekly ROW focus meeting with PCTPA, Wood Rogers and Caltrans for since April 2022, so we have exceeded the anticipated number of meetings.

We are anticipating an additional 8 meetings before project completion and a total of 40 hours of Project Management.

Project Design:

At the time we originally proposed, the acquisition areas were 50 impacted parcels, mostly TCEs with minor fee acquisitions. Although we are down to 38 parcels, there have been efforts associated with more than those 38 parcels, so there wasn’t a substantial cost savings due to the decreased parcel count.

Efforts up to the First written offer were completed for the 5 parcels along the Auburn Greens HOA. The 5 parcels were all 4-plexes, so we were communicating with a total of 20 owners once the Notice of Decision to Inspect letters went out. Monument had numerous discussions with the HOA Chairman as well to discuss the process. We then coordinated design changes with Wood Rogers and PCTPA to eliminate the need to negotiate with all 300 property owners within the association.

The Fehrman property sold in December 2022, so we had to update the offer package and begin negotiations with the new property owner, 225 Taylor LLC.



3626 Fair Oaks Blvd., Suite 100, Sacramento, CA 95864

info@monumentrow.com | 800 577 0109

monumentrow.com



There were design changes on the Elder parcel that changed the requirement from a partial fee to a maintenance easement. These changes occurred after the appraisal and offer documents were drafted, so the documents needed to be updated to reflect the change.

Appraisal and Reviews:

Appraisal costs were greater than anticipated. We had assumed \$3,000 per appraisal at the time of our proposal, but appraisers have been so overburdened with work, our options to get the work completed in a timeframe that was compatible with the project schedule was limited. Although we had assumed 8 appraisals totaling \$24,000. The new appraiser completed 5 appraisals totaled \$30,000. The fee for the review appraisals was \$1,600 instead of \$1,500 each, so although we came in underbudget, it was not enough to cover the appraisal increase.

Owner Negotiations:

Our scope included a negotiation period 3 months. Due to the project's schedule and the inability to proceed with condemnation, Monument has continued to negotiate with owners to reach a settlement for an additional 3-4 months. Fourteen of the negotiations extended beyond the 3-month time frame, so additional costs have been incurred. The extended negotiation timeline allowed the Monument team to work toward a ROW certification without any Resolutions of Necessity or lengthy legal battles. In turn, this allowed us to be in a position to certify by Spring 2023.

Below are a few examples of owners that exceeded the level of effort anticipated:

Shur Enterprises: In addition to email and phone correspondence, Monument coordinated and participated in 5 in-person meetings with the Shur Enterprises property to resolve the concerns related to the parking lot and drainage.

Fehrman: We spent 4 months reaching out to Fehrman via phone, email, mail and in person and researching possible alternate methods of contact to discuss the project and TCE requirements with this owner. In addition, we tracked the assessor's records and title to determine if the property had been sold or foreclosed on. We also participated in numerous meetings with PCTPA and Wood Rogers to discuss the possibility of altering the design to avoid the TCE requirements.

Tanquaray: We spent several months negotiating with the property owner on an agreement that would be acceptable to both parties. We also participated in numerous meetings with PCTPA, Caltrans and Wood Rogers to discuss the possibility of a Permit to Enter and Construct as well as altering the design to avoid the TCE requirements. Due to personal issues with the owner, it was recently determined that the project would proceed without the parcel.

We are still negotiating with 5 owners and expect those negotiations to be completed in the next 30 days. Once settled, Monument's outstanding tasks include, routing the paperwork for execution, processing payment requests and issuing payments, preparing files for project certification, closing out files. If we cannot reach a settlement, Monument will issue letters of rescission to any owners that have not signed. In addition, Monument is coordinating escrows for the 5 properties that permanent rights are being acquired.

We anticipate an additional 88 hours will be required to see the acquisition and certification and close out process to completion.

Utilities:

It was assumed that there would be 2 utility companies and 5 utility conflicts. Currently, there are 7 utilities, 23 conflicts and 16 facilities believed to be protected in place, but there are ongoing communications with the utility companies to confirm that scenario.

There have been additional coordination meetings with Wood Rogers, Caltrans and PCTPA due to the delay in potholing and the requirement of additional potholes as well as discussing additional conflicts.



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We anticipate an additional 90 hours will be required to see the utility process to completion. Monument will continue to work with the utility companies to get their claim of liability, relocation plans and issue the relocation notices. We will also prepare the utility portion of the right of way certification for Caltrans approval.

We hereby request your approval of additional funds in the amount of \$32,683.32 as shown below to complete the remaining efforts.

Classification	Rate	Hours	Total
ROW Principal in Charge	\$269.64	8	\$2,157.12
Sr Project Manager	\$197.74	50	\$9,887.00
Sr. Acquisition Agent	\$143.80	120	\$17,256.00
Acquisition Agent	\$84.58	40	\$3,383.20
TOTAL			\$32,683.32

We look forward to helping PCTPA see this project to a successful conclusion. Please contact me at 951-963-6406 with any questions.

Sincerely,

Kim Bibolet, SRWA
Senior Project Manager

Cc: Bob Morrison



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info@monumentrow.com | 800 577 0109

monumentrow.com

AMENDMENT NO.1 TO AGREEMENT 03-0643

This Amendment No. 1 (AMENDMENT) to Agreement 03-0643 (AGREEMENT), effective on _____ is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Placer County Transportation Planning Agency, a public corporation/entity, referred to hereinafter as PCTPA.

RECITALS

1. CALTRANS and PCTPA, collectively referred to as PARTIES, entered into AGREEMENT on February 9, 2018, for the PA&ED and PS&E Components of the State Route 49/Sidewalk Gap Closure Project (PM 3.1/7.5), referred to herein as PROJECT.
2. AGREEMENT established PCTPA as the Implementing Agency for PA&ED and PS&E Components of PROJECT.
3. PARTIES have agreed to enter into this AMENDMENT (03-0643 A1) in order to assign tasks to CALTRANS and to increase the CMAQ funding for PS&E and to add HIP and LTF funding to PS&E.

IT IS THEREFORE MUTUALLY AGREED:

That AGREEMENT will be changed as follows:

1. Article #49 in the AGREEMENT is replaced in its entirety to read as follows:

CALTRANS will be responsible for completing the following PS&E activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)	AGREEMENT Funded Cost
100.15.10.xx Quality Management	No
255.20 Final PS&E Package	Yes
260 Contract Bid Documents Ready to List	Yes
265 Awarded and Approved Construction Contract	Yes

2. Article #52 is added to the AGREEMENT to read as follows:

PARTIES acknowledge that the activities Final District PS&E Package (255.20) and Contract Bid Documents “Ready to List” (260) will be performed by CALTRANS. Because CALTRANS is anticipated to perform the advertisement, award, and administration (AAA) of the construction contract, the PS&E package must be reviewed and approved by CALTRANS District and HQ Office Engineers prior to advertisement.

PCTPA will ensure that any consultant involved in the preparation of the PS&E package will remain available to address comments and design changes generated during the performance of the Final District PS&E Package, Contract Bid Documents “Ready to List”, and CONSTRUCTION component activities.

3. Funding Summary No.1 is replaced in its entirety with Funding Summary No. 2 and made part of the AGREEMENT. Any reference to Funding Summary in the AGREEMENT is deemed to refer to the revised Funding Summary No. 2 attached herein.

4. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
5. This AMENDMENT is deemed to be included and made part of the AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to this Agreement. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this Agreement.

The primary Agreement contact person for CALTRANS is:

Sam Vandell, Project Manager
703 B Street
Marysville, CA 95901
Mobile Phone: (530) 682-6478
Email: sam.vandell@dot.ca.gov

The primary Agreement contact person for PCTPA is:

Cory Peterson, PTP, Senior Transportation Planner
299 Nevada Street
Auburn, CA 95603
Office Phone: (530) 823-4032
Email: cpeterson@pctpa.net

SIGNATURES

PARTIES are empowered by the law to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT.

This AMENDMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

Greg Wong
Deputy District Director
D3 Program, Project & Asset Management

Matt Click, AICP
Executive Director

VERIFIED OF FUNDS & AUTHORITY:

District Project Control Officer

CERTIFIED AS TO FINANCIAL
TERMS & POLICIES:

Nadine Karavan
HQ Accounting Supervisor

FUNDING SUMMARY NO. 02

FUNDING TABLE						v. 11
IMPLEMENTING AGENCY →			PCTPA	PCTPA		
Source	Party	Fund Type	PA&ED	PS&E	Totals	
LOCAL-FEDERAL	PCTPA	CONGESTION MITIGATION AND AIR QUALITY (CMAQ) ^T	400,000	800,000	1,200,000	
LOCAL-FEDERAL	PCTPA	HIGHWAY INFRASTRUCTURE PROGRAM (HIP)	0	595,489	595,489	
LOCAL	PCTPA	LOCAL TRANSPORTATION FUNDS (LTF)	0	194,500	194,500	
Totals			400,000	1,589,989	1,989,989	

^TToll Credits applied

SPENDING SUMMARY						v. 22
Fund Type	PA&ED		PS&E		Totals	
	CALTRANS	PCTPA	CALTRANS	PCTPA		
CMAQ	0	400,000	0	800,000	1,200,000	
HIP	0	0	0	595,489	595,489	
LTF	0	0	150,000	44,500	194,500	
Totals	0	400,000	150,000	1,439,989	1,989,989	

Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

2. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

ICRP Rate

3. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.
4. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.
5. For locally administered projects using local federal subvention funds with any SHS involvement, the Master Agreement (MA) and Program Supplement Agreement (PSA) are required for PCTPA reimbursement and will be processed through Local Assistance (LA). Local Programs Accounting (LPA) is responsible for securing the Budget Authority for PCTPA funds on the PSA (encumbering the funds).

Invoicing and Payment

6. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, PCTPA will pay invoices within five (5) calendar days of receipt of invoice.
7. If PCTPA has received EFT certification from CALTRANS then PCTPA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
8. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

Project Approval and Environmental Document (PA&ED)

9. No invoicing or reimbursement will occur for the PA&ED PROJECT COMPONENT.

Plans, Specifications, and Estimate (PS&E)

10. CALTRANS will invoice PCTPA \$20,000 (initial deposit) after execution of this AMENDMENT and forty-five (45) working days prior to the commencement of any PS&E expenditures. This deposit represents one (1) months estimated costs.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2022/23 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION ESTIMATE
(EXCLUDING TAHOE BASIN)
April 2023

PUC 99313 Allocation	\$779,907
PUC 99314 Allocation	\$111,574
Total LCTOP Allocation ⁽¹⁾	\$891,481
Allocation to WPCTSA	\$0
Total PUC 99313 Allocation Available to Jurisdictions	\$779,907

FY 2022/23 Jurisdiction LCTOP Fund Allocation

Jurisdiction	January 2022 Population ⁽²⁾	PUC 99313 Population Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County ⁽³⁾	102,669	25.73%	\$200,679	\$91,351	\$292,030
Auburn	13,608	3.41%	\$26,598	\$369	\$26,967
Colfax	2,042	0.51%	\$3,991	\$0	\$3,991
Lincoln	51,252	12.84%	\$100,178	\$0	\$100,178
Loomis	6,739	1.69%	\$13,172	\$0	\$13,172
Rocklin	71,663	17.96%	\$140,074	\$0	\$140,074
Roseville	151,034	37.85%	\$295,214	\$19,854	\$315,068
TOTAL	399,007	100.00%	\$779,907	\$111,574	\$891,481

Notes: (1) 2022/23 Low Carbon Transit Operations Program Eligible Fund Allocation, California State Controller Division of Accounting and Reporting, March 1, 2023.

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

(3) Western Slope of Placer County's and Tahoe Basin's population removed from Placer County population, per DOF estimates provided on June 15, 2022

PUC = Public Utilities Code

FY 2022/23 LCTOP Project Summary

Jurisdiction/Lead Agent	Project Title	99313 Fare Revenue Allocation	99314 Fare Revenue Allocation	FY 2022/23 Allocation Amount
Roseville	ZEB Replacement	\$364,790	\$0	\$364,790
Roseville	ZEB Depot Project ⁽¹⁾	\$244,265	\$20,223	\$264,488
Roseville	Roseville Galleria Electric Charging Infrastructure	\$170,852	\$91,351	\$262,203
	FY 2022/23 LCTOP Allocation	\$779,907	\$111,574	\$891,481

Notes: (1) FY 2022/23 is the second allocation to the City of Roseville's ZEB infrastructure project for their Corp Yard, which also received FY 2021/22 LCTOP funds in the amount of \$98,226

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: ALLOCATION OF LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDING FOR THE SOUTH PLACER TRANSIT PROJECT AND ZERO EMISSIONS BUS DEPOT PROJECT (\$891,481)

RESOLUTION NO. 23-18

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2023, by the following vote on roll call:

Ayes:

Noes:

Absent:

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

WHEREAS, the Placer County Transportation Planning Agency is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

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

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

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

WHEREAS, the Placer County region, excluding the Tahoe Basin, was allocated \$891,481 of FY 2022/23 LCTOP funds pursuant to the Public Utilities Code Sections 99313 and 99314 eligible allocation distribution formulas; and

WHEREAS, the Placer County Transportation Planning Agency is a Contributing Sponsor to multiple agencies and also an eligible recipient of LCTOP funds; and

WHEREAS, the Placer County Transportation Planning Agency wishes to delegate authorization to execute these documents and any amendments thereto to Matt Click, Executive Director.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that it hereby authorizes the submittal of the following projects and

allocation requests by the following project sponsors/lead agency to the Department for FY 2022/23 LCTOP funds (Section 99313):

1. *Project Name: Zero Emissions Bus Replacement Project*
Project Sponsor/Lead Agency: City of Roseville
Amount of Total LCTOP Funds: \$364,790
Contributing Sponsors: PCTPA: \$364,790 (99313)
Benefit to Priority Populations: The project improves the overall air quality within the City and access to public transit for those living in disadvantaged communities, low income communities and low-income households within Roseville with zero-emission bus service technology.
Description: The project consists of the purchase of five zero-emission, battery electric bus vehicles to support expanded services offered through the South Placer Transit pilot program and the City's zero-emission bus fleet conversion plan established in response to the California Air Resources Board (CARB) Innovative Clean Transit (ICT) rule.
2. *Project Name: Zero Emissions Bus Depot Project*
Project Sponsor/Lead Agency: City of Roseville
Amount of Total LCTOP Funds: \$264,488
Contributing Sponsors: PCTPA: \$244,265 (99313)
City of Auburn: \$369 (99314)
City of Roseville: \$19,854 (99314)
Benefit to Priority Populations: The Zero Emissions Bus Depot Project will serve as the primary charging station for Roseville's future electric bus fleet. Roseville Transit will be transitioning its current diesel buses to zero emission electric buses. This transition will provide numerous benefits to communities and the environment, including improving people's health and reducing air and noise pollution, as well as reducing the disproportionate burden that this pollution places on underserved communities. Among the buses charging at the Bus Depot will be the South Placer Transit buses. The South Placer Project improves the accessibility to those living in disadvantaged communities, low-income communities and low-income households by offering frequent bus service to key destinations within Placer County, as well as a new connection to the light rail system in Sacramento County. The Bus Depot provides the necessary infrastructure for the South Placer Transit buses, as well as Roseville's future electric buses, to run throughout the region.
Description: Roseville Transit, along with all other state transit agencies, are beginning the fundamental change from combustible engines to zero emission buses (ZEB). The transition to electric buses calls for more than just replacement of diesel and gas buses. There's a need to establish a bus charging depot to keep buses charged throughout the day. The City of Roseville will be constructing a zero-emission bus depot at the Roseville Corporation Yard. The bus depot will replace the lawn area in the center of the City's corporation yard located at Hilltop Circle. The depot will create thirty bus stalls, with nine of the bus stalls being electrified with this project. The remaining bus stalls will have the electrical infrastructure installed to allow for the future electrification of the remaining stalls as Roseville Transit's fleet transitions to ZEBs. Construction of the Zero Emissions Bus Depot is underway and is scheduled to be completed in the Fall of 2023.

3. *Project Name: Roseville Galleria Electric Charging Infrastructure Project*

Project Sponsor/Lead Agency: City of Roseville

Amount of Total LCTOP Funds: \$262,203

Contributing Sponsors: PCTPA: \$170,852 (99313)

County of Placer: \$91,351 (99314)

Benefit to Priority Populations: The project will provide numerous benefits to communities and the environment, including improving people's health and reducing air and noise pollution, as well as reducing the disproportionate burden that this pollution places on underserved communities. The project supports the South Placer Transit/Rapid Link service between the Lincoln, Roseville, and Sacramento and improves transportation accessibility for those living in disadvantaged communities, low-income communities, and low-income households adjacent to the service corridor by offering frequent, zero-emission bus service to key destinations within Placer County, as well as to the Watt Avenue/Interstate 80 light rail station in Sacramento County.

Description: The project consists of the purchase and installation of electric charging infrastructure at the existing Roseville Galleria bus stops located on Galleria Circle. New charging infrastructure will support the battery-electric charging needs associated with the South Placer Transit Express/Rapid Link service's 30-minute operating frequency, administered by the City of Roseville. The Roseville Galleria serves as a key regional destination and important transfer location between Roseville Transit and Placer County Transit (PCT) services. Aside from Roseville Transit's battery-electric buses, the charging facilities could potentially support future PCT zero-emission buses serving the Galleria transfer location.

BE IT FURTHER RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that the Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the Department, and agrees to comply with all conditions and requirements set forth in the Certification and Assurances and other applicable program statutes.

Signed and approved by me after its passage.

Suzanne Jones, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director



ALICE DOWDIN
 CALVILLO
 City of Auburn
 TRINITY BURRUSS
 City of Colfax
 PAUL JOINER
 City of Lincoln
 DANNY CARTWRIGHT
 Town of Loomis
 KEN BROADWAY
 City of Rocklin
 BRUCE HOUDESHEDT
 City of Roseville
 JIM HOLMES
 SUZANNE JONES
 Placer County
 DAN WILKINS
 Citizen Representative
 MATT CLICK
 Executive Director

May 24, 2023

Andrew Nickerson, President
 Hinderliter, de Llamas and Associates (HdL)
 120 S. State Capitol 340 Valley Vista Drive, Suite 200
 Diamond Bar, CA 91765

**SUBJECT: LETTER OF TASK AGREEMENT #23-01
 BETWEEN HdL AND PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

Dear Mr. Nickerson,

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and HdL dated May 24, 2023.

1. Incorporated Master Agreement: This letter of task agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by HdL to provide sales and use tax and economic analysis/forecasting services.
2. Term: Consultant services are to commence July 1, 2023, and shall be completed in such a sequence as to assure that timelines are met. This letter of task agreement shall end on June 30, 2024. Extensions to this contract may be made with the agreement of both parties. During the term of this contract, you are not to engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will provide consulting services for the Placer County Transportation Planning Agency, as described in Exhibit A, *Sales and Use Tax / Economic Forecasting and Related Services*. Exhibit B is an integral part of this agreement and outlines the scope of services to be conducted and the tasks to be performed.
4. Compensation: For services rendered on an as needed basis, consultant will be compensated at the hourly rates referenced in Exhibit A and shall not to exceed the contract value of \$15,000 including all incidentals (telephone, mileage, postage, photocopies, etc.) unless authorized in advance by PCTPA. Consultant will invoice monthly for work completed. Invoices will be paid within thirty (30) days of receipt.

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 Matt Click, Executive Director at (530) 823-4030.

Sincerely,

Accepted by:

 Matt Click, Executive Director
 Placer County Transportation Planning Agency

5/24/2023

Date

 Andrew Nickerson,
 HdL

Date

Enclosure: Exhibit A – Sales and Use Tax Economic Analysis/Forecasting and Related Services

EXHIBIT A
Sales and Use Tax
Economic Analysis/Forecasting and Related Services

SERVICES

1. Sales and Use Tax and Economic Analysis/Forecasting Services

- 1.1. Consultant will use historical sales, use and transactions tax transactional data and business specific performance for the Local Transportation Funding (LTF) allocation as well as any proposed Placer district tax area jurisdictions. Consultant maintains the largest and most complete sales tax database in California organized and structured in a manner to allow more thorough accurate budget forecasts, revenue audits and identification of emerging economic trends and opportunities.
- 1.2. Consultant will provide a model for the LTF as well as any proposed district area that is consolidated into major economic categories including retail, transportation, construction and business to business. Consultant's database and reports can be culled by major industry groups. Other options include reports by top producers and comparisons with prior year data (once established).
- 1.3. Elements considered will include macroeconomic trends, microeconomic trends, sales tax anomalies, future developments, threatened businesses and legislative actions. Consultant currently provides a quarterly Consensus Forecast to all clients which provides relevant information on the economic forces affecting California's economy. The forecast is used to help project revenues based on statewide formulas and for reference in tailoring sales tax estimates appropriate for each client's specific demographics, tax base and regional trends. These resources will also be utilized to provide Client with sales tax revenue forecasts.

2. Consulting and Other Optional Services

Consultant may from time to time in its sole discretion, consult with PCTPA's staff, including without limitation, regarding (i) technical questions and other issues related to sales and use tax, (ii) utilization of reports to enhance business license collection efforts; (iii) sales tax projections for proposed annexations, economic development projects and budget planning, (iv) negotiating/review of tax sharing agreements, (v) establishing purchasing corporations, (vi) meeting with taxpayers to encourage self-assessment of tax obligations, (vii) education sessions with PCTPA staff or board members, and (viii) other sales and use tax revenue-related matters.

FEES

3. Consulting and Other Optional Services

- 3.1. Fees for performing the consulting and other optional Services described above shall be based on the following initial hourly rates: (i) Principal - \$325; (ii) Programmer - \$295; (iii) Senior Analyst - \$245; and (iv) Analyst - \$195.
- 3.2. Consultant may change the rates for its hourly Fees from time to time. A 30 days' prior written notice to City will be given.

4. General Provisions Relating to Fees

- 4.1. Fees for travel and lodging expenses will be invoiced at cost and applied to all meetings (including implementation, training, education, operations, and support). Travel expenses only apply to out of scope travel and must therefore be pre-approved by PCTPA.
- 4.2. Fees will be invoiced monthly to PCTPA for Services performed during the prior month.

EXHIBIT A
Sales and Use Tax
Economic Analysis/Forecasting and Related Services

5. Proprietary Information

Proprietary Information. As used herein, the term “proprietary information” means all information or material that has or could have commercial value or other utility in Consultant’s business, including without limitation: Consultant’s (i) computer or data processing programs; (ii) data processing applications, routines, subroutines, techniques or systems; desktop or web-based software; (iii) business processes; (iv) marketing plans, analysis and strategies; and (v) materials and techniques used; as well as the terms and conditions of this Agreement. Except as otherwise required by law, PCTPA shall hold in confidence and shall not use (except as expressly authorized by this Agreement) or disclose to any other party any proprietary information provided, learned of or obtained by PCTPA in connection with this Agreement. The obligations imposed by this Section shall survive any expiration or termination of this Agreement or otherwise. The terms of this Section shall not apply to any information that is public information.

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM: CLAIMANT: Town of Loomis
ADDRESS: PO Box 1330
Loomis, CA 95650

CONTACT PERSON: Roger Carroll
Phone: 916-652-1840 Email: rcarroll@loomis.ca.gov


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

P.U.C. 99260a, Article 4, Transit Operations:	\$ Click or tap here to enter \$
P.U.C. 99260a, Article 4, Transit Capital:	\$ Click or tap here to enter \$
P.U.C. 99275, Article 4.5, Community Transit Services	\$ Click or tap here to enter \$
P.U.C. 99400a, Article 8a, Local Streets and Roads	\$526384
P.U.C. 99402, Article 8a, Transportation Planning Process	\$ Click or tap here to enter \$
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ Click or tap here to enter \$
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ Click or tap here to enter \$
C.C.R. 6648, Capital Reserve:	\$ Click or tap here to enter \$

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY:  (signature) BY: _____ (signature)
TITLE: Town Manager TITLE: _____
DATE: 3/17/2023 DATE: _____

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: Choose an item. Town of Loomis

Fiscal Year: Choose an item. FY 2022/23

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Transit Service	71,307	Transit Fund Balance 8,411 STAF 62,696 Interest 200
Streets and Roads Maintenance	820,523	LTF 526,384 Interest 1,000 Highway Users tax 137,953 SB1 155,186

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: AMENDED ALLOCATION
OF LOCAL TRANSPORTATION FUNDS TO THE
TOWN OF LOOMIS**

RESOLUTION NO. 23-11

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2023 by the following vote on roll call:

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

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

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

1. To the Town of Loomis for Streets and Roads purposes
conforming to Article 8 – Section 99400(a) of the Act: \$ 526,384

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

Signed and approved by me after its passage.

Matt Click, AICP
Executive Director

Chair
Placer County Transportation Planning Agency

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM: CLAIMANT: Town of Loomis
ADDRESS: PO Box 1330
Loomis, CA 95650

CONTACT PERSON: Roger Carroll
Phone:916-652-1840 Email:rcarroll@loomis.ca.gov

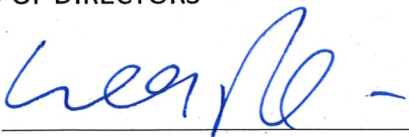
The Choose Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$Click or tap here to enter \$ for Fiscal Year Choose FY , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Contracted Transit Services (6731b):	<u>\$62696</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: 
(signature)

BY: _____
(signature)

TITLE: Town Manager

TITLE: _____

DATE: 2/10/23 3/17/2023

DATE: _____

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: Choose an item.

Fiscal Year: Choose an item.

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Transit Service	71,307	Transit Fund Balance 8,411 STAF 62,696 Interest 200
Streets and Roads Maintenance	820,523	LTF 526,384 Interest 1,000 Highway Users tax 137,953 SB1 155,186

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS TO THE TOWN OF LOOMIS

RESOLUTION NO. 23-12

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2023 by the following vote on roll call:

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

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

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

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

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

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

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

Allocation to the Town of Loomis of \$62,696 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2022/23.

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

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

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

CLAIM FOR LOCAL TRANSPORTATION FUNDS



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

FROM:

CLAIMANT: City of Roseville
ADDRESS: 316 Vernon Street
Roseville, California 95678

CONTACT PERSON: Ed Scofield
Phone:(916) 746-1302 Email:ECScofield@roseville.ca.us

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

P.U.C. 99260a, Article 4, Transit Operations:	\$ 4,969,709
P.U.C. 99260a, Article 4, Transit Capital:	\$4,048,701
P.U.C. 99275, Article 4.5, Community Transit Services	\$Click or tap here to enter \$
P.U.C. 99400a, Article 8a, Local Streets and Roads	\$2,621,913 \$2,689,711 
P.U.C. 99402, Article 8a, Transportation Planning Process	\$124,058 \$56,260 
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$Click or tap here to enter \$
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$Click or tap here to enter \$
C.C.R. 6648, Capital Reserve:	\$Click or tap here to enter \$

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: City Manager
DATE: 3.15.2023



TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Roseville

Fiscal Year: FY 2022/23

Brief Project Description	Project Cost	Source of Funding & Amount		
TRANSIT OPERATIONS	Administration & Services	\$6,780,243	Interest Earnings from FY22	\$65,912
	Operating Reserve	\$1,500,000	Carryover	\$(826,415)
			Passenger Fares	\$371,592
			Advertising/Other	\$205,008
			ARPA - FTA	\$460,481
			LTF Article 4 FY22	\$4,969,709
		STA FY22	\$1,504,103	
	OPERATIONAL COSTS	\$8,280,243	OPERATIONAL REVENUE	\$8,280,243
TRANSIT CAPITAL PROJECTS	Transit Capital Projects	\$4,246,897	Carryover	\$1,000,000
	Capital Reserve	\$1,000,000	FTA Capital Assistance	\$0
			LTF Article 4 FY22	\$4,048,701
			SB1 SGR FY22	\$198,196
		CAPITAL COSTS	\$5,246,897	CAPITAL REVENUE
STREETS AND ROADS	TSM & Bikeway Program	\$1,100,891	Carryover	\$5,439,352
	Maintenance-Roadway	\$391,267	Interest Earnings FY22	\$65,912
	Construction	\$3,749,587	LTF Article 8a FY23	\$2,689,711
	Other	\$164,281		
	Freeway Service Patrol	\$124,058	Federal Grants	\$2,691,229
	Transp. Planning Process	\$56,250		
	Subtotal	\$5,586,334	FY22 Claim Unreleased	\$0
	Capital Reserve	\$1,000,000		
			STREETS & ROAD REV.	\$11,066,522
	STREETS & ROADS COSTS	\$6,586,334	EST. CARRYOVER FY23	\$4,480,188

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 23-13

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2023 by the following vote on roll call:

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

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

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

- | | | |
|----|--|-------------|
| 1. | To the City of Roseville for projects conforming to Article 4 (99260a) of the Act for Transit Operations | \$4,969,709 |
| 2. | To the City of Roseville for projects conforming to Article 4 (99260a) Transit Capital | \$4,048,701 |
| 3. | To the City of Roseville for projects conforming to Article 8(a) (99400) of the Act for Streets and Roads: | \$2,689,711 |
| 4. | To the City of Roseville for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process: | \$ 56,260 |

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

Signed and approved by me after its passage.

Matt Click, AICP
Executive Director

Placer County Transportation Planning Agency
Chair

RESOLUTION NO. 23-078

APPROVING AND AUTHORIZING EXECUTION OF THE 2022/23 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the FY2022/23 Transportation Development Act Claims in the amount of \$13,466,680 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$11,764,381.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,504,103.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$198,196.

PASSED AND ADOPTED by the Council of the City of Roseville this 1st day of March, 2023, by the following vote on roll call:

AYES COUNCILMEMBERS: Bernasconi, Rocucci, Houdesheldt

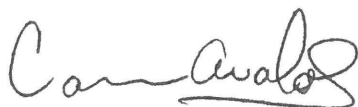
NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: Alvord, Mendonsa



MAYOR

ATTEST:



City Clerk

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM:

CLAIMANT: City of Roseville
ADDRESS: 316 Vernon Street
Roseville, California 95678

CONTACT PERSON: Ed Scofield
Phone: (916) 746-1302 Email: ECScofield@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$1,504,103 for Fiscal Year 2022/23 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$1,504,103</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Contracted Transit Services (6731b):	<u>\$Click or tap here to enter \$</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: City Manager
DATE: 3.15.2023



TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Roseville

Fiscal Year: FY 2022/23

Brief Project Description	Project Cost	Source of Funding & Amount		
TRANSIT OPERATIONS	Administration & Services	\$6,780,243	Interest Earnings from FY22	\$65,912
	Operating Reserve	\$1,500,000	Carryover	\$(826,415)
			Passenger Fares	\$371,592
			Advertising/Other	\$205,008
			ARPA - FTA	\$460,481
			LTF Article 4 FY22	\$4,969,709
		STA FY22	\$1,504,103	
	OPERATIONAL COSTS	\$8,280,243	OPERATIONAL REVENUE	\$8,280,243
TRANSIT CAPITAL PROJECTS	Transit Capital Projects	\$4,246,897	Carryover	\$1,000,000
	Capital Reserve	\$1,000,000	FTA Capital Assistance	\$0
			LTF Article 4 FY22	\$4,048,701
			SB1 SGR FY22	\$198,196
		CAPITAL COSTS	\$5,246,897	CAPITAL REVENUE
STREETS AND ROADS	TSM & Bikeway Program	\$1,100,891	Carryover	\$5,439,352
	Maintenance-Roadway	\$391,267	Interest Earnings FY22	\$65,912
	Construction	\$3,749,587	LTF Article 8a FY23	\$2,689,711
	Other	\$164,281		
	Freeway Service Patrol	\$124,058	Federal Grants	\$2,691,229
	Transp. Planning Process	\$56,250		
	Subtotal	\$5,586,334	FY22 Claim Unreleased	\$0
	Capital Reserve	\$1,000,000		
			STREETS & ROAD REV.	\$11,066,522
	STREETS & ROADS COSTS	\$6,586,334	EST. CARRYOVER FY23	\$4,480,188

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 23-14

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2023 by the following vote on roll call:

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

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

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

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

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

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

Allocation to the City of Roseville for FY 2022/23 State Transit Assistance Funds (PUC 99313 & 99314) totaling \$1,504,103; the entirety of which will be used for Transit Operations (6730a).

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

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

Signed and approved by me after its passage

Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

RESOLUTION NO. 23-078

APPROVING AND AUTHORIZING EXECUTION OF THE 2022/23 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the FY2022/23 Transportation Development Act Claims in the amount of \$13,466,680 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$11,764,381.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,504,103.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$198,196.

PASSED AND ADOPTED by the Council of the City of Roseville this 1st day of March, 2023, by the following vote on roll call:

AYES COUNCILMEMBERS: Bernasconi, Rocucci, Houdesheldt

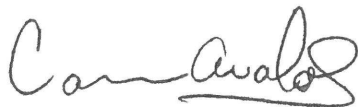
NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: Alvord, Mendonsa



MAYOR

ATTEST:



City Clerk

CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS

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

FROM: CLAIMANT: City of Roseville
ADDRESS: 316 Vernon Street
Roseville, California 95678

CONTACT PERSON: Ed Scofield
Phone: (916) 746-1302 Email: ECScofield@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$198,196 for Fiscal Year 2022/23, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Capital (6730a): \$198,196

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

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____
DATE: _____

TITLE: City Manager
DATE: 3.15.2023



TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Roseville

Fiscal Year: FY 2022/23

Brief Project Description	Project Cost	Source of Funding & Amount		
TRANSIT OPERATIONS	Administration & Services	\$6,780,243	Interest Earnings from FY22	\$65,912
	Operating Reserve	\$1,500,000	Carryover	\$(826,415)
			Passenger Fares	\$371,592
			Advertising/Other	\$205,008
			ARPA - FTA	\$460,481
			LTF Article 4 FY22	\$4,969,709
		STA FY22	\$1,504,103	
	OPERATIONAL COSTS	\$8,280,243	OPERATIONAL REVENUE	\$8,280,243
TRANSIT CAPITAL PROJECTS	Transit Capital Projects	\$4,246,897	Carryover	\$1,000,000
	Capital Reserve	\$1,000,000	FTA Capital Assistance	\$0
			LTF Article 4 FY22	\$4,048,701
			SB1 SGR FY22	\$198,196
		CAPITAL COSTS	\$5,246,897	CAPITAL REVENUE
STREETS AND ROADS	TSM & Bikeway Program	\$1,100,891	Carryover	\$5,439,352
	Maintenance-Roadway	\$391,267	Interest Earnings FY22	\$65,912
	Construction	\$3,749,587	LTF Article 8a FY23	\$2,689,711
	Other	\$164,281		
	Freeway Service Patrol	\$124,058	Federal Grants	\$2,691,229
	Transp. Planning Process	\$56,250		
	Subtotal	\$5,586,334	FY22 Claim Unreleased	\$0
	Capital Reserve	\$1,000,000		
			STREETS & ROAD REV.	\$11,066,522
	STREETS & ROADS COSTS	\$6,586,334	EST. CARRYOVER FY23	\$4,480,188

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
STATE OF GOOD REPAIR PROGRAM
FUNDS TO THE CITY OF ROSEVILLE**

RESOLUTION NO. 23-15

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2023 by the following vote on roll call:

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

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

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

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

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

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

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

Allocation to the City of Roseville for FY 2022/23 State of Good Repair Program Funds (PUC 99313 & 99314) totaling \$198,196 for transit capital purposes (section 6730a).

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

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

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

RESOLUTION NO. 23-078

APPROVING AND AUTHORIZING EXECUTION OF THE 2022/23 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the FY2022/23 Transportation Development Act Claims in the amount of \$13,466,680 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$11,764,381.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$1,504,103.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$198,196.

PASSED AND ADOPTED by the Council of the City of Roseville this 1st day of March, 2023, by the following vote on roll call:

AYES COUNCILMEMBERS: Bernasconi, Rocucci, Houdesheldt

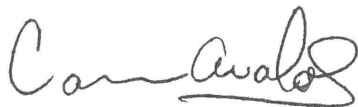
NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: Alvord, Mendonsa



MAYOR

ATTEST:



City Clerk

NEVADA STATION - OPERATING BUDGET
 BUDGET TO ACTUAL: FY's 2021/22 - 2022/23
 PROPOSED BUDGET: FY's 2023/24 - 2024/25

	FY 2021/22		FY 2022/23		PROPOSED BUDGET	
	BUDGET	ACTUAL	BUDGET	ESTIMATED	FY 2023/24	FY 2024/25
GROSS INCOME - PROJECTED						
TENANT RENTAL INCOME	323,703	312,315	346,440	335,041	352,282	361,182
INTEREST INCOME	100	13	100	1,000	900	500
LESS: 5% VACANCY & CREDIT LOSS	(7,923)	-	(8,835)	(6,000)	(8,907)	(9,124)
TOTAL EFFECTIVE INCOME	315,880	312,329	337,705	330,041	344,275	352,558
OPERATING EXPENSES - PROJECTED						
ACCOUNTANT/ATTORNEY	500	638	500	-	500	500
CARPET CLEANING	250		250	-	250	250
ELEVATOR MAINT/LICENSE	2,500	2,507	2,750	6,000	3,000	3,500
FIRE EXTINGUISHERS	100		100	125	100	100
GARBAGE DISPOSAL & RECYCLING	4,250	4,592	4,500	4,600	4,700	4,800
GUTTER CLEANING	150		150		150	150
HVAC MAINTENANCE	1,500	1,506	1,500	2,000	1,500	1,500
INSURANCE	4,750	5,137	5,000	5,900	4,750	5,000
JANITORIAL SERVICE	4,000	3,840	4,250	3,840	4,000	4,250
LANDSCAPING SERVICE	6,400	7,546	7,050	7,263	7,500	7,600
LIGHTING	750	2,334	750	2,000	750	750
LOCKSMITH	500		500		500	500
MANAGEMENT - PCTPA ADMINISTRATION	17,329	25,731	18,005	23,000	20,000	22,000
MANAGEMENT - PROPERTY MANAGEMENT	10,000	10,192	12,500	10,200	10,200	10,200
MISC REPAIRS & EXPENSES	5,000	11,348	5,000	8,000	8,000	9,000
PCWA	2,250	2,375	2,500	3,500	3,600	3,600
PG&E	1,750	11,434	2,000	12,000	13,000	13,500
PHONE (ELEVATOR/ALARM)	550	643	600	650	550	600
PLUMBING / ELECTRICAL	1,500		1,750		1,500	1,750
REAL ESTATE TAXES	2,250	2,691	2,500	2,618	2,250	2,500
RESTROOM SUPPLIES	1,000	1,872	1,250	1,200	1,000	1,250
SECURITY	9,750	2,212	10,000	2,300	9,750	10,000
SEWER FEES	3,500	3,551	3,500	3,600	3,500	3,500
WINDOW WASHING	1,000		1,000	1,000	1,000	1,000
TRANSFER TO RESERVE - HVAC (12 units)	20,000		25,000	25,000	23,854	25,000
TRANSFER TO RESERVE - EXTERIOR PAINTING	5,000		5,000	5,000	5,000	5,000
TRANSFER TO RESERVE - PARKING LOT PAVING	-		-		-	-
TRANSFER TO RESERVE - ROOF & SIDING	2,500		2,500	2,500	2,500	2,500
TOTAL OPERATING EXPENSES	109,029	100,150	120,405	132,297	133,404	140,300
NET INCOME	206,851	212,179	217,300	197,744	210,871	212,258
NON-OPERATING EXPENSES						
DEBT SERVICE (Principal + Interest)	190,951	190,951	190,038	190,038	193,842	188,936
BOND TRUSTEE ADMIN FEE	2,150	2,010	2,150	1,500	2,150	2,150
MISC. NON-OPERATING	750	2,207	750		750	750
LEASE COMMISSIONS	2,500	-	2,500	940	2,500	2,500
TENANT IMPROVEMENTS	5,000		5,000		5,000	5,000
BOND COUNSEL	500		500	500	500	500
TOTAL NON-OPERATING EXPENSES	201,851	195,168	200,938	192,978	204,742	199,836
TRANSFER FROM PCTPA RESERVES	-	-	-	-	-	-
DUE TO PCTPA - PROPERTY MGMT.	-	-	-	-	-	-
DUE TO PCTPA - NOTE PAYABLE	5,000	5,000	15,000	15,000	15,000	15,000
NET OPERATING CASH FLOW	0	12,011	1,362	(10,234)	(8,871)	(2,578)



MEMORANDUM

TO: Airport Land Use Commission

DATE: May 24, 2023

FROM: Matthew Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below is the Consent Calendar item for the May 24, 2023, agenda for your review and action.

1. Airport Land Use Commission Fee – No Annual Fee Adjustment for FY 2023/24

On December 1, 2021, the Airport Land Use Commission (ALUC) adopted an updated fee schedule. ALUC fees were updated to account for staff costs associated with project application reviews. These costs are now recouped from project proponents.

The updated fee schedule went into effect January 31, 2022. The updated fee schedule includes a procedure to annually review and adjust the fees based on the federal Consumer Price Index and upon ALUC approval, the fee adjustment would go into effect July 1st of the new fiscal year.

During fall 2021 General Plan-Airport Land Use Compatibility Plan (ALUCP) consistency requirements for the cities of Auburn and Lincoln and Placer County were conditionally approved by the ALUC. The ALUC has approved time extensions for the City of Auburn and Placer County to complete their consistency conditions. The City of Lincoln has achieved General Plan consistency with the ALUCP. The result of these actions limits the ALUC's authority to review proposed projects around an airport and is now the responsibility of the local jurisdiction with land use authority within the specific airport influence area. Projects requiring a mandatory review continue to be referred to the ALUC. Mandatory project referrals include General Plan Amendments; Specific Plans and amendments thereto; Zoning Ordinance and Building Code changes; and Special Condition Exception requests. During FY 2022/23 the ALUC completed only one mandatory review for a General Plan Amendment and Rezone application.

Notwithstanding the present inflationary environment, there is no justification currently to support a fee adjustment. Staff recommends no annual ALUC fee adjustment for FY 2023/24. The PCTPA TAC concurred with the staff recommendation.

2. 2021 Airport Land Use Compatibility Plan (ALUCP) Basic Compatibility Criteria Table: Recommended Revisions to Clarify Airspace Review Requirements

Airspace protection policies seek to prevent land use features that pose a hazard to aircraft in flight such as tall buildings near runways and antenna towers in flight pattern areas. Airspace hazards can be physical (tall structures), visual (glare), electronic (interference for aircraft navigation and communications equipment), or uses that attract wildlife (i.e. birds). The policies in the 2021 ALUCP rely upon regulations and standards enacted by the Federal Aviation Administration and the California Division of Aeronautics.

Revisions to ALUCP Basic Compatibility Criteria Tables for Auburn Municipal, Blue Canyon, and Lincoln Regional airports is needed to clarify that airspace review requirements include temporary objects, such as construction cranes. The attached table for the Auburn Municipal ALUCP identifies recommended revisions to Table AUB-4A. These revisions will also be incorporated into the ALUCPs for Blue Canyon Airport Table BLU-4A and Lincoln Regional Airport Table LIN-6A. Staff recommends ALUC approval of the Basic Compatibility Criteria Table revisions to clarify airspace review requirements. The PCTPA TAC concurred with the staff recommendation.

DM:rc:mbc:ss

2021 ALUCP Basic Compatibility Table
Recommended Revisions to Clarify Airspace Review Requirements

For Policy 3.5.5

No revisions are required for Policy 3.5.5 – Requirements for FAA Notification of Proposed Construction Project.

For Table AUB-4A: Basic Compatibility Table

Revisions are noted below for the Basic Compatibility Table.

Land Use Category	Legend (see last page of table for interpretation)			Additional Criteria			
<ul style="list-style-type: none"> › Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses³ 	Normally Compatible	Conditional	Incompatible	<ul style="list-style-type: none"> › Conditions listed below apply to uses listed as “Conditional” (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone 			
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height							B1, B2, C1: Ensure airspace obstruction does not occur B1, B2, Height Review Overlay Zone: Airspace review required for objects > 35 feet C1: Airspace review required for objects > 70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height							C2, D: Ensure airspace obstruction does not occur; airspace review required for objects > 150 feet

In the first Land Use Category:

- Modify the category description as follows: “Any use having structures (including poles or antennas), temporary objects (e.g., construction cranes), or trees 35 to 150 feet in height.”
- Under Additional Criteria for B1, B2 Zones, modify as follows: “Height Review Overlay Zone: Airspace review likely required-for objects >35 feet⁵”
- Under Additional Criteria for C1 Zone, modify as follows: “Height Review Overlay Zone: Airspace review likely required-for objects >70 feet⁵”

In the second Land Use Category:

- Modify the category description as follows: “Any use having structures (including poles or antennas, ~~or cranes~~), temporary objects (e.g., construction cranes), or trees more than 150 feet in height⁵”
- Under Additional Criteria for C2, D Zones, modify as follows: “Ensure airspace obstruction does not occur; airspace review likely required-for objects >150 feet⁵”

In the Table Notes section insert a new Note 5 as follows (also renumber all subsequent notes in this section and in table):

- The height referenced in this criterion is a general guideline for when objects may have heights which dictate notification to the FAA in accordance with CFR Part 77. Shorter objects are not likely to require notification to the FAA unless located on ground levels above that of the airport. See Policy 3.5.5 and Appendix B for details regarding notification requirements. Responsibility for submitting notification rests with the project applicant.

For Tables BLU-4A and LIN-6A

Make changes comparable to those shown above.



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** May 24, 2023

FROM: David Melko, Senior Transportation Planner

SUBJECT: 9:00 A.M. - PUBLIC HEARING: BEAUTIFUL MINDS WELLNESS
GENERAL PLAN AND COMMUNITY PLAN AMENDMENTS AND
REZONE CONSISTENCY DETERMINATION

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of the Beautiful Minds Wellness project General Plan and Community Plan Amendments and Rezone with the Placer County Airport Land Use Compatibility Plan.
2. Find that the proposed Beautiful Minds Wellness project General Plan and Community Plan Amendments and Rezone are consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommended conditions.

BACKGROUND

PCTPA serves as the ALUC for Placer County's three public use airports. ALUC's protect public health, safety, and welfare by: (1) ensuring orderly expansion of airports; and (2) promoting compatibility between airports and surrounding land uses. ALUC's achieve this by: (1) adopting an Airport Land Use Compatibility Plan; and (2) reviewing for consistency plans, regulations, and other actions of local agencies and airports.

Placer County Airport Land Use Compatibility Plan (ALUCP)

The 2021 ALUCP contains Compatibility Plans for each of Placer County's public use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review.

Consistency Requirement

State law requires that any General Plan and/or Community Plan amendments and rezoning that affects land within an airport influence area be reviewed for consistency with the ALUCP.

Proposed Action

Placer County's Planning Services Division is requesting the ALUC to review the Beautiful Minds Wellness General Plan Amendment, Auburn Bowman Community Plan Amendment, and rezone to determine whether the proposal is consistent with the ALUCP.

The Beautiful Minds Wellness project will be located at 13300 New Airport Road (APN: 052-190-090), acquiring 12.3 acres from the existing Ceronix campus. In 2006, Ceronix completed a master plan for this parcel that was to consist of 15 high density office buildings totaling 88,232 SF.

Beautiful Minds Wellness General Plan Amendment, Community Plan Amendment, and Rezone will change land use from Industrial Park to Business Park to allow medical services with extended care in the Business Park land use. Additional project entitlements include a Minor Use Permit, Tentative

**BEAUTIFUL MINDS WELLNESS
GENERAL PLAN AMENDMENT AND REZONE
CONSISTENCY DETERMINATION
May 2023**

Page 2

Parcel Map/Minor Land Division, Design Review and CEQA review. The Minor Use Permit is required for the Fitness Center proposed on Lot 1 and for the general commercial, retail, and short-term stay lodging on Lot 3. The Minor Land Division will create three parcels.

Beautiful Minds Wellness proposes to subdivide the 12.3-acre parcel into three lots for development of eleven buildings totaling 106,847 square feet. Refer to Attachment 1 project site plan. Lot 1 will include medical practice offices and fitness center. Lot 2 (closest to Auburn Municipal Airport) will include mini-storage buildings, a caretaker residence, and boat and RV solar covered parking. Lot 3 will include general commercial, retail, and short-term stay (less than 30-day) lodging for outpatient treatment.

Beautiful Minds Wellness is a medical office practice that offers a range of services from senior peer counseling, psychiatry, massage therapy, hydrotherapy, exercise and wholistic education, life/health coaching, and outpatient medical. A more detailed description of the Beautiful Minds Wellness programs, including a description of the proposed campus, can be viewed at:

<https://beautifulmindswellness.org/>.

Public Notice

ALUC review requires notice to be provided to the public ten days prior to the hearing. A public hearing notice was published in the Auburn Journal on May 10th. Notice was also posted on PCTPA's website and interested stakeholders received by email a notice of this public hearing.

DISCUSSION

The Beautiful Minds Wellness project is in Auburn Municipal Airport Compatibility Zone C1. Refer to Attachment 2. Compatibility Zone C1 covers the extended airport approach/departure corridor and includes lands beneath the primary traffic pattern. Compatibility Zone C1 is affected by a moderate degree of noise and risk (safety).

Consistency Review

The ALUCP establishes land use compatibility criteria and zones based on four factors: noise, safety, airspace protection, and overflight provisions. This consistency analysis focuses on these four factors.

1. **Noise** from individual aircraft overflights may adversely affect certain land uses, particularly those with outdoor activities. Most of the project site lies outside Auburn Municipal Airport's 55 CNEL noise contour. CNEL stands for Community Noise Equivalent Level and is a noise metric used to measure cumulative noise. The metric represents a time-weighted 24-hour average noise level and is based on the number of aircraft noise events and decibel level. Few people are seriously annoyed by activities with noise levels at or below 55 dBA.

The northern portion of the site falls within Auburn Municipal Airport's 55 CNEL noise contour. This is the area labeled Lot 2 on the project site plan. Auburn Municipal Airport is located approximately 500 feet north of the project boundary. Cumulative noise levels can exceed 55 dB CNEL in this portion of Compatibility Zone C1. As part of the County's project application, a noise monitoring survey was included. Monitoring sites were positioned near the northern boundary of the project closest to the Airport. Monitoring occurred for a 96-hour period. Measured ambient day-night noise levels ranged from 50 to 54 dB DNL. Ambient noise measurements included aircraft operations.

**BEAUTIFUL MINDS WELLNESS
GENERAL PLAN AMENDMENT AND REZONE
CONSISTENCY DETERMINATION
May 2023**

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Based on the ambient noise monitoring survey and consideration of noise level reduction achieved with standard building construction and installation of mechanical ventilation (air conditioning), the noise generated from normal aircraft operations at Auburn Municipal Airport are not predicted to exceed ALUCP exterior (60 dB DNL) or interior noise level (45 dB DNL) criteria within the proposed uses of the development. However, to reduce the potential for sleep disturbance during nighttime aircraft operations, the applicant's noise consultant recommended that the project include window upgrades for the mini-storage caretaker residence and the short-term lodging.

Recommendation: The project is consistent with ALUCP noise provisions provided window upgrades are included in the project for the mini-storage caretaker residence and short-term lodging components.

2. **Safety** can be a concern when uses involve high concentrations of people, particularly risk-sensitive uses such as schools and hospitals. The ALUCP categorizes office (including medical office), out-patient medical, short-term stay, indoor recreation uses in Compatibility Zone C1 as conditionally compatible, if usage intensity and open land criteria are met. Mini-storage and single-family residential, such as the caretaker residence, are considered compatible uses. There are two intensity criteria for Compatibility Zone C1: (1) a maximum sitewide average of 100 people per acre; and (2) a maximum single-acre intensity of 300 people per acre. The open land criteria require 20 percent of the site be set aside as open, capable of accommodating an emergency aircraft landing. The project sets aside 20 percent of the site as open, with a sitewide intensity at 11.1 people per acre.

Recommendation: The project is consistent with ALUCP safety provisions provided all uses meet ALUCP intensity and open land criteria.

3. An **airspace protection** review by the Federal Aviation Administration (FAA) is required of any structure, including construction cranes, located in Zone C1 greater than 70 feet high. Compatibility Zone C1 further limits buildings to no more than three stories. A three-story building will range between 33 to 40 feet. The Beautiful Minds Wellness project includes office buildings of up to two stories in height. A two-story building will range from 18 to 25 feet in height. Cranes, however, may be needed to construct the office buildings. A construction crane, if truck-mounted may get up to 40 feet in height.

Recommendation: The project is consistent with ALUCP airspace protection provisions provided any structures, including construction cranes, do not exceed 70 feet in height, which would require an airspace review by the FAA.

Airspace protection also includes addressing other potential flight hazards, such as visual or electronic. Visual hazards include sources of glare and exterior lighting that can impact pilot visibility. The project proposes to include solar covered boat and RV parking. In addition, the project's parking and campus plan includes exterior lighting.

According to the FAA, "solar photovoltaic panels are compatible with airport land use because they... are designed to absorb light (rather than reflect it), minimizing potential impacts of glare." (FAA, *Technical Guidance for Evaluating Selected Solar Technologies on Airports*, 2010, p8). "Today's panels reflect as little as 2% of the incoming sunlight depending on the angle of the sun

**BEAUTIFUL MINDS WELLNESS
GENERAL PLAN AMENDMENT AND REZONE
CONSISTENCY DETERMINATION
May 2023**

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and assuming use of anti-reflective coatings.” (FAA 2010, p37). The project application does not indicate the product type or manufacturer of the proposed solar array or whether the panels will include an antireflective surface coating.

Exterior lighting near the airport can also be distracting and impair a pilot’s vision. As such, exterior lighting should be pointed downward and have the light source concealed to the maximum extent possible.

Recommendation: The project is consistent with ALUCP airspace provisions associated with other flight hazards provided: (1) the proposed solar array panels at the boat and RV solar covered parking include an anti-reflective surface coating; and (2) exterior parking and campus lighting is pointed downward, with the light source concealed to the maximum extent possible.

4. **Overflight compatibility** concerns encompass a combination of noise and safety issues. Compatibility Zone C1 encompasses areas routinely overflowed by aircraft approaching and departing Auburn Municipal Airport. This is an area where about 80 percent of aircraft overflights are estimated to occur. Annoyance is the major concern in Compatibility Zone C1 as aircraft typically overfly areas at an altitude of 1,000 on visual approaches or as low as 600 feet when using the circle to land procedure. There are no ALUCP requirements for nonresidential uses to provide an overflight notification to project tenants and/or employees.

Recommendation: The project is consistent with ALUCP overflight provisions.

Staff Recommendation

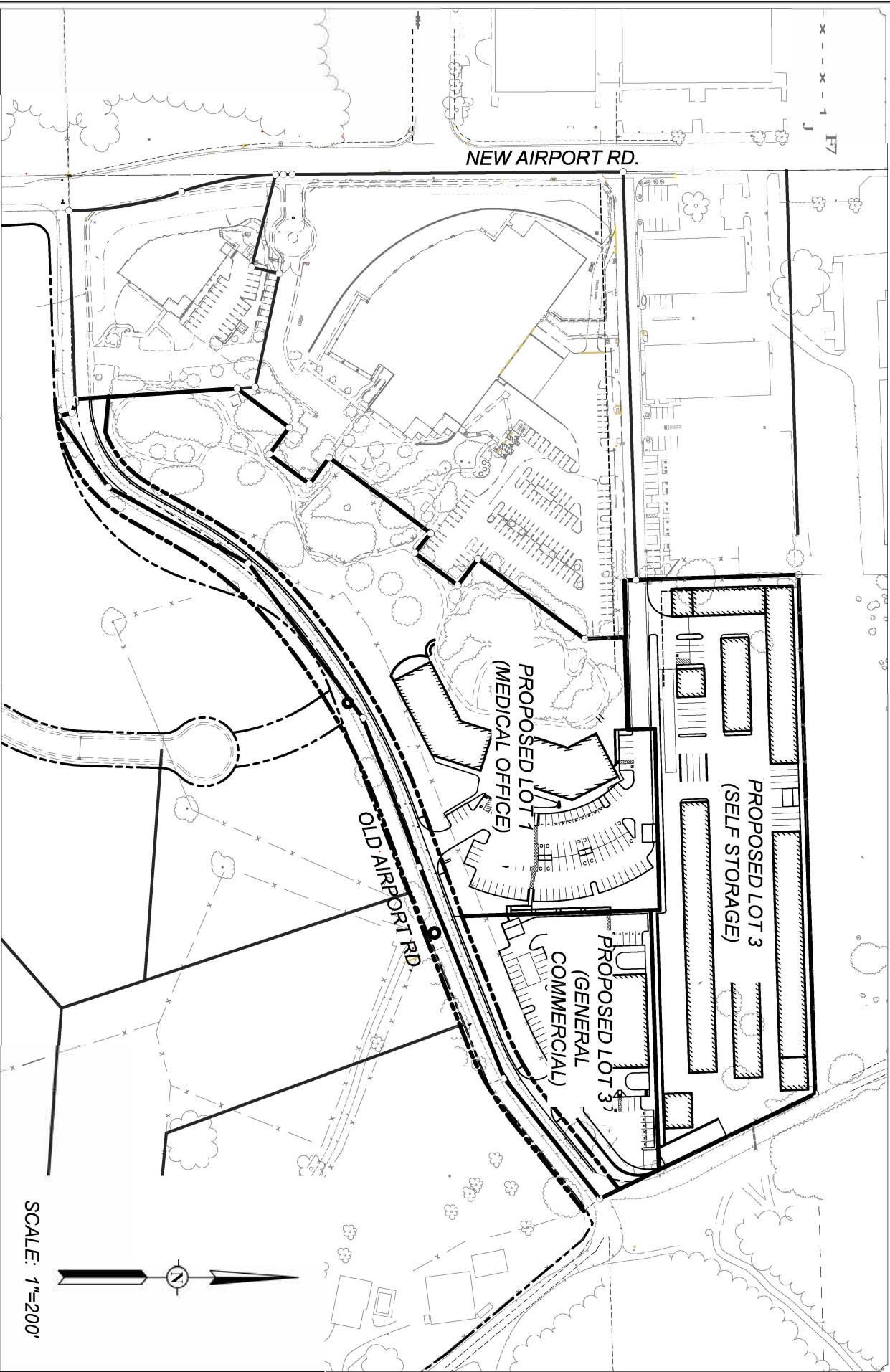
Before Placer County can take final action to approve the Beautiful Minds Wellness project the ALUC must find the proposal consistent with the ALUCP. The ALUC has three choices, finding Beautiful Minds Wellness: (1) consistent with the ALUCP; (2) consistent with the ALUCP subject to conditions; or (3) inconsistent with the ALUCP based on specific conflicts.

Staff recommends the ALUC find that the Beautiful Minds Wellness is consistent with the ALUCP subject to the previously noted recommendations and authorize the Executive Director to sign and submit a consistency determination letter to Placer County. The PCTPA TAC also concurred with the staff recommendation.

DM:rc:mbc:ss

Attachment 1 - Beautiful Minds Wellness Project Site Plan

Attachment 2 - Auburn Municipal ALUCP Compatibility Zone C1 - Beautiful Minds Wellness



2280 Douglas Blvd, Suite 101, Roseville, CA 95661
 PH: 916-727-7800 www.wearfe.com

SITE PLAN

BEAUTIFUL MINDS WELLNESS
 AUBURN, CA 95602
 PLACER COUNTY



Legend

- Boundary Lines**
 - Placer County Limits (outside map view)
 - Auburn City Limits
 - Auburn Sphere of Influence
 - Airport Property Line
 - Existing Runway (3,700 ft.)
 - Future Runway (4,300 ft.)
- Compatibility Zones¹**
 - Airport Influence Area
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
- Height Review Overlay Zone²**
 - Height Review Overlay Zone

See Special Conditions Policy Section 4.3

- Suter Auburn Faith Hospital
- Placer County Government Center
- Infill Green Zone - Mixed Use Residential
- Infill Green Zone - Multi-Family Residential

Notes:

- This ALLUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
- Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.
- Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Auburn Municipal Airport
Land Use Compatibility Plan**
(Adopted September 22, 2021)

Map AUG-4A
Compatibility Policy Map
Auburn Municipal Airport



TO: WPCTSA Board of Directors
FROM: Matt Click, Executive Director
SUBJECT: CONSENT CALENDAR

DATE: May 24, 2023

Below are the Consent Calendar items for the May 24, 2023, agenda for your review and action.

1. Extension of Time and Cost for WPCTSA's On-Call Consulting Contract with Tranova
In May 2022, the PCTPA/WPCTSA Executive Director executed a Master Agreement and associated Letter of Task Order Agreement #22-01 (LOTA #22-01) with Tranova, LLC (Tranova) to provide on-call marketing support, outreach, and general consulting services for the WPCTSA, at a not-to-exceed cost of \$50,000. Pursuant to the executed Master Agreement's and LOTA's terms/provisions, Tranova's on-call consulting services are set to terminate on June 30, 2023. PCPTA's administrative operating procedures (which are also applicable to the WPCTSA) require the Board to approve any cost increase that causes the original contract's total compensation to exceed \$50,000. With the recent approval and implementation of the WPCTSA's marketing plan in January 2023, staff requires continued on-call consultant support to effectively implement the marketing plan and administer related WPCTSA programs. Staff recommends approval of LOTA #23-01 to allow Tranova to continue their on-call consulting service for the WPCTSA through June 30, 2024 (a one-year extension), for an additional \$50,000 (total original Master Agreement amount not to exceed \$100,000). Tranova's unique consulting expertise, competitive rate structure, and current work implementing the WPCTSA's marketing plan and assisting with related program administration make it solely qualified to continue assisting WPCTSA staff with these efforts.

MC:RC:mbc:ss



May 24, 2023

Tom Courts, Partner
Tranova, LLC
1920 Rockford Avenue
Modesto, CA 95355

**SUBJECT: LETTER OF TASK AGREEMENT #23-01
BETWEEN TRANOVA, LLC. AND WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY FOR CTSA AND PUBLIC TRANSIT
MARKETING, OUTREACH AND OTHER CONSULTING SERVICES**

Dear Mr. Courts:

This letter, when countersigned, authorizes work under the “Master Agreement between Western Placer Consolidated Transportation Services Agency (WPCTSA) and Tranova, LLC.” dated May 17, 2022.

1. Incorporated Master Agreement: This letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by Tranova, LLC to provide marketing, outreach and general consulting services for WPCTSA and the Placer region’s public transit providers and social service agencies.
2. Term: Consultant services, which were originally set to terminate on June 30, 2023, pursuant to the terms/provisions established in the Master Agreement’s and original Letter of Task Order Agreement #22-01, which were executed on May 17, 2022, are to be extended for one year to June 30, 2024, to assure that on-going WPCTSA projects are completed. During the term of this contract, Consultant shall not engage in other work that would be deemed a conflict of interest with WPCTSA interests.
3. Scope of Services: Consultant will continue to perform the tasks as outlined in Attachment A: Scope of Services, which were established in LOTA #22-01. Mike Costa, Senior Transportation Planner, will act as Project Manager.
4. Personnel: Consultant will provide their own personnel to perform the work in this Letter of Agreement. Consultant will provide administrative support and overhead expenses.
5. Compensation: For services rendered, Consultant compensation shall continue to be made as set forth under the hourly rates and other fees outlined under Attachment B: Rate and Fee Structure, with a total payment not-to-exceed \$50,000.00 (or \$100,000 for the Master Agreement), unless authorized in advance by the Executive Director. Consultant will invoice on a monthly basis for work completed. Such invoices shall include a description of the tasks and/or work addressed, hours associated with each task, and the hourly rate. If direct costs are invoiced for compensation per the rate and fee structure provided in Attachment B, Consultant shall provide the appropriate receipts and/or documentation supporting the direct expenses being invoiced. Invoices will be paid within thirty (30) days of receipt.



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 Mike Costa at (530) 823-4029 or mcosta@pctpa.net.

Sincerely,

Accepted by:

Matt Click, AICP Date
Executive Director
Western Placer Consolidated Transportation
Services Agency

Tom Courts Date
Partner
Tranova, LLC

Attachments: A – Scope of Work
 B – Rate and Fee Structure

Attachment A: Scope of Services

Consultant will assist staff with developing and coordinating marketing programs and outreach efforts to promote the Western Placer Consolidated Transportation Services Agency (WPCTSA) programs and provide general consultant services for other Placer County Transportation Planning Agency (PCTPA) transportation and transit programs and/or services including, but not limited to, the following tasks:

- Coordinate, attend, and facilitate meetings and workshops (both in person and/or virtual), as needed, with stakeholder management teams, clients and transit riders in order to develop and implement marketing efforts for Placer County transit providers and the WPCTSA.
- Work with the WPCTSA to identify a comprehensive list of stakeholders in Placer County.
- Serve as a liaison for the WPCTSA to various stakeholder entities including, but not limited to, the local Chambers of Commerce, Community Business Organizations (CBOs), non-profit social service agencies and transportation providers, and/or any local and regional governmental agencies that coordinate with the WPCTSA.
- Work with PCTPA and WPCTSA consultants to create graphic materials, social media posts, and other marketing materials as needed to promote any identified outreach campaign.
- Prepare materials as necessary to support general transportation and transit marketing efforts in the region.
- Work with WPCTSA staff and stakeholders to create a word-of-mouth marketing campaigns to educate social service agencies, including client support teams, on the transportation and transit options available in Placer County.
- Work with Placer County transit providers on the formation and implementation of a marketing and communication campaign and strategy to ensure consistent messaging amongst transit providers and the WPCTSA.
- Provide general consultation, guidance, and assistance to PCTPA and WPCTSA agency partners to assist with implementation of marketing strategies and trans planning efforts for the region.
- Provide general support for the administration of PCTPA transit planning and/or WPCTSA programs and initiatives.

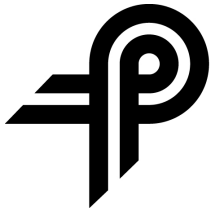
Attachment B: Rate and Fees Structure

Tranova LLC Fee Structure

Consulting Fee: \$150.00 per hour

Auto Travel: \$0.585 per mile + travel time at half hourly rate

Overnight Travel: Direct expenses (air, lodging, ground) + travel time at half hourly rate



MEMORANDUM

TO: PCTPA Board of Directors

DATE: May 24, 2023

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

SUBJECT: FY 2022/23 OVERALL WORK PROGRAM AND BUDGET (OWP)
AMENDMENT#2

ACTION REQUESTED

Adopt Resolution No. 23-17 approving the FY 2022/23 Overall Work Program (OWP) and Budget Amendment #2 and authorize the Executive Director to submit to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit an OWP to Caltrans each year, with the final version submitted by June 1. This was done last year and approved by Caltrans. In accordance with normal operations, PCTPA prepares amendments to its OWP in the fall and spring of the fiscal year. Amendment #1 was approved by the Board in October 2022.

This Amendment #2 provides an updated description of the activities to be undertaken by the agency in the fiscal year, along with updated detailed budget information. Amendment #2 has been developed in compliance with these requirements and reflects the latest information on finances and work activities, as well as comments received from the Board and jurisdictions.

DISCUSSION

FY 2022/23 OWP and Budget Amendment #2 contains several changes from the OWP and Budget Amendment #1 adopted by the Board in October 2022. Local Transportation Funds (LTF) have remained constant between Amendment #1 and Amendment #2. Minor adjustments were made to staffing and billable hours. Additionally, PCTPA approved Indirect Cost Rate of 35.27% was adjusted in the amendment.

Work Program

As noted in Amendment #2, the FY 2022/23 work program reflects a continued focused on project implementation activities for projects, including the design and right of way phases for the I-80 Auxiliary Lanes (WE 43), and Highway 49 Sidewalk Gap Closure (WE 44). Adjustments that total an increase of \$242K in expenses are included in this Amendment.

PCTPA Board of Directors
FY 2021/22 OVERALL WORK PROGRAM (OWP)/BUDGET- AMENDMENT #2
May 24, 2023
Page 2

These expenditure changes include:

- **Indirect Costs increase \$164K** - \$30K increase for website update, \$4K for shift in staff time, and \$130K to adjust for approved Indirect Cost rate of 35.27%.
- **Direct Costs increase \$117K** - \$412K Roseville Tree Mitigation (I-80 Aux Lanes, \$160K SR 65 Widening Reconfiguration Consultant, \$147K Riego Baseline fair share analysis consultant, \$6K Permit Fees I-80 Aux Lanes, \$6K I-80 Aux Lanes PUE Abandonment.
- **Salaries & Benefits decrease \$39K** - to adjust for original budget of change in Executive Director overlap cost.

As always, the Work Program maintains our strong focus on core Agency activities, such as Transportation Development Act (TDA) administration, State and Federal transportation programming compliance, Freeway Service Patrol implementation, and management of various Joint Powers Authorities (JPAs) including the South Placer Regional Transportation Authority (SPRTA) and the Western Placer Consolidated Transportation Services Agency (CTSA).

Staffing

Staffing levels remain the same with 7.0 full-time equivalent staff but with a temporary adjustment for the overlap of Executive Director in the fiscal year.

Budget

PCTPA is able to keep its contingency funding at \$1.4M or roughly 20 percent of the budgeted expenditures. Contingency funding assists the Agency with cash flow and meeting unexpected future costs or financial obligations that may occur. In addition, it is expected that there will be a carryover of \$287K which has been added to the 2023/24 Final OWP/Budget to assist with the Transportation Funding Strategy related expenditures.

The proposed budget is \$8,245,757, which is an overall increase of 3 percent from Amendment #1 approved by the Board in October 2022. Normally staff presents a balanced budget but due to unique revenue restricted by purpose, staff recommends carrying over \$287K into fiscal year 2023-24 for the funding strategy (WE61) to assist with the Transportation Funding Strategy related expenditures. Staff will continue to monitor expenditures and revenues through the remainder of the fiscal year and update the Board if conditions change before the end of the fiscal year on June 30. The PCTPA Technical Advisory Committee concurred with staff recommendation at their May 9th meeting.

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PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: APPROVING AMENDMENT #2 RESOLUTION NO. 23-17 TO THE FISCAL YEAR 2022/23 OVERALL WORK PROGRAM AND BUDGET

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held May 24, 2023, by the following vote on roll call:

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

WHEREAS, California Government Code Section 29532.1c identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, it is the intent and policy of PCTPA to improve and maximize the efficiency of transportation services in Placer County; and

WHEREAS, the Fiscal Year (FY) 2022/23 Overall Work Program and Budget (OWP) is the primary management tool for the PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

WHEREAS, the Final FY 2022/23 OWP was approved on May 25, 2022; and

WHEREAS, the Amendment #1 to the FY 2022/23 OWP was approved on October 26, 2022; and

WHEREAS, Amendment #2 to the FY 2022/23 OWP adjusts staff time, professional services, and funding between work elements based on expenditures to date and projections for the remainder of FY 2022/23.

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves the Amendment #2 to the FY 2022/23 OWP.

Signed and approved by me after its passage.

Matt Click
Executive Director

Suzanne Jones, Chair
Placer County Transportation Planning Agency



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



OVERALL WORK PROGRAM AND BUDGET

AMENDMENT #2 FISCAL YEAR 2022/23

May 24, 2023

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OVERALL WORK PROGRAM FOR 2022/23

OVERVIEW

The FY 2022/23 Overall Work Program (OWP) documents the management, budgetary, and monitoring activities performed annually by Placer County Transportation Planning Agency (PCTPA). It is developed annually for Caltrans review and for approval by the PCTPA Board of Directors. This version of the OWP is the result of input from jurisdiction management, public works and planning officials, air district management, tribal governments, elected officials, and the general public. This document also provides an application format for Caltrans-administered funding programs, such as FHWA grants.

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

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

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

The 2022/23 OWP is a product of cooperative efforts by PCTPA's member jurisdictions, including the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, the Town of Loomis, and Placer County, as well as other interested agencies. Equally important, the OWP is consistent with state and federal funding priorities.

INTRODUCTION

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

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

PCTPA has executed a memorandum of understanding and Master Fund Transfer Agreement with the State Department of Transportation on January 26, 1996, and updated in 2012 and 2014 identifying the

responsibilities of PCTPA as the RTPA and providing the administrative structure to implement these responsibilities.

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

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

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

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

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

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

Pursuant to these agreements, PCTPA receives a "fair share" allocation of both federal urbanized Surface Transportation Block Grant Program (STBGP) funds and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. PCTPA nominates projects for these funds, and SACOG has agreed to select these nominated projects unless they fail to meet a federal requirements. SACOG cannot add projects to the PCTPA nominations.

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

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

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

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

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

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

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

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

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

Western Placer Consolidated Transportation Services Agency (WPCTSA) Administration:

PCTPA was designated as the administrator of the WPCTSA under the terms of the Agency's Joint Powers Agreement dated October 13, 2008. As such, PCTPA provides staffing and management of the Agency, and is reimbursed for these services under a staffing agreement.

PCTPA ORGANIZATION

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

PCTPA has provided for seven full-time staff members to implement the FY 2022/23 OWP. The organization of PCTPA is summarized in Figure 1.

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

GEOGRAPHIC LOCATION

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

PCTPA represents the County, five incorporated cities, and one incorporated town located within the political boundary of Placer County. Transportation planning services are provided to the following incorporated cities with their corresponding January 1, 2021 populations: Auburn (14,433), Colfax (2,172), Lincoln (49,624), Loomis (6,808), Rocklin (70,469) and Roseville (146,875). Unincorporated Placer County, excluding the Tahoe Basin portion of Placer County, has a population of 103,151. These population estimates are based upon information provided by the California Department of Finance (DOF) in their 2021 DOF E-1 Report as updated in May 2021.

AGENCY COORDINATION

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

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

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

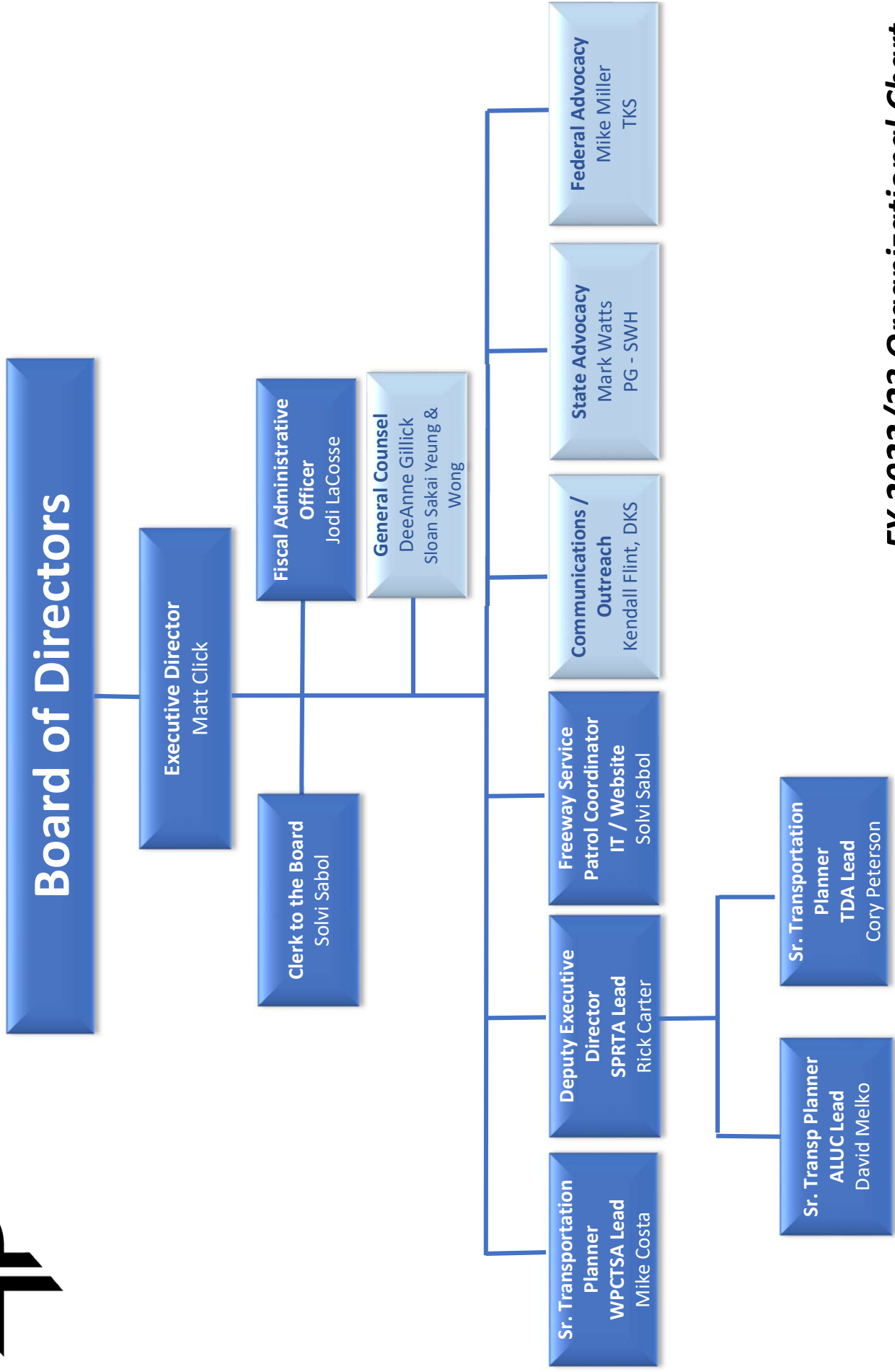
- In person meeting to develop partnership between PCTPA and UAIC for the regional transportation funding strategy

COMMUNITY PARTICIPATION

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

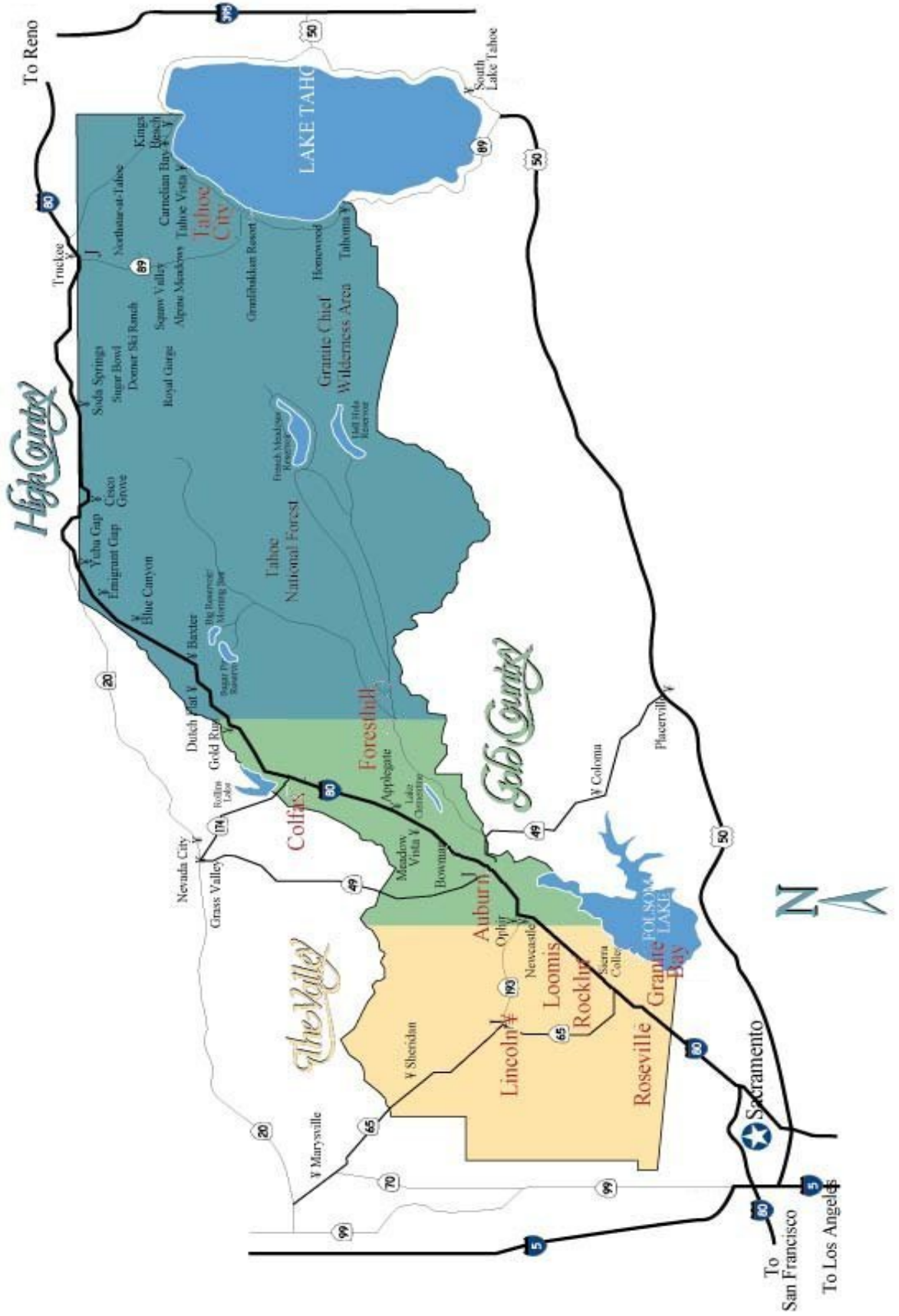
PCTPA conducts public hearings regarding the development and adoption of major planning documents such as the Regional Transportation Plan, the Regional Transportation Improvement Program, and the annual unmet needs hearing. Additional public hearings and workshops are held for individual work projects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

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



FY 2022/23 Organizational Chart

Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

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

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

- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- Transportation Development Act Administration (WE 11)
- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

Increase the accessibility and mobility of people and for freight

- TDA Implementation (WE 11)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Project Programming and Reporting (WE 50)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)

- Placer Parkway (WE 40)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)

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

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

- TDA Implementation (WE 11)
- Intergovernmental Coordination (WE 12)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Integration (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Airport Land Use Commission/Aviation Planning (WE 27)
- Bikeway Planning (WE 33)
- Capitol Corridor Rail Program (WE 35)
- I-80/SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- SR 49 Sidewalks Gap Closure (WE 44)
- Riego Road/Baseline Road Widening (WE 47)
- Mobility Action Plan (WE 46)

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

Promote efficient system management and operation

- TDA Implementation (WE 11)
- Intergovernmental Advocacy (WE 13)
- SACOG/MPO Planning Implementation (WE 20)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- Project Programming and Reporting (WE 50)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

Emphasize the preservation of the existing transportation system

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

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

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

- Intergovernmental Coordination (WE 12)
- SACOG/MPO Planning Integration (WE 20)
- Placer Parkway (WE 40)
- I-80/ SR 65 Interchange Improvements (WE 41)
- Highway 65 Widening (WE 42)
- I-80 Auxiliary Lanes (WE 43)
- Riego Road/Baseline Road Widening (WE 47)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service patrol (WE 80)

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

Enhance travel and tourism

- Transportation Development Act Admin (WE 11)
- Intergovernmental Coordination (12)
- Communication and Outreach (14)
- Western Placer Consolidated Transportation Services Agency (CTSA) Administration (WE 23)
- South Placer Transit Project (WE 24)
- Bikeway Planning (WE 33)
- SR 49 Sidewalks Gap Closure (WE 44)
- Regional Transportation Funding Program (WE 61)
- Mobility Action Plan (WE 46)
- Freeway Service Patrol (WE 80)

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

CALTRANS REGIONAL PLANNING ACTIVITIES

As the State Department of Transportation, Caltrans has numerous roles and responsibilities for planning, programming, constructing, operating, and maintaining the state’s transportation system. Caltrans acts as a partner with PCTPA, jurisdictions, tribal governments, and other agencies to implement their various responsibilities. One arm of this effort is the Caltrans’ regional planning activities, which are described below:

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

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

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

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 05 (continued)

AGENCY ADMINISTRATION: INDIRECT LABOR

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Various – proportionately spread across all other work elements/fund types	\$345,434 \$349,596	PCTPA	\$345,434 \$349,596

WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM

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

PREVIOUS WORK:

- FY 2020/21 closeout with Caltrans staff **August 2021**
- FY 2021/22 Overall Work Program and Budget amendments **October 2021 and April 2022**
- Preliminary Draft FY 2022/23 Overall Work Program and Budget **March 2022**
- Final FY 2022/23 Overall Work Program and Budget **May 2022**

WORK PROGRAM:

- Prepare FY 2022/23 Overall Work Program and Budget close out documents **July 2022 – August 2022**
- Prepare amendments to FY 2022/23 Overall Work Program (OWP) and Budget **August 2022 - October 2022, January - April 2023, or as needed**
- Prepare FY 2023/24 Overall Work Program and Budget **January 2023 – May 2023**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

- Conduct FY 2021/22 closeout with Caltrans staff **August 2022**
- Quarterly progress reports on FY 2022/23 Overall Work Program **Quarterly**
- FY 2022/23 Overall Work Program and Budget amendments **October 2022, April 2023, or as needed**
- Preliminary Draft FY 2023/24 Overall Work Program and Budget **February 2023**
- Final FY 2023/24 Overall Work Program and Budget **May 2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$75,171</u> \$67,631	PCTPA	<u>\$66,697</u> 59,157
Rural Planning Assistance Funds	<u>\$25,000</u>	<u>RECRUITER/ Applicant Travel Costs</u>	<u>\$33,474</u>
TOTAL	<u>\$100,171</u> \$92,631		<u>\$100,171</u> \$92,631
Percent of budget: <u>1.25%</u> 1.12%			

WORK ELEMENT 11

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

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

WORK PROGRAM:

- Solicit public comments on unmet transit needs throughout Placer County **September 2022 – October 2022**
- Review and summarize all comments received regarding unmet transit needs **December 2022**
- Evaluate current existing services and their effectiveness in meeting transit needs and demand **December 2022 – January 2023**
- Prepare a report recommending a finding on unmet transit needs **January 2023 - February 2023**
- Provide for the management of the Local Transportation Fund (LTF) **Ongoing**
- Prepare a final estimate of LTF and STA apportionments for FY 2022/23 **September 2022**
- Prepare a mid-year status update on FY 22/23 LTF and STA actual revenues to estimates **March 2023**
- Prepare a preliminary estimate of LTF and STA apportionments for FY 2023/24 **February 2023**
- Assist claimants with the preparation of project lists, annual claims, and local program administration **Ongoing**
- Provide for the review, approval, and processing of all LTF and other TDA claims and financial transactions **Ongoing**
- Update policies governing review, approval, and processing of all LTF and other TDA claims to ensure timely compliance with TDA law **As needed**
- Maintain a financial status report of TDA and STA claims **Ongoing**
- Provide for an annual financial and compliance audit of PCTPA and each claimant by an independent auditing firm **September 2022 – March 2023**
- Update and administer five year plan for Bicycle and Pedestrian Account funds **Ongoing**
- Monitor legislation pertinent to the Transportation Development Act **Ongoing**
- Provide technical assistance to paratransit operators and monitor activities **Ongoing**
- Facilitate and monitor activities of the Social Services Transportation Advisory Council (SSTAC) **Annually**
- Facilitate and monitor activities of the Transit Operators Working Group (TOWG) **Bi-Monthly**

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

- Coordinate planning efforts for FTA funds to avoid duplication of services and maximize resources **Ongoing**
- Coordinate with Sierra College on potential college student transit pass **Ongoing**
- Begin scoping and consultant procurement for short range transit planning effort (contract funded through the WPCTSA) **October 2022 -June 2023**

PRODUCTS:

- Final Findings of Apportionment for FY 2022/23 **September 2022**
- Preliminary Annual Findings of Apportionment for FY2023/24 **February 2023**
- A report summarizing the unmet transit needs testimony, including analysis and recommendations for findings of unmet transit needs **February 2023**
- Financial and Compliance Audits of PCTPA and all TDA claimants **March 2023**
- Consultant contract for short range transit plan development **April 2023**
- TDA and STA claims **Ongoing**
- SSTAC meeting agendas **Ongoing**
- TOWG meeting agendas **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$188,491</u> \$203,483	PCTPA	<u>\$143,511</u> \$158,503
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	
			\$43,480
TOTAL	<u>\$188,491</u> \$203,483		<u>\$188,491</u> \$203,483
Percent of budget:	2.36% 2.47%		

WORK ELEMENT 12 INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

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

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

WORK PROGRAM:

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

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$63,204</u> \$77,250	PCTPA	<u>\$73,204</u> \$87,250
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	<u>20,000</u>	Meetings, Travel, and Notifications	<u>10,000</u>
TOTAL	<u>\$83,204</u> \$97,250		<u>\$83,204</u> \$97,250
Percent of budget: <u>1.04%</u> 1.18%			

WORK ELEMENT 13 INTERGOVERNMENTAL ADVOCACY

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

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

In FY 2016/17, the Board directed staff to explore the introduction of legislation to allow Placer to subdivide the county into transportation sales tax districts. Assembly Bill 1413 to allow sales tax districts in Placer, San Diego, and Solano Counties was signed by the Governor in October 2019.

WORK PROGRAM:

- Participate in Sacramento Metro Chamber's annual virtual Cap-to-Cap and State legislative advocacy effort **July 2022 – September 2022, January 2023 – June 2023**
- Participate in the Placer Business Alliance Washington DC trip – **October 2022**
- Participate in Statewide California Council of Governments (CALCOG) advocacy efforts **Ongoing/as needed**
- Participate with ad-hoc coalitions and groups to advocate for shared priorities in transportation projects and funding, such as the Fix Our Roads coalition **As needed**
- Complete a request for approval and recommend the Board hire/rehire a Federal Advocate **October 2022**
- Develop annual Federal legislative and advocacy platform **November 2022 – February 2023**
- Develop annual State legislative and advocacy platform **November 2022 – February 2023**
- Monitor and analyze pertinent legislation **Ongoing**
- Monitor and analyze regulatory agency directives and policies **Ongoing**
- Communicate Agency positions on pertinent legislation and regulatory directives **As needed**
- Meet with State and Federal legislators and their staff to discuss Agency issues **As needed**
- Assist, facilitate, and advocate for jurisdiction transportation issues with State and Federal agencies **As needed**
- Craft and advocate for Board sponsored legislation, such as for a transportation sales tax district **Ongoing/as needed**
- Membership in local chambers of commerce including Auburn, Lincoln, Loomis, Rocklin, Roseville, and Sacramento **Ongoing**

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

PRODUCTS:

- Attend Self-Help Counties Focus on the Future Conference **November 2022**
- 2023 Federal Legislative Platform **February 2023**
- 2023 State Legislative Platform **February 2023**
- Information packages or proposals for priority programs and projects **As needed**
- Information packages on high priority projects for Federal and State advocacy **March 2023**
- Analysis and recommendations on Federal and State legislative proposals **As needed**
- Letters supporting or opposing pertinent legislation **As needed**

REVENUES		EXPENDITURES	
LTF	\$184,701 \$183,608	PCTPA	\$57,452 \$72,358
Interest	2,000 \$18,000	Travel and Conference Expenses	10,000
		Legislative Tracking Services	4,650
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	3,399
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	\$75,000
TOTAL	\$186,701 \$201,608		\$186,701 \$201,608
Percent of budget: 2.33% 2.44%			

WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 14 (continued)

COMMUNICATIONS AND OUTREACH

- Review local newspapers and news outlets' coverage of issues that affect transportation and disseminate to Board members, jurisdictions, the public, and other appropriate parties **Ongoing**
- Provide prompt responses to public inquiries and concerns, including raising them to Advisory Committee or Board attention as appropriate **Ongoing**
- Major update of the current agency website - www.pctpa.net **July-December 2022**
- Post Board agenda, minutes, and meeting recordings on agency web site **Monthly**
- Provide outreach and respond to inquiries by the media to provide information and analysis of transportation issues that face Placer County and highlight agency activities and input opportunities, including television, radio, newspapers, and other media **Ongoing**
- Develop and implement social media program to highlight transportation programs, projects, issues, and other information pertinent to the traveling public **Ongoing**
- Develop and distribute "e-newsletter" with updates on transportation projects and programs, spotlighting current and upcoming transportation issues **Bi-monthly**
- Hold meetings, workshops, and/or events to capture public attention, disseminate information, and/or solicit input about transportation issues **Ongoing**
- Bring attention to milestones on transportation projects and programs through signage, events, social media, websites, and other appropriate methods **Ongoing/As needed**
- Develop marketing and outreach materials for programs that provide transportation options in Placer County **Ongoing**
- Create, maintain and update agency websites that provide education and information regarding transportation options in Placer County **Ongoing**
- Provide support for alternatively fueled vehicles, including EV charging station **Ongoing**
- Actively participate as a member of the TNT/TMA and support public education and outreach activities applicable to the Truckee-North Tahoe area **Ongoing**

PRODUCTS:

- Information pieces, such as Power Point presentations and brochures, about Agency activities and responsibilities **Ongoing**
- PCTPA "e-newsletter" **Quarterly**
- Social media postings **Ongoing**
- Posting of video recordings of Board meetings **Monthly**
- Major Update and regular Agency web site updates June-December 2022 **going**
- Board agenda postings on website **Monthly**
- Project and event signage **As needed**
- Title VI and/or DBE Program updates **As needed**
- Meeting notifications and advertising **As needed**

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

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

REVENUES		EXPENDITURES	
LTF	<u>\$169,499</u>	PCTPA	<u>\$94,099</u>
	<u>\$169,741</u>		\$94,341
CMAQ	<u>40,500</u>	Communications Consultant (Item funded by CMAQ)	47,500
		Graphics Consultant	\$25,000
		Grant Writer	\$25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support (Item funded by CMAQ)	<u>2,000</u>
TOTAL	<u>\$209,999</u>		<u>\$209,999</u>
	\$210,241		\$210,241
Percent of budget:			
<u>2.62%</u> 2.55%			

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

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

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

WORK PROGRAM:

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

PRODUCTS:

- Reprocure Property Management Firm **July 2022**
- Accounts receivable, accounts payable, balance sheets, and other accounting records **Ongoing**
- Tenant leases **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	<u>\$22,707</u> <u>\$24,633</u>	PCTPA	<u>-\$22,707</u> <u>\$24,633</u>
TOTAL	<u>\$22,707</u> <u>\$24,633</u>		<u>-\$22,707</u> <u>\$24,633</u>
Percent of budget: 28% .30%			

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION

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

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

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

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

Staff kicked off the development of the 2050 RTP in FY 2022/23 with a presentation to the PCTPA Board in February 2022. Although adoption of the plan is not required until December 2024, staff plans to reevaluate the structure and contents of the plan to emphasize linkages between policies and outcomes and to make it more user friendly. The 2050 RTP will also be developed in coordination and on a slightly delayed schedule with the SACOG MTP/SCS, being referred to as the 2024 Blueprint. This approach will ensure consistency between the planning efforts due to the complexity and dynamic planning environment in the Sacramento Region. The parallel schedules of the two efforts creates an opportunity to maximize efficiencies and effectiveness in addressing Placer's needs and goals. The technical coordination with SACOG will consist of the following activities:

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

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive and complete datasets quantifying and describing land use, transportation, and demographic characteristics for Placer County.
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - SACOG is required to update the long-range, six county Metropolitan Transportation Plan/Sustainable Communities Strategy at least every four years. The next update of the plan is scheduled to be completed in 2024. During FY 2022/23 SACOG in partnership with federal, state, and local partners, will be developing land use and transportation scenarios (called pathways) and holding a robust public input process. These pathways will help to develop a preferred project list that will serve as the final project list for both SACOG’s 2024 Blueprint and PCTPA’s 2050 RTP.
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - As required under the FAST Act, and/or any other subsequent regulations implemented under the new Infrastructure Investment and Jobs Act (IIJA), SACOG is required to update and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Activities will include inclusion of Placer County data into the metrics and updates to the Project Performance Assessment tool created by SACOG.

PREVIOUS WORK:

PCTPA

- Conducted a project kick-off meeting with the PCTPA Board of Directors – **February 2022**
- Initiated review and development of goals, policies, and objectives – **July 2021 - June 2022**
- Began development of public participation plan – **July 2021– June 2022**
- Coordinated with SACOG on data collection, jurisdiction one-on-one meetings, and 2024 Blueprint Framework – **July 2021 – June 2022**

SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2021 – June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - Placer County 2020 Base Year allocation for housing and employment for 2024 MTP/SCS long range transportation plan. **January 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Developed Regional six-county growth projections for the 2024 MTP/SCS update **December 2021**
 - Plan Process Map, Policy Framework, and Outreach Strategy. **February 2022**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- CMAQ Performance Plan. **September 2021**
- Pavement and Bridge Performance Targets included in MTP (PM2). **November 2021**
- System Performance Targets (PM3) included in MTP. **November 2021**
- Year 2 Safety Performance Targets (PM1). **February 2022**
- Version 2 Project Performance Assessment Tool. **April 2022**

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Begin development of 2050 RTP chapter outlines **July 2022 – June 2023**
- Prepare and release a request for proposals to secure a consultant to prepare an environmental impact report associated with the RTP –**April/May 2023**
- Coordinate with SACOG on the development of draft transportation project lists **July 2022 – June 2023**
- Coordinate with SACOG on anticipated transportation funding through 2050 – **July 2022 – June 2023**
- Review and coordinate with SACOG on Blueprint 2024 scenario planning – **July 2022 – June 2023**
- Develop materials and coordinate with SACOG to host elected officials workshops required of the Blueprint 2024 – **Spring/Summer 2023**

SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. **July 2021 – June 2022**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - Provide data analysis and mapping assistance to Placer County's various plan updates, including demographics, environmental layers, and transportation data for all jurisdictions and special districts. **July 2021 – June 2022**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Develop and evaluate three distinct pathways (or scenarios) designed to test various land use and transportation strategies and investments to inform the final action, financial, and policy elements of the Blueprint Plan. **July – October 2022**
 - Engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. **Monthly**
 - Prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. **November 2022 – June 2023**

WORK ELEMENT 20 (continued)

SACOG/MPO PLANNING INTEGRATION

- Prepare and the SACOG board will adopt a preferred pathway (scenario) for the Final Plan. **December 2022 – June 2023**
- Begin development of a Final Plan Document for Blueprint as well as associated technical reports. **December 2022 – June 2023**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Monitor safety performance data and set targets for PM1. **February 2023**
 - Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. **As needed**
 - Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. **As needed**
 - Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. **As needed**
 - Update project performance assessment (PPA) tool and interactive spatial performance metric display. **As needed**
 - Develop Draft CMAQ Performance Plan. **July – December 2022**

PRODUCTS:

PCTPA

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

SACOG

- Model development and Support – PCTPA (SACOG Project #SAC108)
 - Support provided and outcomes memo **September 2022, December 2022, March 2023, June 2023**
- Data Development, Monitoring, and Support – PCTPA (SACOG Project #SAC119)
 - New MTP online transportation tool for jurisdiction planners and stakeholders to evaluate transportation projects in the upcoming 2024 MTP/SCS. **July 2022 – June 2023**
 - New online Census Hub on the SACOG Open Data Portal with new data from the 2020 Decennial Census, provide demographics and analysis for land use and transportation planning. **July 2022 – June 2023**
 - New online dashboard for Regional Trails and ATP, will provide data for analysis and future studies. **July 2022 – June 2023**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION

- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Final Land Use and Transportation Pathways. **Fall 2023**
 - Public Workshops. **December 2022**
 - Elected Official Information Sessions. **Summer 2023**
 - Preferred Pathway Framework. **Fall 2023**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Establish Regional Targets or Support Statewide PM1 Safety Targets for 2022 - SACOG Board Action. **March 2023**
 - Update Project performance assessment (PPA) tool and interactive spatial performance metric display. **June 2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$272,262</u> \$287,728	SACOG	\$475,232
Rural Planning Assistance	397,000	PCTPA	<u>\$171,030</u> \$186,496
Planning, Programming, and Monitoring (PPM)	<u>60,000</u>	Consultant	60,000
		Community Engagement Software	20,000
		Legal	1,000
		Meetings, Travel, and Notifications	2,000
TOTAL	<u>\$729,262</u> \$744,728		<u>\$729,262</u> \$744,728
Percent of budget:	<u>9.11%</u> 9.03%		

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

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

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

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

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the CTSA JPA **Ongoing**
- Oversee the implementation of CTSA as delineated in the Joint Powers Agreement, including Placer Rides, Transit Ambassador, and the South Placer Transportation Call Center, Bus Pass Subsidy, and Mobility Management programs per Memoranda of Understanding **Ongoing**
- Market the new Placer Rides program in coordination with Seniors First, and conduct additional outreach regarding CTSA-funded programs/services and other public transit services provided by Placer County's transit operators **Ongoing**
- Develop and implement a regional marketing plan to promote both the public transit services and social service transportation programs provided through the WPCTSA in Placer County **July 2022 – June 2023**
- Develop and print coordinated transit schedules **Ongoing**
- Develop and keep updated www.sptransitinfo.org **Ongoing**
- Implement WPCTSA SRTP recommendations as needed **Ongoing**
- Develop agenda items for CTSA Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested groups, and citizens **Ongoing**
- Coordinate with SACOG on Federal and/or State funding opportunities available for the region's social service transportation providers as well as implementing and/or updating the SACOG Human Services Coordination Plan. **Ongoing**

PRODUCTS:

- Joint Powers Agreement amendments **As needed**
- Memorandum of Understanding amendments **As needed**
- CTSA FY 2022/23 Budget updates **As needed**

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

- CTSA FY 2023/24 Budget **June 2023**
- Contracts for CTSA transit services **Annually/as needed**
- CTSA Board agendas and minutes **Quarterly/as needed**
- CTSA financial reports **Quarterly**
- Regional public transit and WPCTSA marketing plan **January 2023**
- Reports, audits, and other documentation required of CTSA's **July 2022 – June 2023/as needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	<u>-\$155,297</u> \$158,992	PCTPA	<u>\$155,297</u> \$158,992
TOTAL	<u>\$155,297</u> \$158,992		<u>\$155,297</u> \$158,992
Percent of budget: <u>1.94%</u> 1.93%			

WORK ELEMENT 24 TRANSIT PLANNING

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

BACKGROUND:

PCTPA actively works with its member agencies and transit operators to improve the public transit system in Placer County. With an increased focus on alternatives to driving alone at the state and federal level, PCTPA's work to expand travel options in Placer County has become a larger part of the agency's work. The COVID-19 epidemic only exacerbated the need for Placer County to rethink how it provides transit services. This Work Element includes general transit planning and coordination, as well as the implementation of key regional transit services, such as the South Placer Transit Project and the Placer County-Roseville-Auburn microtransit pilot program. The South Placer Transit Project would connect South Placer County to the high-frequency Sacramento Light Rail transit system and provide Lincoln residents an efficient alternative to driving and increased congestion and the continued need for enhanced transit services in the Highway 65 Corridor. The new route would begin and end with a stop in the City of Lincoln, continue along the Highway 65 corridor with stops at Sutter Roseville Medical Center, Kaiser Permanente Roseville, and the Roseville Galleria shopping center, and terminate at the Watt/I-80 light rail station in Sacramento County. Sacramento Regional Transit's light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. The microtransit pilot program will utilize mobile software technology to support new, on-demand transit service in areas of Placer County, Roseville, and Auburn that may currently be underserved and/or underutilized with existing public transit options.

WORK PROGRAM:

- Work with Roseville Transit, Placer County Transit, Auburn Transit and WPCTSA to reinvent transit service to address impacts of COVID-19 and the ongoing decline in ridership for non-commuter service prior to COVID-19 **Ongoing**
- Work closely with consultant team, City of Roseville, Placer County, and other pertinent parties to implement the South Placer Transit Project **Ongoing**
- Work closely with City of Roseville, Placer County, City of Auburn, and other stakeholders to implement the microtransit pilot program **Ongoing**
- Provide support for federal and state grant applications for transit capital and operating funding **Ongoing**
- Work with SACOG, Caltrans, the City of Roseville, and Placer County to ensure inclusion of the South Placer Transit Project in their planning and funding efforts **Ongoing**

PRODUCTS:

- South Placer Transit Project Implementation Plan **Ongoing**
- Microtransit Pilot Program implementation **Ongoing**

WORK ELEMENT 24 (continued)
TRANSIT PLANNING

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Western Placer CTSA	<u>\$71,800</u> <u>\$70,494</u>	PCTPA	<u>\$71,300</u> \$69,994
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	<u>\$71,800</u> \$70,494		<u>\$71,800</u> \$70,494
Percent of budget: 90% .85%			

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

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

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

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

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

A key task for the ALUC is coordinating implementation of the Airport Lane Use Compatibility Plan (ALUCP) with the cities of Auburn and Lincoln and Placer County.

WORK PROGRAM:

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

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

PRODUCTS:

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule (completion by June 2023)**
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC meeting agendas **As needed**
- Annually adjustment of ALUC fee structure July **2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$57,728</u> \$59,215	PCTPA	<u>\$51,228</u> \$52,715
ALUC Fees	5,000	Legal	1,000
		Airport Conformity Consultant	\$10,000
		Meetings, Travel, and Notifications	\$500
TOTAL	<u>\$62,728</u> \$64,215		<u>\$62,728</u> \$64,215
Percent of budget: <u>.78%</u> .78%			

WORK ELEMENT 33 BIKEWAY PLANNING

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

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

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

WORK PROGRAM:

- Coordinate efforts with PCTPA's Bicycle Advisory Committee and other stakeholders, including SACOG and Caltrans **Ongoing**
- Coordinate with local jurisdictions on bicycle funding opportunities and grant programs and enhance coordination efforts with Caltrans to identify and program complete streets enhancements to the state highway system in Placer County **Ongoing**
- Coordinate with local jurisdictions, including the City of Folsom, on securing grant funding to complete the Dry Creek Greenway Trail **Ongoing**
- Coordinate with local jurisdictions to develop and secure grant funding for regional bikeway connections to the City of Lincoln and City of Auburn, as identified in the Placer-Sacramento Gateway Plan **Ongoing**
- Participate in the Regional Bicycle Steering Committee and regional marketing efforts of May is Bike Month **February 2023 – May 2023**

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$27,991 \$24,411	PCTPA	-\$24,491 \$20,911
CMAQ	<u>2,000</u>	Meetings, Travel, and Notifications	<u>5,500</u>
TOTAL	\$29,991 \$26,411		\$29,991 \$26,411
Percent of budget:	-.37% .32%		

WORK ELEMENT 35

RAIL PROGRAM

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

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

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

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

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

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

WORK PROGRAM:

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

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

WORK ELEMENT 35 (continued)
RAIL PROGRAM

- Serve as information clearinghouse for jurisdictions, tribal governments, and the public regarding rail services and facilities in Placer County **Ongoing**
- Monitor and expedite improvements to rail facilities and services in Placer County, including Third Track project **Ongoing**
- Work with the CCJPA and local transit to provide timely connections to rail service, including changes to Amtrak bus services **Ongoing**
- Coordinate rail and transit programs with other agencies and jurisdictions **Ongoing**
- Work with jurisdictions, CCJPA, and Amtrak to increase train frequencies to Placer stations, including negotiations for agreements with Union Pacific **Ongoing**
- Work with CCJPA to ensure Placer interests are represented in High Speed Rail feeder route planning **Ongoing**
- Work with member agencies, elected officials, and others to pursue operational and funding strategies outlined in the Reno Rail Conceptual Plan **Ongoing**
- Participate with Placer County, Washoe County RTC, Nevada County Transportation Commission, TRPA, CCJPA, and Caltrans in the Tahoe/Reno Rail Study **July 2022 – June 2023**
- Work with CCJPA on annual marketing program for Placer County **July 2022 – June 2023**

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**
- Sacramento to Reno Service Planning Study (Passenger Rail). This study will include first-last mile rail technical memorandum and customer interest assessment to be completed by PCTPA staff. **June 2023**
- CCJPA marketing materials and video(s) focused on Placer County **July 2022 – June 2023**

REVENUES		EXPENDITURES	
LTF	\$27,643 \$33,526	PCTPA	\$76,317 \$82,200
CMAQ	\$7,500	Legal	500
CCJPA	\$7,500	Marketing Consultant	\$7,500
Reno Tahoe Rail Grant – Partnering Local Agency Funding	\$48,174	Meetings, Travel, and Notifications	<u>500</u>
		Community Engagement Software	\$6,000
TOTAL	\$90,817 \$96,700		\$90,817 \$96,700
Percent of budget:	1.13% 1.17%		

WORK ELEMENT 40

PLACER PARKWAY (*Multi-year project*)

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

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

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

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

WORK PROGRAM:

- ~~Evaluate a proposed shift in the identified corridor and provide environmental review of the proposed corridor if necessary. **July 2022 – June 2023**~~
- Assist Placer County and other partners in developing and obtaining a construction level environmental clearances. **Ongoing**
- Participate with Placer County on Project Development Team (PDT) for Placer Parkway Phase 1 **Per County schedule**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Placer Parkway in their planning efforts **Ongoing**

PRODUCTS:

- ~~Tier 1 environmental document revision (addendum, subsequent or supplemental) **July 2022 – June 2023, if needed**~~

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	\$82,143 \$74,879	PCTPA	\$18,643 \$12,379
Developer Contribution		Consulting / ROW Acquisition	60,000
		Legal	2,000
		Meetings, Travel, and Notifications	500
TOTAL	\$82,143 \$74,879		\$82,143 \$74,879
Percent of budget: 1.01% .91%			

WORK ELEMENT 41

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

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

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

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

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

The work for FY 2022/23 is expected to 1) focus on coordination with Caltrans to close out construction of the first phase (Phase 1) of the interchange on northbound SR 65 from I-80 to Pleasant Grove Boulevard, as well as 2) initiate a study for truck charging at the interchange in order to make to project more competitive for grant funding.

WORK PROGRAM:

- Work closely with Caltrans, jurisdictions, regulatory agencies, and other pertinent parties to close out construction of Phase 1 of the I-80/SR 65 interchange in accordance with the work program **July 2022 – June 2023**
- Provide information and make presentations on the I-80/SR 65 Interchange Improvement effort to elected officials, business groups, citizen groups, and other interested parties **July 2022 – June 2023/as needed**
- Maintain and update the project website, www.8065interchange.org **Ongoing**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of I-80/SR 65 Interchange Improvements in their planning efforts **Ongoing**
- Develop engineering study for truck charging at the interchange. **July 2022 – June 2023**
- Pursue grant funding opportunities for construction of Phase 2. **As needed**

PRODUCTS:

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

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	\$286,665	PCTPA	\$84,165
	\$109,743		\$67,243
		Consulting / ROW	\$200,000
		Acquisition	\$40,000
		Legal	2,000
		Meetings, Travel, and	<u>500</u>
		Notifications	
TOTAL	\$286,665		\$286,665
	\$109,743		\$109,743
Percent of budget:	3.58%		
	1.33%		

WORK ELEMENT 42

HIGHWAY 65 WIDENING *(Multi-year project)*

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

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

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

The next phase of the project is the design of Phase 1 improvements from Blue Oaks Boulevard to Galleria Blvd/Stanford Ranch Rd, which is being led by PCTPA. The work in FY 2020/21 continued the Phase 1 work to 95 percent design in September 2021. However, with the transportation funding strategy being delayed to 2024², the design will go on hold until local match construction funding can be identified.

WORK PROGRAM:

- Provide information and make presentations on the Highway 65 Widening effort to elected officials, business groups, citizen groups, and other interested parties **July 2022 – June 2023/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of the Highway 65 Widening in their planning efforts **Ongoing**
- Consider design modifications necessary to align with grant funding opportunities **Ongoing**
- Pursue grant funding opportunities for construction of Phase 1 **As needed**

PRODUCTS:

- Grant funding applications **As needed**
- Engineering study of design modifications to align with grant funding opportunities **Ongoing**
- Newsletters, press releases, and outreach materials **Ongoing**

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	<u>\$286,465</u> \$254,635	PCTPA	<u>\$84,165</u> \$52,335
		Consulting / ROW Acquisition	200,000
		Permit Fees	1,800
		Meetings, Travel, and Notifications / Permit Fees	500
TOTAL	<u>\$286,465</u> \$254,635		<u>\$286,465</u> \$254,635
Percent of budget:	<u>3.58%</u> 3.09%		

WORK ELEMENT 43

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

PURPOSE: To begin construction of the I-80 Auxiliary Lanes project. Caltrans pays for and provides staff support for pre-construction work through Expenditure Authorization 03-3F230.

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

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

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

A project initiation document (PID) was completed by Caltrans for each location in 2000 and 2012. PCTPA completed the Project Approval and Environmental Documents (PA&ED) phase in May 2014, and both state and federal environmental approval for the project was obtained in October 2016. Final design and right of way acquisition phases were initiated in February 2018. Construction funding was awarded by the CTC in December 2020. Construction is anticipated to occur in FY 2022/23.

The work for FY 2022/23 is expected to include preparation of project bid documents, advertisement, award and approval of contractor contract, start of construction, and implementation of mitigation requirements.

WORK PROGRAM:

- Work with SACOG, Caltrans, SPRTA, and jurisdictions to ensure inclusion of the I-80 Auxiliary Lanes in their planning efforts **Ongoing**
- Work closely with consultant team, jurisdictions, Caltrans, regulatory agencies, and other pertinent parties to complete project bid documents, project construction, and implementation of project mitigation requirements. **July 2022 – June 2023**
- Develop consultant contract amendments for bidding and construction support. **Completed June 2022**
- **Provide project construction support July 2022 – June 2023**
- With the consultant team, provide information and make presentations on the I-80 Auxiliary Lanes effort to elected officials, area business groups, area homeowners, citizen groups, and other interested parties **July 2022 – June 2023 / as needed**

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

PRODUCTS:

- I-80 Auxiliary Lanes project bid documents. **In accordance with project schedule**
- Consultant contract amendments for bidding and construction support **Completed June 2022**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
		PCTPA	<u>\$94,154</u> \$110,842
Federal HIP	<u>\$145,500</u> <u>\$220,123</u>	Consultant <u>Construction</u> <u>Engineering Support</u>	<u>\$237,764</u>
SPRTA	<u>\$240,738</u> <u>\$606,650</u>	Meetings, Travel, and Notifications	\$1,000
		Permit Fees	2100 5,797
		Legal	<u>\$7,500</u>
		<u>PG&E PUE Abandonment</u>	<u>5,580</u>
		<u>Roseville Tree Mitigation</u>	<u>412,470</u>
		PG&E ROW	<u>\$45,820</u>
TOTAL	<u>\$386,238</u> \$826,773		<u>\$386,238</u> \$826,773
Percent of budget:			
4.93% 10.03%			

WORK ELEMENT 44

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

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

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

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

During FY 2022/23, PCTPA and the consultant team will finalize the Plans Specifications & Estimates (PS&E), and complete the right-of-way engineering phases in preparation for Caltrans to prepare and release a bid package for construction in FY 2023/24.

WORK PROGRAM:

- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties to design (PS&E) improvements per consultant contract **July 2022 – June 2023**
- Work closely with consultant team, jurisdictions, regulatory agencies, and other pertinent parties on the right of way phase per consultant contract **July 2022 – July 2023**
- With the consultant team, provide information and make presentations on the Highway 49 Sidewalk Gap Closures effort to elected officials, business groups, citizen groups, and other interested parties **July 2022 – June 2023/as needed**

PRODUCTS:

- Final Design Plans **March 2023**
- Right of Way Acquisition **March 2023**
- Right of Way Certification **March 2023**
- Ready to List **March 2023**
- Consultant assistance with construction bid package **February-June 2023**

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

- Consultant contract amendments **As needed**
- Newsletters, press releases, and outreach materials **Ongoing**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF Bike/Ped		PCTPA	\$78,457 \$91,142
CMAQ	\$1,990,674	Design & ROW consultant, County contract for Safe Routes program	\$982,214
ATP	\$334,828	Mitigation/Permit Fees	\$48,220
HIP	<u>\$295,489</u>	Meetings, Travel, and Notifications	\$1,000
		ROW/Utility Capital	<u>\$1,353,600</u>
		Caltrans – Advertise, Award, Administer Contract	<u>\$150,000</u>
		Legal	<u>\$7,500</u>
TOTAL	\$2,620,991 \$2,633,676		\$2,620,991 \$2,633,676
Percent of budget:			
32.75%			
31.94%			

WORK ELEMENT 46

MOBILITY ACTION PLAN *(Multi-year project)*

PURPOSE: To identify projects for potential state and federal funding anticipated in 2022 and 2023.

BACKGROUND: PCTPA was awarded a Sustainable Communities grant from Caltrans in May 2021. The Placer Sacramento Mobility Action Plan (Action Plan) will build on the completion of the Placer Sacramento Gateway Plan, which includes collaboration between PCTPA, Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), and Caltrans District 3. The Action Plan will identify a list of regional projects to pursue in a coordinated transportation funding effort, including outlining clear actions, assigning implementation roles, and establishing performance metrics. The Action Plan will include an approximately 45-mile corridor that starts on US 50 at Interstate 5 and extends along Business 80, Interstate 80 to Highway 49, and Highway 65 to Nelson Lane.

The Action Plan will utilize innovative community engagement, extensive multimodal simulation modeling, and continuous stakeholder coordination. The Action Plan will be used to compete for state and federal grant funding anticipated in winter 2022/23.

PREVIOUS WORK:

- Awarded consultant contract **April 2020** (PCTPA)
- Worked closely with project partners to identify the top 3 projects for upcoming funding opportunities **January 2022** (Consultant and PCTPA)
- Began modeling performance benefits of projects prioritized in the draft Mobility Action Plan **January 2022** (Consultant)
- Conducted outreach to stakeholder partners. **February 2022 – September 2022** (PCTPA and Consultant)
- Developed public outreach videos highlighting priority projects and solicited public input **May 2022** (Consultant).
- Continued performance analysis refinement **October 2021 – August 2022** (Consultant)

WORK PROGRAM:

- Administer Caltrans grant **July 2022 – February 2023** (PCTPA)
- Work closely with project partners to advance priority projects along the corridor that would compete best in state and federal grant programs **July 2022 – December 2022** (Consultant and PCTPA)
- With the consultant team, provide information and make presentations on the PSMAP effort to elected officials, business groups, citizen groups, and other interested parties **As needed** (Consultant and PCTPA)
- Deliver final Action Plan to PCTPA Board **October 2022** (Consultant)

WORK ELEMENT 46 (continued)
MOBILITY ACTION PLAN (Multi-year project)

PRODUCTS:

- Draft Placer-Sacramento Action Plan (PSAP) **September 2022**
- Final Placer-Sacramento Action Plan (PSAP) **October 2022**
- Consultant contract amendments **As needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$119,515 \$101,620	PCTPA	\$83,371 \$65,476
Caltrans Sustainable Communities Grant	\$142,060	Consultant	\$177,704
		Meetings, Travel, and Notifications	<u>500</u>
TOTAL	\$261,575 \$243,680		\$261,575 \$243,680
Percent of budget:			
3.27% 2.96%			

WORK ELEMENT 47

RIEGO ROAD/BASELINE ROAD WIDENING PROJECT (*Multi-year project*)

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

BACKGROUND:

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

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

At the conclusion of the PSR, the PDT recognized that it would be in their best interest to continue to work cooperatively to design, fund, finance, and determine the timing of construction of Riego Road/Baseline Road improvements located in their respective jurisdictions. The PDT also recognized that it would be in their best interest to work cooperatively to obtain State and federal transportation funding, and to develop a fair and equitable method to fund and finance costs of certain regional transportation improvements necessary to address cumulative traffic impacts within the South Placer and South Sutter region. A result, a Memorandum of Understanding (MOU) executed in October 2020 between the four agencies that directed PCTPA to facilitate a mutually agreed upon scope and structure for a regional transportation funding and financing plan.

PCTPA will develop an RFP for any needed consultant services, schedule, and cost estimate to prepare a fair share analysis and reports in support of the plan, and to permit consideration of the fair share analysis by the Participating Agencies' elected bodies. [RFP for consultant services released in October. DKS Associates selected as the consultant. Amendments to the MOU and funding reimbursement agreements for consultant, PCTPA staff, and a project contingency have been approved by four agencies. Work on the Fair Share Analysis will begin in Spring 2023 and be completed in Spring FY 2023/24.](#)

WORK PROGRAM:

- Develop an RFP and contract for consultant services for the fair share analysis. ~~December 2022~~ Completed
- Update the Memorandum of Understanding between partner agencies and PCTPA for consultant contract administration. ~~December 2022~~ [Completed](#)

WORK ELEMENT 47 (continued)
RIEGO ROAD/BASELINE ROAD WIDENDING PROJECT (Multi-year project)

- Prepare the fair share analysis February **2023 – December 2024**
- With the consultant team, provide information and make presentations to elected officials, business groups, citizen groups, and other interested parties **February 2023 – December 2024/as needed**
- Work with SACOG, Caltrans, and jurisdictions to ensure inclusion of Riego Road/Baseline Road Widening and other regional projects in their planning efforts **Ongoing**

PRODUCTS:

- Fair share analysis options evaluation including Riego Road/Baseline Road Widening. Consultant work product. **In accordance with work program**
- Fair share analysis consultant contract(s) **To Be determined**
- Memorandum of Understanding and Funding Reimbursement Agreements between partner agencies and PCTPA for consultant contract administration **Completed**
- Newsletters, press releases, and outreach materials **Ongoing**

REVENUES		EXPENDITURES	
Agency Contribution	\$358,837 \$222,451	PCTPA	\$138,837 \$149,118
		Consultant	220,000 \$73,333
TOTAL	<u>\$358,837</u> \$222,451		<u>\$358,837</u> \$222,451
Percent of budget:	4.48%		
	2.70%		

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

WORK PROGRAM:

- Monitor and update information on regionally significant projects to SACOG for inclusion in the MTIP **Ongoing**
- Prepare grant and funding applications, including State SCCP, TCEP, LPP, and ATP; and Federal RAISE grants **Per Federal/State schedules**
- Serve as information clearinghouse for various grant programs **Ongoing**
- Provide staff support and advice for local jurisdictions in developing grant applications **Ongoing**
- Work with Placer County Air Pollution Control District and SACOG to integrate AB2766, SECAT, and/or CMAQ funding program for NOx reduction projects to enable the region to meet air quality conformity requirements for programming **Ongoing**
- Analyze STBG and CMAQ applications and recommend programming to SACOG per Memorandum of Understanding **July 2022 -March 2023**

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

- Coordinate with jurisdictions to develop and submit effective Active Transportation Program (ATP) applications **Ongoing**
- Participate with CTC and SACOG to analyze and recommend grant funding for ATP projects **Per State and SACOG schedules**
- Update CMAQ, STBG, or other programming to meet timely use of funds rules **As needed**
- Coordinate with SACOG on federal funding program opportunities and requirements **As needed**
- Closely coordinate with Caltrans as they develop the list of Placer projects for which Project Initiation Documents (PIDs) will be done, as part of Caltrans' Three Year Strategic Plan **According to Caltrans schedule**
- Prepare and process Low Carbon Transit Operations Program applications **According to Caltrans Schedule**
- Prepare amendments to the State Transportation Improvement Program (STIP) for Placer projects and programs **As needed**
- Prepare reporting documents and status reports for grant and funding programs **According to funding agency requirements**
- Organize and/or attend technical and management meetings for projects, such as Project Development Team (PDT), and Management Team meetings **Quarterly/as needed**
- Prepare and submit required progress reporting documents for grant programs **As required**
- Provide project sponsors with data regarding State and Federal policies that may impact implementation **Ongoing**
- Actively pursue innovative approaches to advancing project schedules and otherwise speed implementation **Ongoing**
- Actively pursue innovative approaches to project development processes to reduce costs **Ongoing**
- Provide ongoing review of project status to assure all timelines and requirements are met **Ongoing**
- Work with project sponsors to generate accurate and timely data for distribution to other agencies, community groups, and the general public **Ongoing**
- Work with local, State, and Federal officials to obtain additional funding when needed to construct needed transportation projects **Ongoing**
- Participate in efforts to develop guidelines and requirements for new funding programs under SB 1 **Ongoing per Caltrans/CTC program funding schedules**
- In coordination with member jurisdictions, Caltrans, and/or SACOG, develop application for SB 1 grant programs, including Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Ongoing per Caltrans/CTC schedules**
- Gather data and complete reporting requirements for SB 1 funding programs **Ongoing per Caltrans/CTC schedules**
- Coordinate with Caltrans on the Highway 49 Safety Audit Review and Implementation with Caltrans **Ongoing per Caltrans schedule**

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

- Program and assist with the administration of LCTOP funding allocated for eligible transportation projects in Placer County **Ongoing**

PRODUCTS:

- SACOG MTIP Updates **Quarterly/as needed**
- SACOG Air Quality Conformity Determinations on MTIP **In accordance with MTIP updates**
- Annual programming, amendments and applications to Low Carbon Transit Operations Program **March 2023/As needed**
- Amendments and applications to State of Good Repair Program **As needed**
- Coordinate with agencies on supporting FTA Section 5310 projects and funding applications **As needed, per Caltrans schedule**
- FTA Section 5311 Program of Projects and Application **August 2022**
- FTA Section 5304/SHA Sustainable Communities Grant application **March 2023**
- FHWA Strategic Partnership Grant application **March 2023**
- State Transportation Improvement Program (STIP) amendments **As needed**
- Other grant and fund program applications, including ATP **As needed**
- Provision of grant applications and reports to local agencies and the general public **Ongoing**
- Cooperative Agreements with Caltrans for the programming of funds **As needed**
- Project listings on Caltrans’ Three Year Strategic Plan for PIDs **Per Caltrans determination**
- PDT and Management Team agendas **In accordance with project schedules**
- Project and funding status reports, including SB 45 **Quarterly**
- Progress reports on grant funding programs **As required**
- Caltrans Fund Transfer Agreements **As needed**
- Project signage that highlights local agency participation **As needed**
- Cooperative Agreements, Memoranda of Understanding, and other agreements **As needed**
- Transportation facility improvements **In accordance with project schedules**
- SB 1 grant application for Trade Corridors Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) **Per Caltrans/CTC schedules**
- CMAQ and STBG Projects selected for funding ~~January~~ **March 2023**
- SB 1 program reports **Per Caltrans/CTC schedules**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$35,082</u> \$58,685	PCTPA	<u>\$116,274</u> \$139,877
STIP Programming (PPM)	<u>\$82,192</u>	Meetings, Travel, and Notifications	<u>1,000</u>
TOTAL	<u>\$117,274</u> \$140,877		<u>\$117,274</u> \$140,877
Percent of budget:			
<u>1.47%</u> 1.71%			

WORK ELEMENT 61

REGIONAL TRANSPORTATION FUNDING PROGRAM

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

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

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

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

WORK PROGRAM:

- Continue to monitor traffic volumes, monitor economic conditions, and update/refine the Regional Transportation Funding Outreach Program, including opportunities, needs, and constraints for post-COVID-19 return of traffic congestion estimated approximately June 2022 **July 2022 – June 2023**
- Develop and provide informational materials and fact sheets on transportation needs and funding to interested parties, including community and business groups, and the general public. **Ongoing**
- Continue to identify opportunities to leverage state and federal dollars to enhance local transportation funding efforts **Ongoing**
- Investigate opportunities for innovative funding, such as bonding and public-private partnership for specialized transit services, Placer Parkway, I-80 improvements, and other potential candidate projects **Ongoing**

PRODUCTS:

Informational materials, including fact sheets, maps, charts, website graphics, videos, social media, streaming media, traffic cameras and PowerPoint presentations, on transportation needs and funding **July 2022-June 2023**

WORK ELEMENT 61 (continued)
REGIONAL TRANSPORTATION FUNDING PROGRAM

- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Updated Sales Tax Revenue Projections **May-June 2023.**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	<u>\$570,079</u> <u>\$628,105</u>	PCTPA	<u>\$138,216</u> <u>\$196,242</u>
LTF Contribution from South County Agencies	<u>100,000</u>	Legal	10,000
WE61 Specific Carryover	<u>73,801</u>	Outreach Consultant/Direct Costs / Events / Printing	525,814
		Mall Kiosk Rent	24,000
		Polling Consultant	35,750
		Meetings, Metroquest, Travel, and Notifications, Misc Costs	10,100
TOTAL	<u>\$743,880</u> <u>\$801,906</u>		<u>\$743,880</u> <u>\$801,906</u>
Percent of budget: <u>9.29%</u> 9.73%			

WORK ELEMENT 80 FREEWAY SERVICE PATROL (FSP)

PURPOSE: To facilitate implementation of a Freeway Service Patrol (FSP) on I-80 and SR 65 in South Placer County.

BACKGROUND: The purpose of the program is to keep traffic moving by removing traffic impediments, such as cars with mechanical problems or that have been involved in accidents, as well as assisting the motoring public. The program provides a tow truck with a qualified technician patrolling the target area. The service began in 2003 through a Placer County Air Pollution Control District (APCD)'s AB 2766 funds to implement a Freeway Service Patrol in the congested areas of I-80 in the South Placer County area. In 2005 PCTPA became eligible to receive funding under the State's FSP program. Since then, the program has been expanded with increased service hours to cover I-80 from Roseville to Auburn and SR 65 from I-80 to Twelve Bridges Dr.

Juxtaposed with this need is funding availability. FSP is subject to annual State budget allocations and formulas, as well as annual grants, and the available funding varies. Staff works closely with the CHP and the contractor to tweak the program, including service hours, days, and costs, to balance with available funding.

WORK PROGRAM:

- Coordinating with California Highway Patrol, administer and monitor FSP program **Ongoing**
- Publicize FSP program and benefits **Ongoing**
- Participate in regional and statewide FSP oversight committees **As needed**
- Participate in annual "ride-alongs" with California Highway Patrol and contractor **Annually**
- Participate in FSP Technical Advisory Committee meetings **Ongoing**
- Contract and coordinate with the Sacramento Transportation Authority in monitoring FSP operator activities and performance **Ongoing**

PRODUCTS:

- Progress reports **Quarterly**
- FSP brochures **Ongoing**
- FSP signage and material updates **As needed**
- FSP contract change orders **As Needed**

WORK ELEMENT 80 (continued)
FREEWAY SERVICE PATROL

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CMAQ Swap with Roseville)	\$124,059	PCTPA	<u>\$71,184</u> \$74,528
LTF	\$3,344	FSP contractor	530,000
FSP State Allocation	\$477,937	Sacramento Transportation Authority Support	5,800
2016 Federal Earmark	\$9,988	Legal	1,000
		FSP Brochures	2,000
		Meetings, travel, and notifications	<u>2,000</u>
TOTAL	<u>\$611,984</u> \$615,328		<u>\$611,984</u> \$615,328
Percent of budget: <u>7.65%</u> 7.46%			

WORK ELEMENT 100

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)

ADMINISTRATION

PURPOSE: To provide staffing and administrative support for the South Placer Regional Transportation Authority.

BACKGROUND: PCTPA adopted a Regional Transportation Funding Strategy in August 2000 which included the development of a regional transportation impact fee program. PCTPA staff worked with the jurisdictions of South Placer County, as well as the development community, environmentalists, and community groups to develop a program and mechanism to implement this impact fee. The SPRTA, formed in January 2002, is the result of those efforts.

Under the Joint Powers Agreement that formed SPRTA, PCTPA is designated as the entity to provide administrative, accounting, and staffing support for the Authority. PCTPA is to be reimbursed for those staffing costs, as well as repaid for previous expenditures used to form the JPA and develop the fee program.

PCTPA and SPRTA members continue to develop a comprehensive travel demand forecasting model (TDF) and Tier I and II Regional Impact Fee update in FY2022/23. When this major milestone is successfully completed, staff will enter a maintenance mode of assisting member agencies with the implementation of the TDF model and fee program. Staff has retained an on-call contract with a consultant to assist with technical questions.

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA's traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Work with member jurisdictions to update the JPA agreement **As needed**
- Prepare Annual Reports and Five-Year Reports for the SPRTA fee, per AB1600 **Annually in December**
- Work with member jurisdictions and stakeholders on the comprehensive update to the fee program **July 22- June 2023**

WORK ELEMENT 100 (continued)
SPRTA ADMINISTRATION

PRODUCTS:

- SPRTA Implementation Plan updates **As needed**
- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2022/23 Budget updates **As needed**
- SPRTA FY 2022/23 Budget **June 2022**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**
- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**
- SPRTA Annual Fee Program reports **Each December**
- Updated Nexus Study **June 2023**

FY 21/22

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$317,351	PCTPA	\$169,351
	<u>\$330,424</u>		\$182,424
		On-Call Model and Fee Assistance Consultant	\$148,000
TOTAL	\$317,351	TOTAL	\$317,351
	\$330,424		\$330,424
Percent of budget: 3.97% 4.01%			

Table 1

**Budget Summary
FY 2022/23**

Expenditures	FY 2022/23 Amendment #2	FY 22/23 Amendment #1	Difference
Salary	\$929,793	\$932,673	(\$2,880)
Benefits	\$529,755	\$566,277	(\$36,523)
Direct (Table 2)	\$6,036,601	\$5,919,421	\$117,180
Indirect (Table 3)	\$749,608	\$585,201	\$164,407
Total	\$8,245,757	\$8,003,573	\$242,184
Revenues	FY 2022/23 Amendment #2	FY 22/23 Amendment #1	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,296,306	\$1,296,306	\$0
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUC Fees	\$5,000	\$5,000	\$0
STIP Planning Funds	\$162,192	\$162,192	\$0
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$477,937	\$477,937	\$0
LTF<>CMAQ Swap with Roseville (FSP)	\$124,059	\$124,059	\$0
CMAQ Grants - 2016 Earmark (LTF)	\$9,988	\$9,988	\$0
LTF - Other Funds	\$0	\$0	\$0
Building Administration	\$24,633	\$22,707	\$1,926
Capitol Corridor Marketing Match	\$7,500	\$7,500	\$0
Interest	\$18,000	\$2,000	\$16,000
SPRTA Administration	\$330,424	\$317,350	\$13,074
SPRTA - I80/SR 65 IC	\$109,743	\$286,665	(\$176,922)
SPRTA - Placer Parkway	\$74,879	\$81,143	(\$6,264)
SPRTA - SR 65 Widening	\$254,635	\$286,465	(\$31,830)
SPRTA - I-80 Aux Lanes	\$606,650	\$240,738	\$365,912
HPP Section 1702 - I-80 Auxiliary Lanes	\$0	\$0	\$0
HIP Grant - I-80 Auxiliary Lanes	\$220,123	\$145,500	\$74,623
CMAQ Grant - SR 49 Sidewalks	\$2,298,848	\$2,286,163	\$12,685
LTF Ped/Bike Discretionary - SR 49 Sidewalks	\$0	\$0	\$0
ATP State Funding - SR 49 Sidewalks	\$334,828	\$334,828	\$0
Caltrans Sustainable Communities Grant	\$142,060	\$142,060	\$0
Western Placer CTSA JPA Administration	\$158,992	\$155,297	\$3,695
CTSA - Transit Planning	\$70,494	\$71,800	(\$1,306)
Baseline/Riego Road-Staff/Consultant Reimburse	\$222,451	\$358,837	(\$136,386)
Reno/Tahoe Rail Extension	\$48,174	\$48,174	\$0
Placer Parkway Amendment	\$0	\$0	\$0
LTF Additional Contribution from Jurisdictions-WE61	\$100,000	\$100,000	\$0
LTF Carryover	\$414,140	\$414,140	\$0
WE 61 LTF Carryover	\$73,801	\$73,801	\$0
Total	\$8,532,857	\$8,397,650	\$135,207
Contingency Fund Balance	FY 2022/23 Amendment #2	FY 2022/23 Amendment #1	Difference
PCTPA	\$1,410,959	\$1,410,959	\$0
Nevada Station	\$50,000	\$50,000	\$0
Total	\$1,460,959	\$1,460,959	\$0
Revenue to Expenditure Comparison	FY 2022/23 Amendment #2	FY 2022/23 Amendment #1	Difference
Surplus/(Deficit)	\$287,100	\$0	\$287,101

Table 2

Direct Costs				
FY 2022/23				
	FY 2022/23	FY 22/23		
	Amendment 2	Amendment 1	Difference	Source
ED Recruiter/Applicant Travel Costs (WE10)	\$ 33,474.00	\$33,474	\$0	LTF
TDA Fiscal Audits (WE 11)	\$43,480	\$43,480	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$0	\$0	\$0	LTF
Federal Advocacy Services (WE 13)	\$75,000	\$75,000	\$0	LTF
State Advocacy Services (WE 13)	\$30,000	\$30,000	\$0	LTF
CalCOG Membership (WE 13)	\$3,399	\$3,399	\$0	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Legislative Tracking Services (WE 13)	\$4,650	\$4,650	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$2,000	\$2,000	\$0	CMAQ
TNT/TMA Membership (WE 14)	\$6,400	\$6,400	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$47,500	\$47,500	\$0	CMAQ
Graphics Consultant (WE14)	\$25,000	\$25,000	\$0	LTF
Grant Writer (WE14)	\$25,000	\$25,000	\$0	LTF
RTP Update consultant (WE 20)	\$60,000	\$60,000	\$0	LTF
Community Engagement Software (WE20)	\$20,000	\$20,000	\$0	LTF/STIP
SACOG Payment (WE 20)	\$475,232	\$475,232	\$0	LTF, RPA
Transit Consultant - Short Range Transit Plan (WE 24)	\$0	\$0	\$0	CTSA
Transit Consultant - Marketing CTSA & Microtransit (WE 24)	\$0	\$0	\$0	CTSA
ALUCP Update Consultant (WE 27)	\$0	\$0	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing (WE 33)	\$5,500	\$5,500	\$0	LTF
Capitol Corridor Marketing (WE 35)	\$7,500	\$7,500	\$0	CMAQ, LTF, CCJPA
Placer Parkway Consultant (WE40)	\$60,000	\$60,000	\$0	Developer Reimb.
SR 65/I80 Interchange Reconfiguration Consultant (WE41)	\$40,000	\$200,000	(\$160,000)	SPRTA
SR 65 Widening Reconfiguration Consultant (WE42)	\$200,000	\$200,000	\$0	SPRTA
SR 65 Widening Permit Fees (WE 42)	\$1,800	\$1,800	\$0	SPRTA
I-80 Auxiliary Lanes Permit Fees (WE 43)	\$5,797	\$0	\$5,797	SPRTA
I-80 Auxiliary Lanes Mitigation Fee (WE 43)	\$0	\$0	\$0	SPRTA
I-80 Auxiliary Lanes Roseville Tree Mitigation (WE 43)	\$412,470	\$0	\$412,470	SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)	\$0	\$0	\$0	HIP/SPRTA
I-80 Auxiliary Lanes - PG&E PUE abandonment (WE 43)	\$5,580	\$0	\$5,580	HIP/SPRTA
I-80 Auxiliary Lanes Consultant - Construction Management (WE 43)	\$237,764	\$237,764	\$0	HIP/SPRTA
I-80 Auxiliary Lanes - PG&E ROW (WE 43)	\$45,820	\$45,820	\$0	HIP/SPRTA
SR 49 Sidewalk Permit Fees (WE 44)	\$1,750	\$1,750	\$0	CMAQ
SR 49 Sidewalk Consultant - Design (WE 44)	\$265,000	\$265,000	\$0	CMAQ/LTF
SR 49 Sidewalk Consultant - ROW (WE 44)	\$517,214	\$517,214	\$0	CMAQ/ATP
SR 49 Sidewalk - ROW Capital (WE 44)	\$1,353,600	\$1,353,600	\$0	CMAQ
SR 49 Sidewalk - Caltrans Advertise/Award (WE 44)	\$150,000	\$150,000	\$0	CMAQ
SR 49 Sidewalk - Env. Mitigation (WE 44)	\$48,220	\$48,220	\$0	CMAQ
SR 49 Sidewalk - Placer County - Safe Routes to Schools (WE44)	\$200,000	\$200,000	\$0	ATP
PSAP Consultant (WE 46)	\$177,704	\$177,704	\$0	Caltrans Grant
Riego/Baseline (WE 47)	\$73,333	\$220,000	(\$146,667)	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50,61 80)	\$24,850	\$24,850	\$0	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$33,000	\$33,000	\$0	HPP, SPRTA
Sales Tax Consultant (WE 61)	\$0	\$0	\$0	LTF
Outreach Consultant (WE 61)	\$90,000	\$90,000	\$0	LTF
Paid Digital Ads/Streaming (WE 61)	\$251,856	\$251,856	\$0	LTF
Video Production (WE 61)	\$25,000	\$25,000	\$0	LTF
Direct Mail (WE 61)	\$0	\$0	\$0	LTF
Mall Kiosk Rent/Design (WE 61)	\$24,000	\$24,000	\$0	LTF
Billboards-Static/Electronic (WE 61)	\$0	\$0	\$0	LTF
Website (WE 61)	\$5,000	\$5,000	\$0	LTF
Metroquest (WE61)	\$5,000	\$5,000	\$0	LTF
Metroquest (WE35)	\$6,000	\$6,000	\$0	LTF
SR 65 Traffic Camera (WE 61)	\$0	\$0	\$0	LTF
Events (WE 61)	\$130,801	\$130,801	\$0	LTF
Economic Impact Analysis (WE 61)	\$0	\$0	\$0	LTF
Polling Consultant (WE 61)	\$35,750	\$35,750	\$0	LTF
Sales Tax Update (WE 61)	\$2,157	\$2,157	\$0	LTF
Funding Program Bonding Consultant (WE 61)	\$0	\$0	\$0	LTF
Printing (WE 61)	\$21,000	\$21,000	\$0	LTF
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$530,000	\$530,000	\$0	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee On-Call Consultant (WE 100)	\$148,000	\$148,000	\$0	SPRTA
TOTAL	\$ 6,036,601	\$ 5,919,421	\$ 117,180	

LTF = Local Transportation Fund

RPA = Rural Planning Assistance Funds

FTA = Federal Transit Administration

CMAQ = Congestion Mitigation and Air Quality

STIP = State Transportation Improvement Program

Table 3

Indirect Cost Budget FY 2022/23				
	FY2022-23	FY 2022/23		
CALTRANS ICAP INDIRECT	Amendment #2	Amendment #1	Variance	Variance %
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$15,000	\$15,000	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$55,000	\$55,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$44,120	\$14,120	\$30,000	212.46%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$5,000	\$5,000	\$0	0.00%
MEMBERSHIP/TRAINING	\$7,000	\$7,000	\$0	0.00%
OFFICE SUPPLIES	\$3,000	\$3,000	\$0	0.00%
POSTAGE & DELIVERY	\$2,500	\$2,500	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$15,000	\$15,000	\$0	0.00%
ACTUARIAL	\$8,910	\$8,910	\$0	0.00%
FISCAL AUDIT	\$18,400	\$18,400	\$0	0.00%
INDIRECT LABOR - <i>Note 1</i>	\$349,596	\$345,434	\$4,162	1.20%
Subtotal	\$553,526	\$519,364	\$34,162	6.58%
INDIRECT COST ADJUSTMENT FROM FY 20/21	\$9,350	(\$120,895)	\$130,245	0.00%
ICAP ALLOWABLE TOTAL	\$562,876	\$398,469	\$164,407	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
OFFICE SPACE	\$169,732	\$169,732	\$0	0.00%
SUBTOTAL	\$186,732	\$186,732	\$0	0.00%
INDIRECT COST BUDGET TOTAL	\$749,608	\$585,201	\$164,407	28.09%

Note 1 - Indirect Labor recalculated based on Caltrans Indirect Cost Plan directives

Table 4

Revenue - 2022/23 OWP Amendment #1

Work Element	Current Year	Rural Plan Assist	STIP	Caltrans Sustainable Communities Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other	
5 Agency Admin - Indirect	\$0								\$ 349,596	(1)
10 Agency Admin - OWP	\$67,631	\$25,000								
11 TDA Implementation	\$203,483									
12 Intergovernmental Coordination	\$77,250		\$20,000							
13 Intergovernmental Advocacy	\$183,608								\$18,000	(2)
14 Communications/Outreach	\$169,741					\$40,500			\$24,633	(4)
15 Building Administration	\$0									
20 SACOG/MPO Planning Integration	\$287,728	\$397,000	\$60,000							
23 CTSA Administration	(\$0)							\$158,992		
24 Transit Planning	\$0							\$70,494		
27 Airport Land Use Commission	\$59,215								\$5,000	(6)
33 Bikeway Planning	\$24,411					\$2,000				
35 Capitol Corridor/Rail	\$33,526					\$7,500			\$55,674	(3)(15)
40 Placer Parkway	\$0				\$74,879				\$0	(9)
41 I-80/SR 65 Interchange	\$0				\$109,743					
42 SR 65 Widening	\$0				\$254,635					
43 I-80 Auxiliary Lanes	\$0				\$606,650				\$220,123	(10)
44 SR 49 Sidewalks	\$0					\$2,298,848			\$334,828	(13)
46 Mobility Action Plan	\$101,620			\$142,060						
47 Riego/Baseline Widening	\$0								\$222,451	(11)
50 Project Programming and Reporting	\$58,685		\$82,192							
61 Transportation Funding Program	\$628,105								\$173,801	(14)
80 Freeway Service Patrol	\$3,344					\$9,988	\$477,937		\$124,059	(16)
100 SPRTA Administration	\$0				\$330,424					
Unallocated Revenue/Reserve	\$287,100									
Total	\$2,185,446	\$422,000	\$162,192	\$142,060	\$1,376,330	\$2,358,836	\$477,937	\$229,486	\$1,178,569	

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor Marketing Match; (4) Building Admin Reimburse; (5) LTF Ped/Bike; (6) ALUC fees; (7) FTA Section 5304 including Local Match; (8) Cities of Auburn and Lincoln; (9) Developer Reimbursement; (10) Federal HIP Funding; (11) Counties of Placer and Sutter, City of Roseville; (12) Local Agency Funding; (13) ATP Federal Funding (14) Add'l LTF - Rsvl, Rocklin, Lincoln, County for WE 61, (15) Reno/Tahoe Rail (16) CMAQ Swap with Roseville

Table 5

Expenditures - 2022/23 OWP Amend #1	PY	Caltrans ICAP rate		Total Rate (see Table 3)	SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
		Staff	Indirect	Indirect							
5 Agency Admin - Indirect	1.45	\$349,596							(1)	\$349,596	see Table 3
10 Overall Work Program	0.16	\$39,084	\$13,786	\$6,287		\$ 33,474.00				\$92,631	1.12%
11 TDA Implementation	0.46	\$104,720	\$36,937	\$16,846		\$43,480		\$500	\$1,000 (6)	\$203,483	2.47%
12 Intergovernmental Coordination	0.20	\$57,644	\$20,332	\$9,273					\$10,000 (6)	\$97,250	1.18%
13 Intergovernmental Advocacy	0.15	\$47,806	\$16,862	\$7,690		\$105,000			\$24,249 (3),(8),(10)	\$201,608	2.44%
14 Communications/Outreach	0.24	\$62,330	\$21,985	\$10,027		\$97,500			\$18,400 (2),(7),(9)	\$210,241	2.55%
15 Building Administration	0.07	\$16,275	\$5,740	\$2,618					(6)	\$24,633	0.30%
20 SACOG/MPO Planning Integration	0.54	\$123,214	\$43,461	\$19,821	\$475,232	\$80,000		\$1,000	\$2,000 (6)	\$744,728	9.03%
23 CTSA Administration	0.43	\$105,043	\$37,051	\$16,898						\$158,992	1.93%
24 Transit Planning	0.18	\$46,244	\$16,311	\$7,439		\$0			\$500 (6)(12)	\$70,494	0.85%
27 ALUC/Aviation Planning	0.14	\$34,828	\$12,285	\$5,603		\$10,000		\$1,000	\$500 (6)	\$64,215	0.78%
33 Bikeway Planning	0.07	\$13,816	\$4,873	\$2,222					\$5,500 (6)(13)	\$26,411	0.32%
35 Capitol Corridor Rail	0.25	\$54,308	\$19,156	\$8,736		\$13,500		\$500	\$500 (6)	\$96,700	1.17%
40 Placer Parkway	0.03	\$8,178	\$2,885	\$1,316		\$60,000		\$2,000	\$500 (6)	\$74,879	0.91%
41 I-80/SR 65 Interchange	0.14	\$44,426	\$15,670	\$7,147		\$40,000		\$2,000	\$500 (6)	\$109,743	1.33%
42 SR 65 Widening	0.11	\$34,577	\$12,196	\$5,562		\$200,000		\$0	\$2,300 (6)(14)	\$254,635	3.09%
43 I-80 Auxiliary Lanes	0.27	\$73,231	\$25,830	\$11,780		\$707,431		\$7,500	\$1,000 (6)(14)	\$826,773	10.03%
44 SR 49 Sidewalks	0.23	\$60,216	\$21,240	\$9,687		\$2,534,034		\$7,500	\$1,000 (6)(14)	\$2,633,676	31.94%
46 Mobility Action Plan	0.16	\$43,259	\$15,258	\$6,959		\$177,704			\$500 (6)	\$243,680	2.96%
47 Riego/Baseline Widening	0.36	\$98,520	\$34,750	\$15,848		\$73,333			(6)	\$222,451	2.70%
50 Project Programming and Reporting	0.36	\$92,414	\$32,597	\$14,866					\$1,000 (6)	\$140,877	1.71%
61 Transportation Funding Program	0.40	\$129,653	\$45,732	\$20,857		\$585,564		\$10,000	\$10,100 (6)	\$801,906	9.73%
80 Freeway Service Patrol	0.21	\$49,239	\$17,368	\$7,921		\$530,000		\$1,000	\$9,800 (4),(6),(11)	\$615,328	7.46%
100 SPRTA Administration	0.45	\$120,524	\$42,512	\$19,388		\$148,000				\$330,424	4.01%
Total	7.04	\$1,459,548	\$514,816	\$234,792	\$475,232	\$5,439,020	\$0	\$33,000	\$89,349	\$8,245,757	100.00%

* Items billed through Caltrans exclude "unallowable" indirect costs, which is primarily agency rent. See Table 3.

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,400 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses (4) FSP brochure; (5) transportation event sponsorship; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage; (10) CalCOG membership; (11) STA Payment; (12) PCN and CalACT memberships; (13) Bike Map printing; (14) Permit Fees

Table 6

Summary of Staff Hours and Costs FY 2022/23

	Staff Hours	Staff Hour %	Person Years		Staff Costs	Staff Cost %
Agency Administration: Indirect	3024.3	20.66%	1.45		\$349,596	19.32%
Agency Admin - OWP	322.7	2.20%	0.16		\$39,084	2.16%
TDA Implementation	950	6.49%	0.46		\$104,720	5.79%
Intergovernmental Coordination	417	2.85%	0.20		\$57,644	3.19%
Intergovernmental Advocacy	313.4	2.14%	0.15		\$47,806	2.64%
Comm/Outreach	497.3	3.40%	0.24		\$62,330	3.45%
Building Administration	136.5	0.93%	0.07		\$16,275	0.90%
SACOG/MPO Plan Integration and Support	1125.6	7.69%	0.54		\$123,214	6.81%
CTSA Administration	887	6.06%	0.43		\$105,043	5.81%
South Placer Transit Project	379.9	2.59%	0.18		\$46,244	2.56%
ALUC/Aviation Planning	281	1.92%	0.14		\$34,828	1.93%
Bikeway Planning	147	1.00%	0.07		\$13,816	0.76%
Capitol Corridor Rail	528.7	3.61%	0.25		\$54,308	3.00%
Placer Parkway EIR	57.7	0.39%	0.03		\$8,178	0.45%
I-80/SR 65 Interchange	295.9	2.02%	0.14		\$44,426	2.46%
SR 65 Widening	235.7	1.61%	0.11		\$34,577	1.91%
I-80 Auxiliary Lanes	553.1	3.78%	0.27		\$73,231	4.05%
SR 49 Sidewalks	482.8	3.30%	0.23		\$60,216	3.33%
Mobility Action Plan	325.9	2.23%	0.16		\$43,259	2.39%
Riego/Baseline Widening	755	5.16%	0.36		\$98,520	5.45%
Project Programming and Reporting	739.5	5.05%	0.36		\$92,414	5.11%
Regional Funding Program	822.4	5.62%	0.40		\$129,653	7.17%
Freeway Service Patrol	432.8	2.96%	0.21		\$49,239	2.72%
SPRTA Administration	928.8	6.34%	0.45		\$120,524	6.66%
Total	14640	100.0%	7.04		\$1,809,144	100.0%

Table 7

**Agency Salary and Pay Range
FY 2022/23**

			FY 2022/23 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	16329	21882
Deputy Executive Director	Deputy Director	1	13011	17125
Senior Transportation Planner	Senior Planner	3	9691	12369
Associate Planner	Associate Planner	0	7640	9751
Assistant Planner	Assistant Planner	0	5857	7474
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	9775	12475
Planning Administrator/Board Secretary	Executive Assistant	1	7148	9123
			FY 2022/23 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	44.08	56.26
Planning Intern	Planning Intern	0	25.35	32.32

Includes 3% COLA

COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
ATP	Active Transportation Program
Caltrans	California Department of Transportation
CALCOG	California Association of Councils of Governments
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Documentation
PCLTA	Placer County Local Transportation Authority
PPM	Planning, Programming and Monitoring
Prop 1B	Proposition 1B (November 2006 Transportation Bond Funding)
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account Program
RFP	Request for Proposal
RPA	Rural Planning Assistance Funds
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SPRTA	South Placer Regional Transportation Authority
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TDA	Transportation Development Act
TIGER	Transportation Investment Generating Economic Recovery
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency



**Placer County
Transportation
Planning Agency**

MEMORANDUM

TO: PCTPA Board of Directors **DATE:** May 24, 2023

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

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

ACTION REQUESTED

Adopt Resolution 23-16 approving the FY 2023/24 Overall Work Program (OWP) and Budget, and authorize the Executive Director to submit to Caltrans.

BACKGROUND

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

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached final OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. This final OWP also reflects financial and programmatic changes that have taken place since the draft OWP was approved by the Board.

DISCUSSION/ANALYSIS

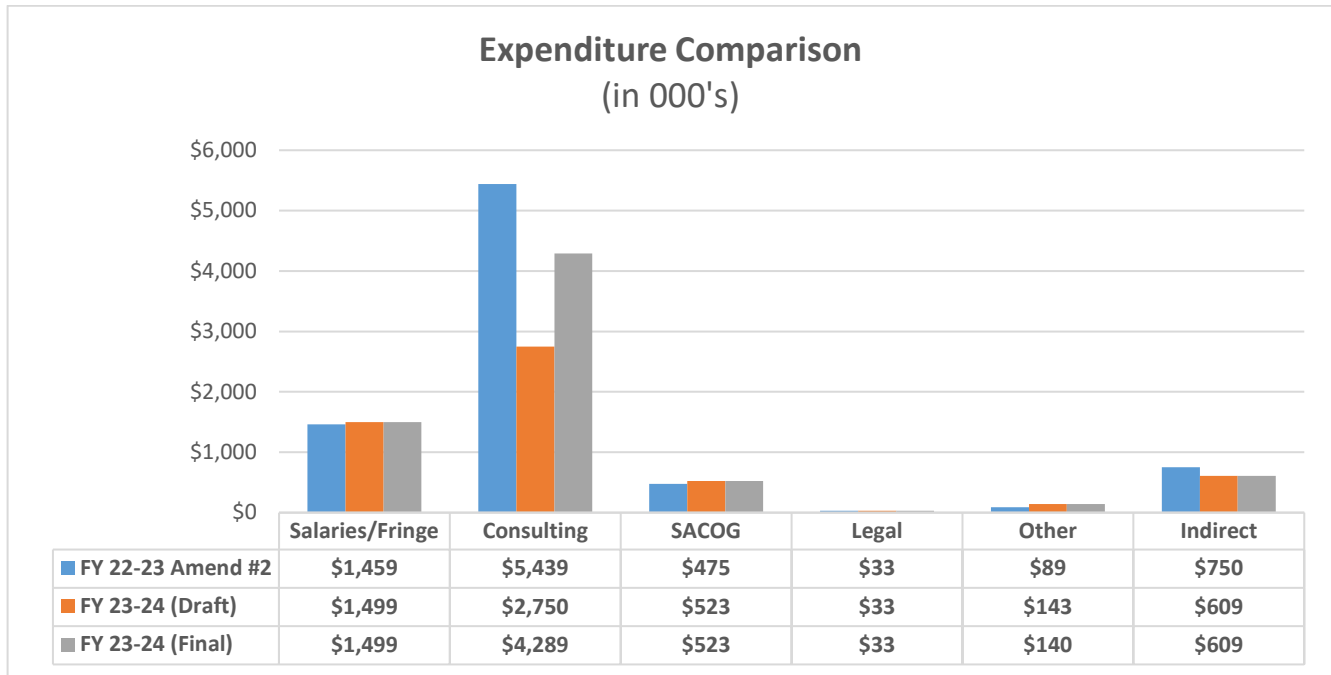
Staff is pleased to present the Final Budget/OWP for the 2023-24 fiscal year that balances current year expenditures with current year revenues. The budget fully funds existing staff and work program activities. Staff has taken a conservative approach to forecasting revenues and has only included grants and other revenues that are secured and anticipated expenditures in the fiscal year. Any successful grant applications will require adjustments to the budget. Other adjustments may include carryover funds from the current fiscal year that will not be fully spent by June 30, 2023, and any revisions to formula funds and corresponding expenditures.

Fund Balance

On June 30, 2023, the PCTPA unassigned balance is projected to be approximately \$1.7 million, of which \$287K is anticipated surplus from Amendment #2 to the Budget/OWP for the 2022-23 fiscal year. As in previous years, the contingency fund assists the Agency with cash flow.

Budget Changes

The chart below shows the expenditures summary for the Final Budget/OWP for the Fiscal Year 2023-24 compared with the 2023-24 Draft Budget and Fiscal Year 2022/23 Amendment #2.



FY 2023-24 Final Budget/OWP vs. Draft Budget

Total expenditures are \$7,092,377 in the Final Budget/OWP for FY 2023-24, an increase of approximately \$1.5M or 27.63%, compared to the \$5,566,650 in the Draft Budget. The increase is to primarily account for additional costs in the following work elements:

- *WE 44 – SR 49 Sidewalks* - \$1.05M increase to account for Utility Relocation (\$900K) which was included in the 22/23 budget, but actual expenditures will not be incurred until 23/24 and an increase in consultant costs (\$156K)
- *WE 61 – Transportation Funding Strategy* - \$142K increase to account for increase in polling and bond consultant.
- Staffing levels remain the same as in the FY 2022/23 OWP with 7.0 full time equivalent staff. The final FY 2023/24 OWP also projects a maximum cost of living increase of 3% consistent with the Agency’s Personnel Policy

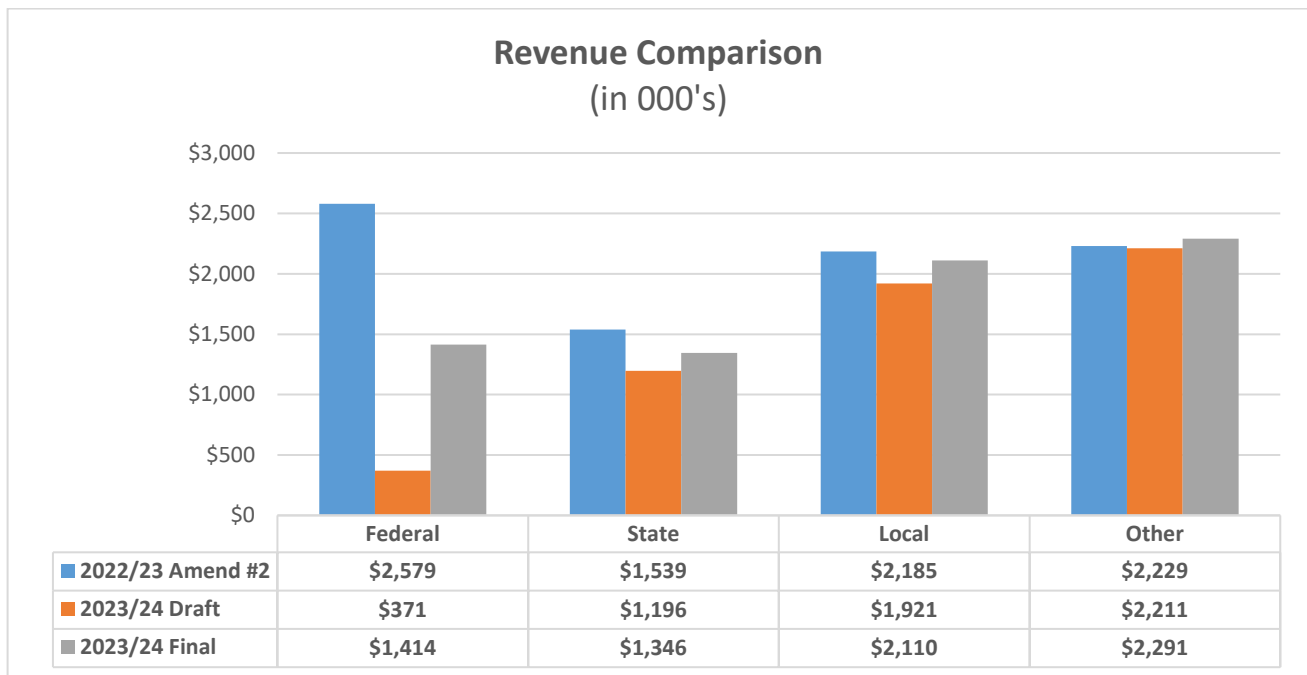
FY 2023-24 Final Budget/OWP vs 2022-23 Amendment #2

Total Expenditures are \$7,092,377 in the Final Budget/OWP for FY 2023-24, a decrease of approximately \$1.15M or -14.33%, compared to \$8,245,757 in the FY 2022-23 Budget/OWP as amended. The decrease in 2023-24 is primarily due to the following:

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- *WE 20 - SACOG/MPO Planning Integration* - \$47K or 10% increase in SACOG expenditure (from \$475,252 in 22/23 to \$522,755 FY 23/24) per MOU.
- *WE 41 – SR65/I80 Interchange* – \$270K increase in interchange reconfiguration consultant.
- *WE 43 – I-80 Aux Lanes* – (\$313K) or -37.8% decrease in expenses related to tree mitigation and consulting costs and staff time.
- *WE 44 – SR49 Sidewalks* – (\$1.076M) decrease to reflect a reduction in staff hours allocation to this project, reduction in design and ROW consultant, reduction in ROW/utility capital.
- *WE 46 – Mobility Action Plan* – (\$178K) decrease as grant was fully expended in FY 2022/23.
- *WE 100 – SPRTA Administration* – (\$194K) or -58% reduction in staff time and Fee Assistance Consultant.

The chart below shows a comparison of revenues for the Final Budget for FY 2023-24, compared to Draft Budget and FY 2022-23 Amendment #2.



FY 2023-24 Final Budget/OWP vs. Draft Budget

The total revenue is \$7.16M, an increase of \$1.56M or 28%, compared to the draft budget of \$5.6M. The increase is primarily due to an increase in federal funding \$1M (carry-over of grant funds that were originally planned to be spend in 2022-23, updated LTF funding (increase of \$51K over draft budget) and updated carry-over of LTF funds of \$287K (increase of \$137K), addition of \$160K of RSTB funds for Freeway Service Patrol and an increase of \$179K in other funding which includes SPRTA, Nevada Station & CTSA contributions.

FY 2023-24 Final Budget/OWP vs FY 2022-23 Amendment #2

The total revenue is \$7.16M, a decrease of \$1.372M or -25% decrease compared to the 2022-23 Amendment #2 budget of \$8.53M. This decrease was mainly due to the following:

- State Funds were reduced \$193K in the 2023-24 Final Budget which consisted of the addition of 161K of RSTB Funds for Freeway Service Patrol, and reduction of \$353K in Caltrans grants that have been spent down (Sustainable Communities Grant, ATP Grants and STIP carryover).
- Federal Funds were reduced \$1.165M as both HIP and CMAQ grants have been spent down.
- Local Funds were reduced \$75K which was the result of a slight increase in LTF Funding \$51K and a reduction in the planned carryover (\$127K), 2022-23 Amendment #2 carryover was \$414K as compared to the expected carryover in 2023-24 of \$287K.
- Other Funds increased a total of \$61K over 2022/23 Amendment #2. This increase includes Riego Baseline jurisdiction contributions, additional contribution from south county jurisdictions for the funding strategy, plus reductions in contributions from SPRTA, CCJPA rail study and projected interest.

Work Program – Ongoing/New Activities

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

- Intergovernmental Advocacy (WE13) – in addition to employing advocates at the state and federal level to seek funding and project regulatory relief, this work element funds activities including the Metro Chamber’s Cap to Cap Event, the Placer Business Alliance October visit to Washington DC, and regular activities with area chambers of commerce.
- Communications and Outreach program (WE 14) – in addition to regular quarterly newsletters, social media activities and earned media, this activity includes working with Caltrans District 3 and SACOG who initiated a project study report for Managed Lanes on Interstate 80. WE 14 will also include working with Washoe County, the Tahoe Basin and SACOG on Northern California Megaregion initiatives.
- Placer Parkway Phase 1 (WE 40) design is being completed by the County of Placer from Highway 65 to Foothills Boulevard. Final design is nearly complete, and the County is advancing the right-of-way acquisitions and utility relocation work. Construction will likely begin in 2024, assuming construction funding is secured.
- The I-80 Auxiliary Lanes Project (WE 43) construction is scheduled to begin in June 2023 and conclude in Summer/Fall 2024.
- The State Route 49 Sidewalk Gap Closure project (WE 44) completed design and right-of-way acquisition, utility relocation work will be completed in summer 2023. Construction is fully funded through a state grant. The project will be advertised in late 2023 and construction is anticipated to start in spring 2024.
- South Sutter-South Placer Transportation Fair Share Analysis (WE 47) is a multi-jurisdictional approach between Placer and Sutter Counties, Roseville and PCTPA to address cumulative transportation impacts from pending and approved land development within the South Placer and

Sutter region. A consultant team was hired in 2022 and will complete the fair share funding analysis in FY 2023/24. Following completion of this analysis the agencies will consider various mechanisms to effectuate the fair share funding of projects within the agencies.

- Funding Strategy (WE61) – Staff is actively engaged in daily, weekly and monthly activities with their strategy consultant on the funding strategy. This work includes substantial education and community outreach work. WE 61 work includes activities such as:
 - Research: focus groups and surveys
 - Strategic meetings: civic leaders and stakeholders
 - Neighborhood partnership meetings
 - Creative content and media strategies

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

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

As always, the Work Program maintains our strong focus on core Agency activities, such as Transportation Development Act (TDA) administration, State and Federal transportation programming compliance, Freeway Service Patrol implementation, and management of various Joint Powers Authorities (JPAs) including the South Placer Regional Transportation Authority (SPRTA) and the Western Placer Consolidated Transportation Services Agency (CTSA).

Work Program – New or Substantially Revised Activities

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

- Placer Parkway (WE40). The prior OWP assumed work to evaluate a proposed shift in the alignment in the vicinity of Phillip Rd. The funding for this effort did not materialize and the current OWP is not assuming this funding or work for FY 2023/24.
- The SR49 Sidewalk Gap Project (WE 44) design and right-of-way expenses are significantly reduced, utility relocation costs remain. The project has largely completed design and ROW acquisition, so those expenses are reduced. Utility relocation work continues, and those costs are included in the FY23/24 budget. Construction will start in FY 2023/24. However, Caltrans will administer construction and the construction grant funding will be budgeted by Caltrans so those expenses are not included in the OWP.
- The Mobility Action Plan (WE46) was completed in December 2022. The work element has been removed from the OWP.
- SPRTA Administration (WE100). The comprehensive fee update is scheduled for adoption in Summer 2023, so expenses related to the fee update have been reduced.

Modifications Requested by Caltrans

Caltrans requested several textual changes and clarifications to the preliminary OWP which have been made to better explain expenditures. Specifically, WE 20 Sacramento Area Council of Governments (SACOG)/ Metropolitan Planning Integration (MPO) title has been updated to include our Regional Transportation Plan. Additional text has been added to this work element to outline SACOG and PCTPA responsibilities and ensure there the narrative for the Work Element includes all expenditures included in the budget table.

JL:MBC:rc:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVING THE FINAL
FISCAL YEAR 2023/24 OVERALL WORK
PROGRAM AND BUDGET**

RESOLUTION NO. 23-16

The following resolution was duly passed by the Placer County Transportation Planning Agency (PCTPA) at a regular meeting held May 24, 2023, by the following vote on roll call:

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

WHEREAS, California Government Code Section 29532.1c identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, it is the intent and policy of PCTPA to improve and maximize the efficiency of transportation services in Placer County; and

WHEREAS, the Fiscal Year (FY) 2023/24 Overall Work Program and Budget (OWP) is the primary management tool for the PCTPA, identifies the activities and a schedule of work for regional transportation planning in Placer County exclusive of the Lake Tahoe Basin, and is a requirement of the Memorandum of Understanding between the PCTPA and Caltrans; and

WHEREAS, the Draft FY 2023/24 OWP was approved on February 22, 2023, submitted to Caltrans for comment and Caltrans' comments were incorporated into the Final Document; and

WHEREAS, the Final FY 2023/24 OWP adjusts staff time, professional services, and funding between work elements based on projections for FY 2023/24.

NOW, THEREFORE, BE IT RESOLVED that PCTPA hereby approves the Final FY 2023/24 OWP.

Signed and approved by me after its passage.

Matt Click
Executive Director

Suzanne Jones, Chair
Placer County Transportation Planning Agency



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



OVERALL WORK PROGRAM AND BUDGET

FINAL
FISCAL YEAR 2023/24

May 24, 2023

WORK ELEMENT	TITLE	PAGE NO.
05	Agency Administration: Indirect Labor	1
10	Agency Administration: Overall Work Program	3
11	Transportation Development Act Admin	4
12	Intergovernmental Coordination	6
13	Intergovernmental Advocacy	8
14	Communications and Outreach	10
15	Building Administration	13
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OVERALL WORK PROGRAM FOR 2023/24

OVERVIEW

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

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

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

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

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

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PCTPA ORGANIZATION

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

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

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

GEOGRAPHIC LOCATION

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

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

AGENCY COORDINATION

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

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

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

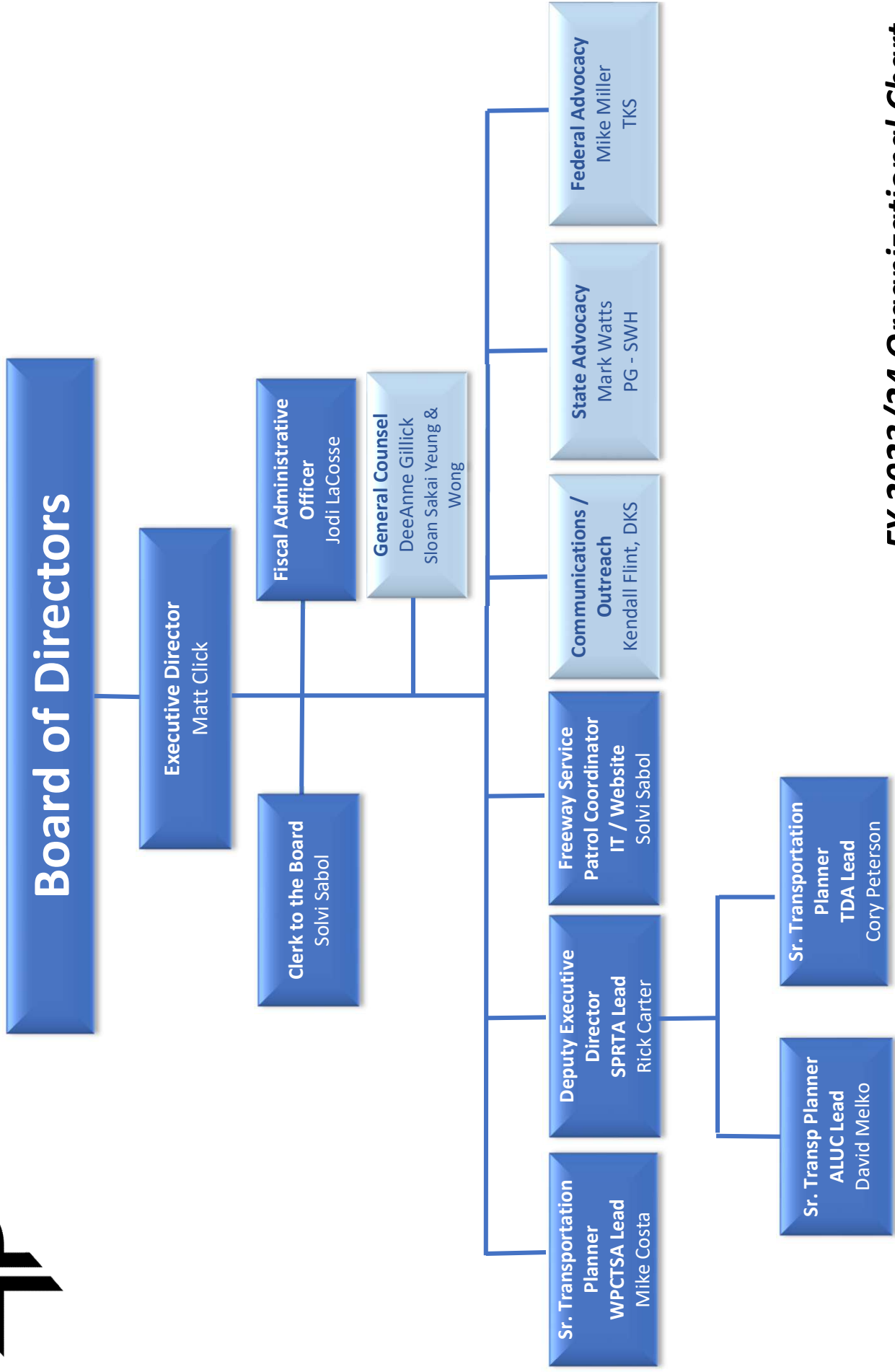
- In person meeting to develop partnership between PCTPA and UAIC for the regional transportation funding strategy

COMMUNITY PARTICIPATION

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

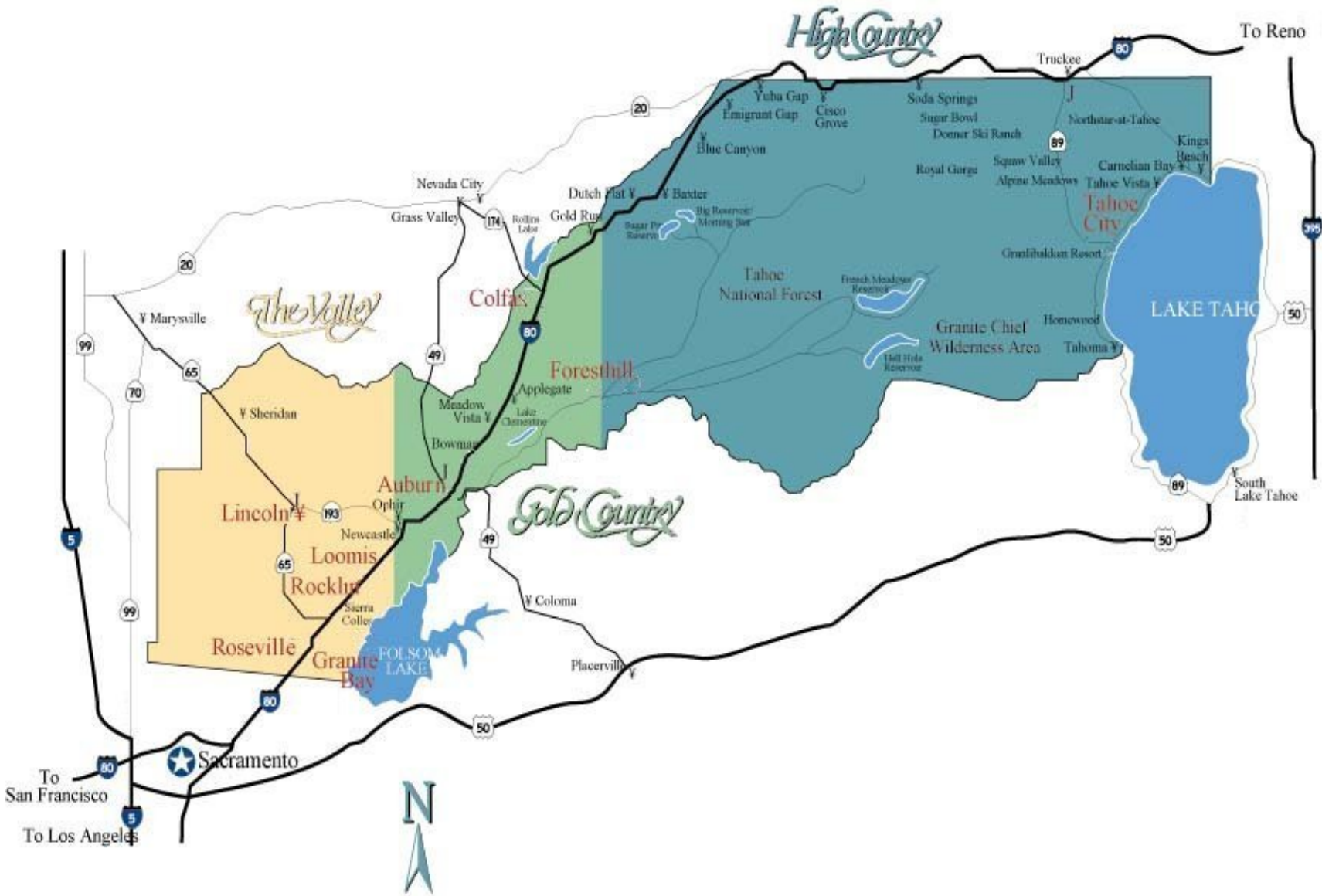
PCTPA conducts public hearings regarding the development and adoption of major planning documents such as the Regional Transportation Plan, the Regional Transportation Improvement Program, and the annual unmet needs hearing. Additional public hearings and workshops are held for individual work projects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

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



FY 2023/24 Organizational Chart

Figure 2
Placer County Location



FEDERAL PLANNING FACTORS

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

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

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

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

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

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

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

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

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

- Freeway Service Patrol (WE 80)

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

Increase the accessibility and mobility of people and for freight

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

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

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

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

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

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

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

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

Promote efficient system management and operation

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

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

Emphasize the preservation of the existing transportation system

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

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

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

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

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

Enhance travel and tourism

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

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

CALTRANS REGIONAL PLANNING ACTIVITIES

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

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

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

WORK ELEMENT 05

AGENCY ADMINISTRATION: INDIRECT LABOR

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

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 05 (continued)
AGENCY ADMINISTRATION: INDIRECT LABOR

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Various – proportionately spread across all other work elements/fund types	\$371,928	PCTPA	\$371,928

WORK ELEMENT 10
AGENCY ADMINISTRATION: OVERALL WORK PROGRAM

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

PREVIOUS WORK:

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

WORK PROGRAM:

- Prepare FY 2023/24 Overall Work Program and Budget close out documents for fiscal year 2022-23 **July 2023 – August 2023**
- Prepare amendments to FY 2023/24 Overall Work Program (OWP) and Budget **August 2023 - October 2023, January - April 4 or as needed**
- Prepare FY 2024/25 Overall Work Program and Budget **January 2024 – May 2024**
- Review and monitor new and proposed programs and regulations applying to transportation planning, such as the Regional Planning Handbook, that may need to be addressed in the Overall Work Program **Quarterly/as needed**

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>		
LTF	\$35,995	PCTPA	\$60,995	
Rural Planning Assistance Funds	\$25,000			
TOTAL	\$60,995		\$60,995	
Percent of Budget .86%				

WORK ELEMENT 11

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

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

WORK PROGRAM:

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

WORK ELEMENT 11 (continued)
TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$153,868	PCTPA	\$108,888
		Legal	500
		Meetings, Travel, and Notifications	1,000
		Fiscal Audit Consultant	\$43,480
TOTAL	\$153,868		\$153,868
Percent of budget: 2.17%			

WORK ELEMENT 12

INTERGOVERNMENTAL COORDINATION

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

BACKGROUND:

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

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

WORK PROGRAM:

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

WORK ELEMENT 12 (continued)
INTERGOVERNMENTAL COORDINATION

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$90,204	PCTPA	\$100,204
State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM)	20,000	Meetings, Travel, and Notifications	10,000
TOTAL	\$110,204		\$110,204
Percent of budget: 1.55%			

WORK ELEMENT 13

INTERGOVERNMENTAL ADVOCACY

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

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

WORK PROGRAM:

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

PRODUCTS:

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

WORK ELEMENT 13 (continued)
INTERGOVERNMENTAL ADVOCACY

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$196,483	PCTPA	\$60,995
Interest	2,000	Travel and Conference Expenses	10,000
		Legislative Tracking Services	4,650
		Chamber of Commerce Memberships	6,200
		CalCOG Membership	3,399
		State Advocacy Consultant	30,000
		Federal Legislative Advocate	\$75,000
TOTAL	\$198,483		\$198,483
Percent of budget: 2.80%			

WORK ELEMENT 14 COMMUNICATIONS AND OUTREACH

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

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

PRODUCTS:

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

WORK ELEMENT 14 (continued)
COMMUNICATIONS AND OUTREACH

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$120,265	PCTPA	\$69,234
CMAQ	40,500	Communications Consultant (Item funded by CMAQ)	47,500
		Graphics Consultant	\$25,000
		Meeting Supplies, Travel, and Postage	10,000
		TNT/TMA Education/Outreach	6,400
		Alternative Fuel Vehicle Marketing/Support (Item funded by CMAQ)	2,000
TOTAL	\$160,765		\$160,765
Percent of budget: 2.77%			

**WORK ELEMENT 15
BUILDING ADMINISTRATION**

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

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

WORK PROGRAM:

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Nevada Station Property	\$36,173	PCTPA	\$36,173
TOTAL	\$36,173		\$36,173
Percent of budget: .51%			

WORK ELEMENT 20

SACOG/MPO PLANNING INTEGRATION & REGIONAL TRANSPORTATION PLAN (RTP)

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

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

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

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

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

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

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION & RTP

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

PREVIOUS WORK:

PCTPA

- Initiated review and development of RTP’s goals, policies, and objectives **February 2023 - April 2023**
- Developed a public participation plan for the RTP **September 2022**
- Coordinated with SACOG on pathway development and outreach for the Blueprint MTP/SCS **March 2023 – June 2023**
- Coordinated with SACOG on data collection, jurisdiction one-on-one meetings, and 2024 Blueprint Framework – **June 2022 – June 2023**
- Coordinated first round of public engagement/outreach for PCTPA’s RTP **October – December 2022**

SACOG

- Model development and Support for PCTPA
 - Provide data analysis and modeling assistance to Placer County jurisdictions **July 2022 – June 2023**
- MTP/SCS Update – PCTPA (SACOG Project #SAC127)
 - Developed regional six-county growth projections for the 2024 MTP/SCS, which assist PCTPA with RTP’s growth projections **September 2022**

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION & RTP

- Plan process map, policy framework, and outreach strategy for MTP/SCS in coordination with PCTPA. **September 2022 – December 2022**

WORK PROGRAM:

PCTPA

- Participate in statewide RTP Guidelines update efforts **As needed**
- Monitor and track amendments to the SACOG 2020 MTP/SCS and/or the PCTPA RTP **Monthly**
- Congestion Management Plan updates **As needed**
- Continue development of 2050 RTP elements/chapters **July 2023 – June 2024**
- Review and coordinate with SACOG on Blueprint MTP/SCS scenario planning – **July 2023 – August 2023**
- Develop an equity plan and implementation strategy for the PCTPA RTP using on-call consulting resources (\$20,000 estimated for consultant support to assist with equity plan preparation) **July 2023 – September 2023**
- Conduct second round of public engagement/outreach for PCTPA’s RTP, which may consist of digital and/or in-person workshops, social media campaigns, surveys, and staff pop-up events. PCTPA will use its on-call communications consultant to assist with the production of noticing materials, project information, webinars, and other materials supporting this outreach effort (\$40,000 estimated for outreach/engagement consultant support) **October 2023 – December 2023**
- Coordinate with SACOG on the development of final preferred transportation project lists for the PCTPA RTP and SACOG’s MTP/SCS (preferred project lists must be the same) **July 2023 – December 2023**
- Prepare and release a request for proposals to secure a consultant to begin preparation of a programmatic environmental impact report (EIR) associated with evaluating PCTPA’s RTP’s preferred project list (\$60,000 estimated for consultant EIR preparation) **April/May 2024**
- Coordinate with SACOG on development of forecasted transportation funding through 2050 for RTP and MTP/SCS planning efforts – **July 2023 – June 2024**
- Coordinate with SACOG to develop materials for hosting an elected officials’ workshops required of the Blueprint MTP/SCS – **Spring 2024**

SACOG

- Model development and Support – PCTPA
 - Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. **July 2023 – June 2024**
- Data Development, Monitoring, and Support – PCTPA
 - Provide data analysis and mapping assistance to Placer County's various plan updates, including demographics, environmental layers, and transportation data for all jurisdictions and special districts. **July 2023 – June 2024**
- MTP/SCS Update – PCTPA

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION & RTP

- Engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. **Monthly**
- Prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. **July 2023 – June 2024**
- Prepare and adopt a preferred transportation investment/project list for the Blueprint MTP/SCS and PCTPA 2050 RTP. **July 2023 – December 2023**
- Performance-Based Planning and Programming – PCTPA (SACOG Project #SAC130)
 - Monitor safety performance data and set targets for PM1. **Ongoing**
 - Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. **Ongoing**
 - Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. **Ongoing**
 - Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. **Ongoing**
 - Update project performance assessment (PPA) tool and interactive spatial performance metric display. **Ongoing**
 - Continually maintain and implement CMAQ Performance Plan. **As Needed**

PRODUCTS:

PCTPA

- Amendments to the PCTPA RTP **As needed**
- Coordination with SACOG on travel demand modeling and MTP/SCS implementation **As needed**
- Continue using MetroQuest community engagement software (\$20,000 for software license renewal) for RTP development and public outreach **July 2023 – June 2024**
- PCTPA RTP equity plan and implementation with consulting assistance (\$20,000) **July 2023 – September 2023**
- PCTPA RTP outreach/engagement with consulting assistance (\$40,000) **October 2023 – December 2023**
- PCTPA RTP EIR development with consulting assistance (\$60,000) **Spring 2024**
- Coordinate with SACOG on Congestion Management Plan updates **As needed**
- PCTPA/SACOG RTP/MTP workshop agenda and materials **As needed**
- Draft RTP transportation project list in coordination with SACOG's MTP/SCS preferred land use and transportation project scenario development **July 2023 – December 2023**

SACOG

- Model development and Support – PCTPA

WORK ELEMENT 20 (continued)
SACOG/MPO PLANNING INTEGRATION & RTP

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

REVENUES		EXPENDITURES	
LTF	\$492,786	SACOG (\$397,000 from RPA)	\$522,755
Rural Planning Assistance	397,000	PCTPA	284,031
Planning, Programming, and Monitoring (PPM)	60,000	Consultant Support for RTP equity plan development, second round of public outreach and engagement, and EIR development (paid with LTF)	120,000
		Community Engagement Software (MetroQuest) (paid with LTF)	20,000
		Legal (on-call support for reviewing RTP related documents and other joint PCTPA/SACOG planning efforts established under the MOU)	1,000
		Meetings, Travel, and Notifications (supporting budget for reimbursement of direct travel and/or purchases made to support the RTP public outreach activities and/or SACOG planning/public engagement efforts)	2,000
TOTAL	\$949,786		\$949,786
Percent of budget:	13.39%		

WORK ELEMENT 23

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) ADMINISTRATION

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 23 (continued)
CTSA ADMINISTRATION

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
CTSA	\$132,980	PCTPA	\$132,980
TOTAL	\$132,980		\$132,980
Percent of budget: 1.87%			

WORK ELEMENT 24 TRANSIT PLANNING

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

BACKGROUND:

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

WORK PROGRAM:

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

WORK ELEMENT 24 (continued)
TRANSIT PLANNING

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

PRODUCTS:

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

REVENUES		EXPENDITURES	
Western Placer CTSA	\$147,987	PCTPA	\$147,487
		Meetings, Travel, and Notifications	500
TOTAL	\$147,987		\$147,987
Percent of budget: 2.09%			

WORK ELEMENT 27

AIRPORT LAND USE COMMISSION/AVIATION PLANNING

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

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

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

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

WORK PROGRAM:

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

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

PRODUCTS:

- Determination of development projects consistency with ALUCP, including public hearings **As needed**
- Updated jurisdiction General Plan land use plans/maps, zoning codes, or other planning documents to reflect the updated ALUCP **According to jurisdiction schedule (completion by June 2024)**
- Grant proposals, funding plans, and interagency agreements **As needed**
- ALUC meeting agendas **As needed**
- Annually adjustment of ALUC fee structure **July 2023**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$65,324	PCTPA	\$56,324
ALUC Fees	2,500	Legal	1,000
		Airport Conformity Consultant	\$10,000
		Meetings, Travel, and Notifications	\$500
TOTAL	\$67,824		\$67,824
Percent of budget: .96%			

WORK ELEMENT 33 BIKEWAY PLANNING

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 33 (continued)
BIKEWAY PLANNING

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$9,217	PCTPA	\$5,717
CMAQ	2,000	Meetings, Travel, and Notifications	5,500
TOTAL	\$11,217		\$11,217
Percent of budget: .16%			

WORK ELEMENT 35

RAIL PROGRAM

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

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

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

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

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

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

WORK PROGRAM:

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

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

WORK ELEMENT 35 (continued)
RAIL PROGRAM

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

PRODUCTS:

- CCJPA public hearings, meetings, presentations, Annual Business Plan, public service announcements and press releases **Per CCJPA schedule**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$34,309	PCTPA	\$40,809
CMAQ	7,500	Legal	500
		Meetings, Travel, and Notifications	500
TOTAL	\$41,809		\$41,809
Percent of budget: .59%			

WORK ELEMENT 40

PLACER PARKWAY (*Multi-year project*)

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA Mitigation Fees	\$17,550	PCTPA	\$15,050
		Legal	2,000
		Meetings, Travel, and Notifications	500
TOTAL	\$17,550		\$17,550
Percent of budget: .25%			

WORK ELEMENT 41

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

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

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

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

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

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

WORK PROGRAM:

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

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

PRODUCTS:

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

REVENUES		EXPENDITURES	
SPRTA Mitigation Fees	\$411,744	PCTPA	\$99,244
		Consulting	310,000
		Legal	2,000
		Meetings, Travel, and Notifications	500
TOTAL	\$411,744		\$411,744
Percent of budget: 5.81%			

WORK ELEMENT 42

HIGHWAY 65 WIDENING *(Multi-year project)*

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$283,645	PCTPA	\$81,345
		Consulting	200,000
		Permit Fees	1,800
		Meetings, Travel, and Notifications	500
TOTAL	\$283,645		\$283,645
Percent of budget: 4.00%			

WORK ELEMENT 43

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

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

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

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

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

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

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

WORK PROGRAM:

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

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
HIP Funds	183,725	PCTPA	\$108,410
SPRTA	330,234	Consultant Construction Engineering Support	\$171,765
		Meetings, Travel, and Notifications	\$1,000
		Permit Fee Renewals: RWQCB & Roseville Tree	\$5,600
		Legal	\$7,500
		PG&E PUE Abandonment (processed thru Roseville)	\$5,600
		PG&E Gas Pipeline Relocation Cost Overrun	214,084
TOTAL	\$ 513,959		\$513,959
Percent of budget: 7.25%			

WORK ELEMENT 44

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

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

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

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

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

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

WORK PROGRAM:

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

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
ATP	\$1,180,000	PCTPA	\$70,444
LTF	197,164	Design consultant, County contract for Safe Routes program	\$380,000
ATP SRS	180,000	ROW Capital: Utility Relocations	\$900,000
		Mitigation/Permit Fees	\$48,220
		Meetings, Travel, and Notifications	\$1,000
		Caltrans – Advertise, Award, Administer Contract	\$150,000
		Legal	\$7,500
TOTAL	\$1,577,164		\$1,577,164
Percent of budget: 21.96%			

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

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

BACKGROUND:

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

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

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

WORK PROGRAM:

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

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

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

PRODUCTS:

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

<u>REVENUES</u>		<u>EXPENDITURES</u>	
Agency Contribution	\$390,040	PCTPA	\$130,331
		Consultant	\$146,667
		Consultant Optional Services Year One (multi-year)	\$13,333
		Project Contingency	\$99,709
TOTAL	\$390,040		\$390,040
Percent of budget: 5.50%			

WORK ELEMENT 50

PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

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

WORK ELEMENT 50 (continued)

PROJECT PROGRAMMING AND REPORTING

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

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

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

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

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

WORK PROGRAM:

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

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

PRODUCTS:

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

WORK ELEMENT 50 (continued)
PROJECT PROGRAMMING AND REPORTING

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$51,534	PCTPA	\$89,534
		Consultant: Grant Writer	\$25,000
STIP Programming (PPM)	\$64,000	Meetings, Travel, and Notifications	1,000
TOTAL	\$115,534		\$115,534
Percent of budget: 1.63%			

WORK ELEMENT 61 REGIONAL TRANSPORTATION FUNDING PROGRAM

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

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

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

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

WORK PROGRAM:

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

PRODUCTS:

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

WORK ELEMENT 61 (continued)
REGIONAL TRANSPORTATION FUNDING PROGRAM

- Agendas for meetings/presentations with stakeholders, community groups, and others **Ongoing**
- Updated Sales Tax Revenue Projections **July - August 2023.**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
LTF	\$594,476	PCTPA	\$245,890
LTF Contribution from South County Agencies	400,000	Legal	10,000
WE61 Specific Carryover		Outreach Consultant/Direct Costs / Events / Printing	537,753
		Bond Consultant	100,000
		Polling Consultant	93,833
		Metroquest	7,000
TOTAL	\$994,476		\$994,476
Percent of budget: 14.02%			

**WORK ELEMENT 80
FREEWAY SERVICE PATROL (FSP)**

PURPOSE: To facilitate implementation of a Freeway Service Patrol (FSP) on I-80 and SR 65 in South Placer County.

BACKGROUND: The purpose of the program is to keep traffic moving by removing traffic impediments, such as cars with mechanical problems or that have been involved in accidents, as well as assisting the motoring public. The program provides a tow truck with a qualified technician patrolling the target area. The service began in 2003 through a Placer County Air Pollution Control District (APCD)'s AB 2766 funds to implement a Freeway Service Patrol in the congested areas of I-80 in the South Placer County area. In 2005 PCTPA became eligible to receive funding under the State's FSP program. Since then, the program has been expanded with increased service hours to cover I-80 from Roseville to Auburn and SR 65 from I-80 to Twelve Bridges Dr.

Juxtaposed with this need is funding availability. FSP is subject to annual State budget allocations and formulas, as well as annual grants, and the available funding varies. Staff works closely with the CHP and the contractor to tweak the program, including service hours, days, and costs, to balance with available funding.

WORK PROGRAM:

- Coordinating with California Highway Patrol, administer and monitor FSP program **Ongoing**
- Publicize FSP program and benefits **Ongoing**
- Participate in regional and statewide FSP oversight committees **As needed**
- Participate in annual "ride-alongs" with California Highway Patrol and contractor **Annually**
- Participate in FSP Technical Advisory Committee meetings **Ongoing**
- Contract and coordinate with the Sacramento Transportation Authority in monitoring FSP operator activities and performance **Ongoing**

PRODUCTS:

- Progress reports **Quarterly**
- FSP brochures **Ongoing**
- FSP signage and material updates **As needed**
- FSP contract change orders **As Needed**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
FSP State Allocation	\$439,563	PCTPA	\$59,450
		FSP contractor	530,000
STBG	\$160,687	Sacramento Transportation Authority Support	5,800
		Legal	1,000
		FSP Brochures	2,000
		Meetings, travel, and notifications	2,000
TOTAL	\$600,250		\$600,250
Percent of budget: 8.46%			

WORK ELEMENT 100

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY (SPRTA)

ADMINISTRATION

PURPOSE: To provide staffing and administrative support for the South Placer Regional Transportation Authority.

BACKGROUND: PCTPA adopted a Regional Transportation Funding Strategy in August 2000 which included the development of a regional transportation impact fee program. PCTPA staff worked with the jurisdictions of South Placer County, as well as the development community, environmentalists, and community groups to develop a program and mechanism to implement this impact fee. The SPRTA, formed in January 2002, is the result of those efforts.

Under the Joint Powers Agreement that formed SPRTA, PCTPA is designated as the entity to provide administrative, accounting, and staffing support for the Authority. PCTPA is to be reimbursed for those staffing costs.

PCTPA and SPRTA members developed a comprehensive travel demand forecasting model (TDF) and Tier I and II Regional Impact Fee update in FY2022/23. When this major milestone is successfully completed, staff will enter a maintenance mode of assisting member agencies with the implementation of the TDF model and fee program. Staff has retained an on-call contract with a consultant to assist with technical questions.

WORK PROGRAM:

- Provide administrative, accounting, and staff support for the SPRTA **Ongoing**
- Oversee the implementation of the SPRTA's traffic impact fee as delineated in the Implementation Program, providing updates as indicated **Ongoing**
- Work with member jurisdictions and the State's SCIP and BOND programs to accept fee payments from those programs **Ongoing**
- Develop agendas for Authority Board and advisory committees **Monthly/as needed**
- Provide financial information to Board **Ongoing**
- Provide information and reports to interested developers, groups, and citizens **Ongoing**
- Work with member jurisdictions to update the JPA agreement **As needed**
- Prepare Annual Reports and Five-Year Reports for the SPRTA fee, per AB1600 **Annually in December**

PRODUCTS:

- SPRTA Improvement Program updates **As needed**
- Joint Powers Agreement amendments **As needed**
- SPRTA FY 2023/24 Budget **June 2023**
- SPRTA FY 2023/24 Budget updates **As needed**
- SPRTA Cash flow projections **As needed**
- Contracts for needed services, such as traffic modeling and attorney services **Annually/as needed**
- SPRTA Board agendas and minutes **Monthly/as needed**

WORK ELEMENT 100 (continued)
SPRTA ADMINISTRATION

- SPRTA Technical Advisory Committee agendas and minutes **Monthly/as needed**
- SPRTA financial reports **Quarterly**
- Updated Joint Powers Agreement **As needed**
- SPRTA Annual Fee Program reports **Each December**

<u>REVENUES</u>		<u>EXPENDITURES</u>	
SPRTA	\$135,925	PCTPA	\$95,925
		On-Call Model and Fee Assistance Consultant	\$40,000
TOTAL	\$135,925	TOTAL	\$135,925
Percent of budget: 1.92%			

Table 1

Budget Summary FY 2023/24			
Expenditures	FY 2023/24 Final	FY 22/23 Amendment #2	Difference
Salary	\$951,618	\$929,793	\$21,825
Benefits	\$547,836	\$529,755	\$18,081
Direct (Table 2)	\$4,984,048	\$6,036,601	(\$1,052,553)
Indirect (Table 3)	\$608,875	\$749,608	(\$140,733)
Total	\$7,092,377	\$8,245,757	(\$1,153,380)
Revenues	FY 2023/24 Final	FY 22/23 Amendment #2	Difference
LTF Administration	\$475,000	\$475,000	\$0
LTF Planning	\$1,347,624	\$1,296,306	\$51,318
Rural Planning Assistance - Formula	\$422,000	\$422,000	\$0
ALUC Fees	\$2,500	\$5,000	(\$2,500)
STIP Planning Funds	\$144,000	\$162,192	(\$18,192)
CMAQ Grant - CMP	\$50,000	\$50,000	\$0
Caltrans FSP Grants	\$439,563	\$477,937	(\$38,374)
LTF<>CMAQ Swap with Roseville (FSP)	\$0	\$124,059	(\$124,059)
CMAQ Grants - 2016 Earmark (LTF)	\$0	\$9,988	(\$9,988)
STBG Funds - FSP	\$160,687	\$0	\$160,687
Building Administration	\$36,173	\$24,633	\$11,540
Capitol Corridor Marketing Match	\$0	\$7,500	(\$7,500)
Interest	\$2,000	\$18,000	(\$16,000)
SPRTA Administration	\$135,925	\$330,424	(\$194,499)
SPRTA - I80/SR 65 IC	\$411,744	\$109,743	\$302,001
SPRTA - Placer Parkway	\$17,550	\$74,879	(\$57,329)
SPRTA - SR 65 Widening	\$283,645	\$254,635	\$29,010
SPRTA - I-80 Aux Lanes	\$330,234	\$606,650	(\$276,416)
HPP Section 1702 - I-80 Auxiliary Lanes	\$0	\$0	\$0
HIP Grant - I-80 Auxiliary Lanes	\$183,725	\$220,123	(\$36,398)
CMAQ Grant - SR 49 Sidewalks	\$1,180,000	\$2,298,848	(\$1,118,848)
LTF Ped/Bike Discretionary - SR 49 Sidewalks	\$0	\$0	\$0
ATP State Funding - SR 49 Sidewalks	\$180,000	\$334,828	(\$154,828)
Caltrans Sustainable Communities Grant		\$142,060	(\$142,060)
Western Placer CTSA JPA Administration	\$132,980	\$158,992	(\$26,012)
CTSA - Transit Planning	\$147,987	\$70,494	\$77,493
Baseline/Riego Road-Staff/Consultant Reimburse	\$390,040	\$222,451	\$167,589
Reno/Tahoe Rail Extension	\$0	\$48,174	(\$48,174)
Placer Parkway Amendment	\$0	\$0	\$0
LTF Additional Contribution from Jurisdictions-WE61	\$400,000	\$100,000	\$300,000
LTF Carryover	\$287,100	\$414,140	(\$127,040)
WE 61 LTF Carryover	\$0	\$73,801	(\$73,801)
Total	\$7,160,477	\$8,532,857	(\$1,372,380)
Contingency Fund Balance	FY 2023/24 Final	FY 2022/23 Amend #2	Difference
PCTPA	\$1,410,959	\$1,410,959	\$0
Nevada Station	\$50,000	\$50,000	\$0
Total	\$1,460,959	\$1,460,959	\$0
Revenue to Expenditure Comparison	FY 2023/24 Final	FY 2022/23 Amend #2	Difference
Surplus/(Deficit)	\$68,100	\$287,100	(\$218,999)

Table 2

Direct Costs				
FY 2023/24				
	FY 2023/24		FY 22/23	
	Final	Amendment #2	Difference	Source
ED Recruiter/Applicant Travel Costs (WE10)	\$ -	\$33,474	(\$33,474)	LTF
TDA Fiscal Audits (WE 11)	\$43,480	\$43,480	\$0	LTF
Triennial Transit Performance Audits (WE 11)	\$0	\$0	\$0	LTF
Federal Advocacy Services (WE 13)	\$75,000	\$75,000	\$0	LTF
State Advocacy Services (WE 13)	\$30,000	\$30,000	\$0	LTF
CalCOG Membership (WE 13)	\$3,399	\$3,399	\$0	LTF
Chamber of Commerce Memberships (WE 13)	\$6,200	\$6,200	\$0	LTF
Advocacy Expenses/Travel (WE 13)	\$10,000	\$10,000	\$0	LTF
Legislative Tracking Services (WE 13)	\$4,650	\$4,650	\$0	LTF
Alternative Fuel Vehicle Marketing/Support (WE 14)	\$2,000	\$2,000	\$0	CMAQ
TNT/TMA Membership (WE 14)	\$6,400	\$6,400	\$0	LTF
Meeting Supplies, Travel, and Postage (WE 14)	\$10,000	\$10,000	\$0	LTF
Communications Consultant (WE 14)	\$47,500	\$47,500	\$0	CMAQ
Graphics Consultant (WE14)	\$25,000	\$25,000	\$0	LTF
Grant Writer (WE50)	\$25,000	\$25,000	\$0	LTF
RTP Update consultant (WE 20)	\$120,000	\$60,000	\$60,000	LTF
Community Engagement Software (WE20)	\$20,000	\$20,000	\$0	LTF/STIP
SACOG Payment (WE 20)	\$522,755	\$475,232	\$47,523	LTF, RPA
Transit Consultant - Short Range Transit Plan (WE 24)	\$0	\$0	\$0	CTSA
Transit Consultant - Marketing CTSA & Microtransit (WE 24)	\$0	\$0	\$0	CTSA
ALUCP Update Consultant (WE 27)	\$0	\$0	\$0	LTF
ALUC Consulting Services (WE 27)	\$10,000	\$10,000	\$0	ALUC fees, LTF
Bicycle Map Printing (WE 33)	\$5,500	\$5,500	\$0	LTF
Capitol Corridor Marketing (WE 35)	\$0	\$7,500	(\$7,500)	CMAQ, LTF, CCJPA
Placer Parkway Consultant (WE40)	\$0	\$60,000	(\$60,000)	Developer Reimb.
SR 65/I80 Interchange Reconfiguration Consultant (WE41)	\$310,000	\$40,000	\$270,000	SPRTA
SR 65 Widening Reconfiguration Consultant (WE42)	\$200,000	\$200,000	\$0	SPRTA
SR 65 Widening Permit Fees (WE 42)	\$1,800	\$1,800	\$0	SPRTA
I-80 Auxiliary Lanes Permit Fees (WE 43)	\$5,600	\$5,797	(\$197)	SPRTA
I-80 Auxiliary Lanes - PGE Gas Pipeline Relocation (WE43)	\$214,084	\$0	\$214,084	HIP/SPRTA
I-80 Auxiliary Lanes Consultant - ROW (WE 43)	\$0	\$412,470	(\$412,470)	HIP/SPRTA
I-80 Auxiliary Lanes -PG&E PUE abandonment (WE 43)	\$0	\$5,580	(\$5,580)	HPP, RPS9, HIP
I-80 Auxiliary Lanes Consultant - Construction Management (WE 43)	\$171,765	\$237,764	(\$65,999)	SPRTA
I-80 Auxiliary Lanes - PG&E ROW (WE 43)	\$5,600	\$45,820	(\$40,220)	SPRTA
SR 49 Sidewalk Permit Fees (WE 44)	\$0	\$1,750	(\$1,750)	CMAQ
SR 49 Sidewalk Consultant - Design (WE 44)	\$170,000	\$265,000	(\$95,000)	CMAQ/LTF
SR 49 Sidewalk Consultant - ROW (WE 44)	\$30,000	\$517,214	(\$487,214)	ATP
SR 49 Sidewalk - ROW Capital - Utility Relocation (WE 44)	\$900,000	\$1,353,600	(\$453,600)	ATP
SR 49 Sidewalk - Caltrans Advertise/Award (WE 44)	\$150,000	\$150,000	\$0	LTF
SR 49 Sidewalk - Env. Mitigation (WE 44)	\$48,220	\$48,220	\$0	CMAQ
SR 49 Sidewalk - Placer County - Safe Routes to Schools (WE44)	\$180,000	\$200,000	(\$20,000)	ATP
PSAP Consultant (WE 46)	\$0	\$177,704	(\$177,704)	Caltrans Grant
Riego/Baseline (WE 47)	\$259,709	\$73,333	\$186,376	Local Agency Funds
Meeting Supplies, Travel, and Notifications (WE 11, 12, 20, 24, 27, 33, 35, 40 through 47, 50,61 80)	\$21,000	\$24,850	(\$3,850)	RPA, LTF
Legal Services (WE 11, 20, 27, 35, 41, 42, 43, 44, 61, 80)	\$33,000	\$33,000	\$0	HPP, SPRTA
Sales Tax Consultant (WE 61)	\$12,000	\$0	\$12,000	LTF
Outreach Consultant/Meetings (WE 61)	\$180,000	\$90,000	\$90,000	LTF
Paid Digital Ads/Streaming (WE 61)	\$204,314	\$251,856	(\$47,542)	LTF
Video Production (WE 61)	\$42,500	\$25,000	\$17,500	LTF
Direct Mail (WE 61)		\$0	\$0	LTF
Mall Kiosk Rent/Design (WE 61)		\$24,000	(\$24,000)	LTF
Billboards-Static/Electronic (WE 61)		\$0	\$0	LTF
Website (WE 61)	\$2,500	\$5,000	(\$2,500)	LTF
Metroquest (WE61)	\$7,000	\$5,000	\$2,000	LTF
Metroquest (WE35)		\$6,000	(\$6,000)	LTF
SR 65 Traffic Camera (WE 61)		\$0	\$0	LTF
Events (WE 61)	\$72,440	\$130,801	(\$58,361)	LTF
Economic Impact Analysis (WE 61)		\$0	\$0	LTF
Polling Consultant (WE 61)	\$93,832	\$35,750	\$58,082	LTF
Sales Tax Update (WE 61)		\$2,157	(\$2,157)	LTF
Funding Program Bonding Consultant (WE 61)	\$100,000	\$0	\$100,000	LTF
Printing (WE 61)	\$24,000	\$21,000	\$3,000	LTF
FSP Brochure (WE 80)	\$2,000	\$2,000	\$0	LTF
Freeway Service Patrol Contractor (WE 80)	\$530,000	\$530,000	\$0	Caltrans, SB1, LTF
Sacramento Transportation Authority (WE 80)	\$5,800	\$5,800	\$0	Caltrans, SB1, LTF
Traffic Model and Fee On-Call Consultant (WE 100)	\$40,000	\$148,000	(\$108,000)	SPRTA
TOTAL	\$ 4,984,048	\$ 6,036,601	\$(1,052,553)	

LTF = Local Transportation Fund
 CMAQ = Congestion Mitigation and Air Quality

RPA = Rural Planning Assistance Funds
 STIP = State Transportation Improvement Program

FTA = Federal Transit Administration

Table 3

Indirect Cost Budget				
FY 2023/24				
	FY 2023/24	FY 2022/23		
CALTRANS ICAP INDIRECT	Final	Amendment #2	Variance	Variance %
ADVERTISING	\$1,000	\$1,000	\$0	0.00%
COMMUNICATION	\$15,000	\$15,000	\$0	0.00%
OFFICE/COMPUTER EQUIPMENT	\$55,000	\$55,000	\$0	0.00%
SUBSCRIPTIONS	\$1,000	\$1,000	\$0	0.00%
OFFICE/COMPUTER EQUIP MAINTENANCE	\$14,120	\$44,120	(\$30,000)	-68.00%
FURNITURE	\$1,000	\$1,000	\$0	0.00%
INSURANCE	\$20,000	\$20,000	\$0	0.00%
LEGAL	\$5,000	\$5,000	\$0	0.00%
MEMBERSHIP/TRAINING	\$20,000	\$7,000	\$13,000	185.71%
OFFICE SUPPLIES	\$3,000	\$3,000	\$0	0.00%
POSTAGE & DELIVERY	\$2,500	\$2,500	\$0	0.00%
PRINTING & REPRODUCTION	\$4,000	\$4,000	\$0	0.00%
TRAVEL/AUTO/LODGING	\$3,000	\$3,000	\$0	0.00%
UTILITIES/MAINTENANCE	\$15,000	\$15,000	\$0	0.00%
ACTUARIAL	\$8,910	\$8,910	\$0	0.00%
FISCAL AUDIT	\$18,400	\$18,400	\$0	0.00%
INDIRECT LABOR - <i>Note 1</i>	\$371,896	\$349,596	\$22,300	6.38%
Subtotal	\$558,826	\$553,526	\$5,300	0.96%
INDIRECT COST ADJUSTMENT FROM FY 20/21	(\$141,775)	\$9,350	(\$151,125)	-1616.31%
ICAP ALLOWABLE TOTAL	\$417,051	\$562,876	(\$145,825)	
TOTAL INDIRECT				
BOARDMEMBER REIMBURSEMENT	\$12,000	\$12,000	\$0	0.00%
MEETING SUPPLIES	\$5,000	\$5,000	\$0	0.00%
OFFICE SPACE	\$174,824	\$169,732	\$5,092	3.00%
SUBTOTAL	\$191,824	\$186,732	\$5,092	2.73%
INDIRECT COST BUDGET TOTAL	\$608,875	\$749,608	(\$140,733)	-18.77%

Note 1 - Indirect Labor recalculated based on Caltrans Indirect Cost Plan directives

Table 4

Revenue - 2023/24 OWP Final

Work Element	Current Year LTF 2023/24	Rural Plan Assist	STIP	Caltrans Sustainable Communities Grant	SPRTA	CMAQ	FSP Grants	CTSA	Other	
5 Agency Admin - Indirect	\$0								\$ 371,896	(1)
10 Agency Admin - OWP	\$35,995	\$25,000								
11 TDA Implementation	\$153,868									
12 Intergovernmental Coordination	\$90,204		\$20,000							
13 Intergovernmental Advocacy	\$196,483								\$2,000	(2)
14 Communications/Outreach	\$120,265					\$40,500				
15 Building Administration	\$0								\$36,173	(4)
20 SACOG/MPO Planning Integration	\$492,786	\$397,000	\$60,000							
23 CTSA Administration	(\$0)							\$132,980		
24 Transit Planning	\$0							\$147,987		
27 Airport Land Use Commission	\$65,324								\$2,500	(6)
33 Bikeway Planning	\$9,217					\$2,000				
35 Capitol Corridor/Rail	\$34,309					\$7,500			\$0	(3)
40 Placer Parkway	\$0				\$17,550				\$0	(9)
41 I-80/SR 65 Interchange	(\$0)				\$411,744					
42 SR 65 Widening	(\$0)				\$283,645					
43 I-80 Auxiliary Lanes	\$0				\$330,234				\$183,725	(10)
44 SR 49 Sidewalks	\$197,164					\$1,180,000			\$180,000	(13)
46 Mobility Action Plan	\$0			\$0						
47 Riego/Baseline Widening	\$0								\$390,040	(11)
50 Project Programming and Reporting	\$51,534		\$64,000							
61 Transportation Funding Program	\$594,476								\$400,000	(14)
80 Freeway Service Patrol	(\$0)						\$0		\$160,687	(16)
100 SPRTA Administration	\$0				\$135,925					
Unallocated Revenue/Reserve	\$68,100									
Total	\$2,109,724	\$422,000	\$144,000	\$0	\$1,179,098	\$1,230,000	\$439,563	\$280,967	\$1,355,126	

Notes: (1) Work Element 05 is indirect and spread over all other work elements; (2) Estimated interest; (3) Capitol Corridor-Marketing-Match; (4) Building Admin Reimburse; (5) LTF Ped/Bike; (6) ALUC fees; (7) FTA Section 5304 including Local Match; (8) Cities of Auburn and Lincoln; (9) Developer Reimbursement; (10) Federal HIP Funding; (11) Counties of Placer and Sutter, City of Roseville; (12) Local Agency Funding; (13) ATP Federal Funding (14) Adttl LTF-Rsvl, Rock, Linc, Cnty for WE61 (15) Rener/Fahse Rail (16) STBG Funds

Table 5

Expenditures - 2023/24 OWP Final											
	PY	Staff	Caltrans		SACOG	Consulting/ ROW Acquisition	Outreach/ Events	Legal	Other	Total	% of Budget
			ICAP rate	Total Rate (see Table 3)							
5 Agency Admin - Indirect	1.51	\$371,896								\$371,896	see Table 3
10 Overall Work Program	0.16	\$43,380	\$12,066	\$5,550		\$				\$60,995	0.86%
11 TDA Implementation	0.33	\$77,442	\$21,539	\$9,907		\$43,480		\$500	\$1,000	\$153,868	2.17%
12 Intergovernmental Coordination	0.23	\$71,265	\$19,821	\$9,117					\$10,000	\$110,204	1.55%
13 Intergovernmental Advocacy	0.16	\$49,239	\$13,695	\$6,299		\$105,000			\$24,249	\$198,483	2.80%
14 Communications/Outreach	0.18	\$49,688	\$13,820	\$6,357		\$72,500			\$18,400	\$160,765	2.27%
15 Building Administration	0.09	\$25,727	\$7,155	\$3,291					(6)	\$36,173	0.51%
20 SACOG/MPO Planning Integration	0.84	\$202,004	\$56,185	\$25,842	\$522,755	\$140,000		\$1,000	\$2,000	\$949,786	13.39%
23 CTSA Administration	0.36	\$94,576	\$26,305	\$12,099		\$0			\$500	\$132,980	1.87%
24 Transit Planning	0.42	\$104,894	\$29,175	\$13,419		\$10,000		\$1,000	\$500	\$147,987	2.09%
27 ALUC/Aviation Planning	0.15	\$40,058	\$11,141	\$5,125		\$10,000			\$5,500	\$67,824	0.96%
33 Bikeway Planning	0.02	\$4,066	\$1,131	\$520					\$5,500	\$11,217	0.16%
35 Capitol Corridor Rail	0.11	\$29,023	\$8,072	\$3,713				\$500	\$500	\$41,809	0.59%
40 Placer Parkway	0.03	\$10,703	\$2,977	\$1,369		\$0		\$2,000	\$500	\$17,550	0.25%
41 I-80/SR 65 Interchange	0.23	\$70,583	\$19,631	\$9,030		\$310,000		\$2,000	\$500	\$411,744	5.81%
42 SR 65 Widening	0.18	\$57,853	\$16,091	\$7,401		\$200,000		\$0	\$2,300	\$283,645	4.00%
43 I-80 Auxiliary Lanes	0.27	\$77,102	\$21,445	\$9,864		\$391,449		\$7,500	\$6,600	\$513,959	7.25%
44 SR 49 Sidewalks	0.19	\$50,100	\$13,935	\$6,409		\$1,430,000		\$7,500	\$49,220	\$1,557,164	21.96%
46 Mobility Action Plan	0.00	\$0	\$0	\$0		\$0			\$0	\$0	0.00%
47 Riego/Baseline Widening	0.32	\$92,692	\$25,781	\$11,858		\$259,709			(6)	\$390,040	5.50%
50 Project Programming and Reporting	0.22	\$63,677	\$17,711	\$8,146		\$25,000			\$1,000	\$115,534	1.63%
61 Transportation Funding Program	0.56	\$174,878	\$48,640	\$22,372		\$731,586		\$10,000	\$7,000	\$994,476	14.02%
80 Freeway Service Patrol	0.17	\$42,281	\$11,760	\$5,409		\$530,000		\$1,000	\$9,800	\$600,250	8.46%
100 SPRTA Administration	0.26	\$68,222	\$18,975	\$8,728		\$40,000				\$135,925	1.92%
Total	7.00	\$1,499,454	\$417,051	\$191,824	\$522,755	\$ 4,288,724.00	\$0	\$33,000	\$139,569	\$7,092,377	100.00%

* Items billed through Caltrans exclude "unallowable" indirect costs, which is primarily agency rent. See Table 3.

Notes: (1) WE 05 is indirect and proportionally spread over all other work elements; (2) Includes \$6,400 payment to TNT/TMA for outreach in Tahoe area; (3) travel and conference expenses

(4) FSP brochure; (5) transportation event sponsorship; (6) meetings, travel and notifications; (7) alternative fuel vehicle support; (8) chamber of commerce memberships; (9) meetings, travel and postage;

(10) CalCOG membership; (11) STA Payment; (12) PCN and CalACT memberships; (13) Bike Map printing; (14) Permit Fees (15) Metroquest Software

Table 6

Summary of Staff Hours and Costs FY 2023/24

	Staff Hours	Staff Hour %	Person Years	Staff Costs	Staff Cost %
Agency Administration: Indirect	3150	21.63%	1.51	\$371,896	19.87%
Agency Admin - OWP	330	2.27%	0.16	\$43,380	2.32%
TDA Implementation	680	4.67%	0.33	\$77,442	4.14%
Intergovernmental Coordination	480	3.30%	0.23	\$71,265	3.81%
Intergovernmental Advocacy	338	2.32%	0.16	\$49,239	2.63%
Comm/Outreach	380	2.61%	0.18	\$49,688	2.66%
Building Administration	195	1.34%	0.09	\$25,727	1.37%
SACOG/MPO Plan Integration and Support	1740	11.95%	0.84	\$202,004	10.79%
CTSA Administration	750	5.15%	0.36	\$94,576	5.05%
South Placer Transit Project	875	6.01%	0.42	\$104,894	5.61%
ALUC/Aviation Planning	311	2.14%	0.15	\$40,058	2.14%
Bikeway Planning	35	0.24%	0.02	\$4,066	0.22%
Capitol Corridor Rail	225	1.55%	0.11	\$29,023	1.55%
Placer Parkway EIR	70	0.48%	0.03	\$10,703	0.57%
I-80/SR 65 Interchange	474	3.26%	0.23	\$70,583	3.77%
SR 65 Widening	370	2.54%	0.18	\$57,853	3.09%
I-80 Auxiliary Lanes	560	3.85%	0.27	\$77,102	4.12%
SR 49 Sidewalks	400	2.75%	0.19	\$50,100	2.68%
Mobility Action Plan	0	0.00%	0.00	\$0	0.00%
Riego/Baseline Widening	670	4.60%	0.32	\$92,692	4.95%
Project Programming and Reporting	460	3.16%	0.22	\$63,677	3.40%
Regional Funding Program	1170	8.04%	0.56	\$174,878	9.35%
Freeway Service Patrol	352	2.42%	0.17	\$42,281	2.26%
SPRTA Administration	545	3.74%	0.26	\$68,222	3.65%
Total	14560	100.0%	7.00	\$1,871,349	100.0%

Table 7

**Agency Salary and Pay Range
FY 2023/24**

			FY 2023/24 Monthly Salary Range	
Position Title	Classification	# of Positions	Low	High
Executive Director	Executive Director	1	16819	22539
Deputy Executive Director	Deputy Director	1	13401	17639
Senior Transportation Planner	Senior Planner	3	9982	12740
Associate Planner	Associate Planner	0	7870	10044
Assistant Planner	Assistant Planner	0	6032	7699
Fiscal/Administrative Officer	Fiscal/Administrative Officer	1	10068	12849
Planning Administrator/Board Secretary	Executive Assistant	1	7363	9397
			FY 2023/24 Hourly Salary Range	
Position Title	Classification	# of Positions	Low	High
IT Administrator	Associate Planner	0	45.41	57.95
Planning Intern	Planning Intern	0	26.11	33.30

Includes 3% COLA

COMMONLY USED ACRONYMS

ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
ATP	Active Transportation Program
Caltrans	California Department of Transportation
CALCOG	California Association of Councils of Governments
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Documentation
PCLTA	Placer County Local Transportation Authority
PPM	Planning, Programming and Monitoring
Prop 1B	Proposition 1B (November 2006 Transportation Bond Funding)
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account Program
RFP	Request for Proposal
RPA	Rural Planning Assistance Funds
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SPRTA	South Placer Regional Transportation Authority
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TDA	Transportation Development Act
TIGER	Transportation Investment Generating Economic Recovery
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency

TO: PCTPA Board of Directors **DATE:** May 24, 2022

FROM: David Melko, Senior Transportation Planner

SUBJECT: **I-80 AUXILIARY LANES PROJECT FIRST AMENDMENT TO UTILITY AGREEMENT NO. 2452.1**

ACTION REQUESTED

Adopt Resolution No. 23-19 (1) approving the First Amendment to Utility Agreement No. 2452.1 with Pacific Gas and Electric (PG&E) for deactivation of two gas lines resulting from construction of the I-80 Auxiliary Lanes project; and (2) authorizing the Executive Director to execute said agreement and disburse funds as required by the Amended Agreement upon a satisfactory determination that the costs to deactivate the two gas lines are actual and necessary.

BACKGROUND

The I-80 Auxiliary Lane project will add an eastbound auxiliary lane between SR 65 and Rocklin Road and a fifth westbound lane between Douglas Blvd and Riverside Avenue to relieve traffic congestion.

Within the limits of the I-80 Auxiliary Lane project, PG&E owns and operates gas line facilities that conflicted with project construction. Specifically, construction of project improvements for the westbound fifth lane segment necessitated the deactivation of the two gas lines located at:

- Location 1: Crossing I-80 from Sunrise Blvd to Strauch Stephenson property (4-inch steel main in 6-inch casing); and
- Location 2: Crossing I-80 from Melrose Ave to Sunrise Ave (3-inch steel main in 6-inch casing).

PG&E originally estimated the cost to remove and relocate the two gas lines at \$254,865. PCTPA and PG&E liability to remove and relocate the two gas lines was established at 50/50 per Section 5(c) of the State's Freeway Master Contract, dated November 1, 2004. In September 2021, the Board approved Utility Agreement No. 2452.1 establishing PCTPA's liability amount at \$127,432. According to the Utility Agreement, the final amount would be reconciled after completion of the gas lines removal and relocation.

PCTPA completed an 89 percent progress payment to PG&E for \$113,470.89 in May 2022. PG&E completed the work in August 2022. Rather than remove and relocate the two gas lines, PG&E with Caltrans approval deactivated the gas lines and backfilled the pipes with slurry fill.

DISCUSSION

PG&E submitted a final invoice to PCTPA in October 2022. The final invoice reflects PG&E actual cost to deactivate the two gas lines at \$655,110, with PCTPA's share at \$327,555. The Board was apprised of the cost increase at the February 2023 meeting as part of the project's construction cost increase due to bids submitted. A copy of PG&E's October final invoice along with back up documentation is provided as Attachment 1. PCTPA questioned the cost increase, reasons provided, and requested backup documentation, including copies of construction invoices, in a response letter,

PCTPA Board of Directors
I-80 AUXILIARY LANES PROJECT
FIRST AMENDMENT TO UTILITY AGREEMENT NO. 2452.1
May 2023
Page 2

shown as Attachment 2. Attachment 3 reflects subsequent ongoing correspondence with PG&E from November 2022 to date. A conference call was held with PG&E in early January followed by a site visit mid-January.

PG&E indicates the primary reasons for the cost increase as follows:

- Unanticipated delays in determining the gas lines and casing locations as they were not located where understood;
- Delays in receiving Caltrans approvals;
- Resubmittal of traffic control plans to Caltrans and Roseville;
- Extensive traffic control needed on Sunrise Avenue;
- More night work and traffic control than originally anticipated;
- An underestimate in the amount of paving required;
- An error in the overhead calculation; and
- More time needed to complete the work, originally estimated at four weeks vs. seven weeks needed to complete the work.

To date, staff have received only two PG&E subcontractor invoices from PG&E for the construction subcontractor invoices requested, and as such are unable to verify at this time whether the final invoice costs to deactivate the two gas lines are considered actual and necessary. In this regard, staff have invited a representative from PG&E to attend today's meeting to respond to Board questions.

Utility Agreement No. 2452.1 requires PCTPA to pay its share of the actual and necessary costs of the work up to 125 percent of the estimated cost. Any increase over 125 percent requires the Utility Agreement to be amended and approved by the Board. Attachment 4 provides the First Amendment to the Utility Agreement 2452.1. Upon Board approval of the Utility Agreement Amendment, PCTPA will owe the balance, \$214,084.24, to PG&E. Funding for PCTPA's liability amount will be provided by SPRTA and locally controlled federal funds.

Staff recommends that the Board: (1) approve the First Amendment to Utility Agreement No. 2452.1 with PG&E; and (2) authorize the Executive Director to execute said agreement and disburse funds as required by the Amended Agreement upon a satisfactory determination that the costs to deactivate the two gas lines are actual and necessary. The PCTPA TAC concurred with the staff recommendation.

Attachment 1 - PG&E Final Invoice and Backup Documentation
Attachment 2 - PCTPA Letter to PG&E
Attachment 3 - PCTPA and PG&E Email Communication
Attachment 4 - First Amendment to Utility Agreement 2452.1

DM:RC:ss:mbc



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Sacramento, CA 95833
Office: (916) 849-8443
E-mail: Darren.Miles@pge.com

December 9, 2022

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

Attention: Mr. Matt Click
Executive Director

RE:

Project: 03-Placer-80, 1-80 Improvement 2673176
Customer No.
Agency Job No.
PG&E Job No.
Invoice No.
0312000106
PM35224251
0008137233-6 - Final Billing Invoice

Dear Mr. Matt Click, Executive Director:

We have reviewed the letter you sent dated November 22, 2022, and have provided the following points to help address your inquiries:

1. Due to the additional hours and original estimate (underestimated), the project duration added 6 weeks of manhours causing delays. Agency was via meeting dated June 2, 2022. Below is the list of reasons:
 - a. Standby, pending CalTrans approval to not pull pipe out of casing.
 - b. Depth of pipe (~6 weeks or so to determine the pipe and casing locations).
 - c. Night work
 - d. Extensive traffic control on Sunrise due to traffic

2. Additional potholing was done attempting to locate weeks or so to determine the pipe and casing locations.
 - a. Standby, pending CalTrans approval to not pull pipe out of casing.
 - b. Depth of pipe (~3 weeks or so to determine the pipe and casing locations).
 - c. Night work
 - d. Extensive traffic control on Sunrise due to traffic

3. Traffic Control- added to the additional hours to the project of the 6 weeks duration.
 - a. Standby, pending CalTrans approval to not pull pipe out of casing.
 - b. Depth of pipe (~3 weeks or so to determine the pipe and casing locations).
 - c. Night work
 - d. Extensive traffic control on Sunrise due to traffic

4. Originally, agency was supposed to start construction the same year PG&E Gas relocation construction. However, PG&E was informed by Amanda that funding was not secured during the first precon mtg. The Agency was delayed, and their project construction date was pushed out to another year (2024). Asphalt concrete was required by the City due to the delay in agency's construction, heavy traffic, and most importantly for safety concerns.

5. Permit signoffs,
 - a. Caltrans closed.
 - b. City does not provide a copy of the closeout info.

6. As-Builts: To request a copy, the following must be completed:
 - a. A signed NDA is required
 - b. A request needs to be submitted to DelineationMapRequests@pge.com
 - c. CalTrans did receive a copy for them to close out the permit.

7. Construction photos were not originally requested and will not be something we will be providing. This request was not specified in our agreement and is not standard practice for PG&E to share post-construction photos. The utilities confirmation the work has been completed should be sufficient. Relating back to item number 6, if you would like to request a copy of PG&E's updated GIS records, they can be requested through DelineationMapRequests@pge.com.

Please review the enclosed information and let us know if you have any questions or concerns.

Sincerely,



Darren Miles, Land Agent

From: [Miles, Darren](#)
To: [David Melko](#)
Cc: [Iseley, Jason](#); [Pickering, TJ](#)
Subject: FW: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE
Date: Thursday, October 20, 2022 7:37:34 AM
Attachments: [BD 8137233-PM 35224251.pdf](#)
[Billing Letter -FB.pdf](#)
[Contracts Costs Details.pdf](#)
[FB Invoice.pdf](#)
[Final Billing Detail.pdf](#)
[UT 2452.1.pdf](#)
[35224251 Overrun letter.doc](#)

Classification: Internal

Hello,

Please see attached.

Thank you,

Darren Miles | Land Agent

WRO | Pacific Gas and Electric Company

Who's your local Land Management contact? [Click here](#) to find out!

[Click here](#) to submit an application for Service Relocations/Rearrangements!

10/20/22

David Melko
Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

RE: 03-Placer-80
I-80 Widening
PG&E's Job No. PM 35224251

Dear Mr. David Melko:

The attached itemized invoice covers the actual cost incurred by the gas facility relocation work required to accommodate the subject State project construction.

Utility Agreement No. 2452.1 stated that the estimated cost of the gas relocation would be \$254,865.00 with the State's share at 50% or \$127,432.00. As noted on the attached invoice, the actual cost of the gas relocation is \$655,110.26 with the State's share being \$327,555.13.

Contributing factors to the overrun are:

- Unanticipated project delays:
 - Standby, pending CalTrans approval to not pull pipe out of casing
 - Positive Location
 - approximately 3 additional weeks to determine the pipe and casing locations
- Unanticipated project expenses:
 - Night work
 - Extensive traffic control on Sunrise due to traffic

The Estimate Breakdown Sheet provided by a PG&E Engineer justifying the new cost figure is attached for reference.

Please prepare and forward an Amendment to Utilities Agreement No. 2452.1 reflecting the true cost of the gas relocation for our approval and execution.

There has been a progress bill that was paid in the amount of \$113,470.89. Please mail your check in for the remaining amount of \$214,084.24 to:

Pacific Gas and Electric Company
NEBS Payment Processing
PO Box 997300
Sacramento, CA 95899-7300

Please make reference to our billing number 008137233-6 and PM 35224251 on your check and on any correspondence you may send me.

If you have any questions, please contact me at
(209) 639-4789.

Sincerely,

TJ Pickering
Land Agent

Attachments:
35224251 Final Bill
BD 8103464 FB Total
35224251 FB Breakdown
35224251 Contract Costs Details
Cc:

Final Billing Invoice

TO: David Melko
Placer Co Transportation Planning Agency
299 Nevada St
Auburn, CA 95603

AGENT: TJ Pickering
Land Agent
2730 Gateway Oaks Dr
Sacramento, CA. 95833
OFFICE: Sacramento
DIVISION: North Valley
DATE: 10/4/2022
AMOUNT: \$ 214,084.24
PM# 35224251
JOB DESC I80 improvement

DETACH AND MAIL WITH PAYMENT

INVOICE NO. 8137233

WORK DESCRIPTION AND DETAIL OF COSTS	DETAIL AMOUNT	TOTAL AMOUNT
<u>BILLING INVOICE</u>		
To cover 50 percent of the actual cost of expenditures recorded as of 08/15/2022 for the relocation of PG&E's Gas Distribution facilities to accommodate the I80 improvement project.		
This is in accordance with the Utility Agreement No. 2452.1 dated 09/08/2021.		
All records are located locally in the Land Rights Services Department, 2730 Gateway Oaks Dr, Sacramento, CA. 95833		
DEBITS:		
Labor		
Engineering	\$ 95,759.53	
Construction	\$ 38,647.77	
Internal Contract Labor	\$ 7,379.27	
Material	\$ 3,762.49	
Transportation and Equipment	\$ 2,747.98	
Contract Costs	\$ 200,135.68	
Other Direct Costs	\$ 12,049.06	
<i>Subtotal Direct</i>		\$ 360,481.78
Labor Overheads	\$ 185,172.45	
Other Overheads	\$ 72,988.20	
Allowance for Funds Used During Construction (AFUDC)	0	
Capitalized A&G	\$ 49,922.99	
<i>Subtotal Indirect</i>		\$ 308,083.64
Total Expenditures recorded as of: 8/15/2022		<u>\$ 668,565.42</u>
STANDARD CREDITS:		
Joint Pole Credits	\$ -	
Betterment	\$ -	
Salvage	\$ -	
Depreciation	\$ (12,105.00)	
48 CFR 31 Credits	\$ (1,350.16)	
Total Standard Credits:		\$ (13,455.16)
<u>Total Job Costs:</u>		<u>\$ 655,110.26</u>
<i>Less -50 % PG&E Company Cost:</i>		\$ (327,555.13)

Final Billing Invoice

TO: David Melko
Placer Co Transportation Planning Agency
299 Nevada St
Auburn, CA 95603

AGENT: TJ Pickering
Land Agent
2730 Gateway Oaks Dr
Sacramento, CA. 95833
OFFICE: Sacramento
DIVISION: North Valley
DATE: 10/4/2022
AMOUNT: \$ 214,084.24
PM# 35224251
JOB DESC I80 improvement

DETACH AND MAIL WITH PAYMENT

INVOICE NO. 8137233

WORK DESCRIPTION AND DETAIL OF COSTS		DETAIL AMOUNT	TOTAL AMOUNT
<u>BILLING INVOICE</u>			
<p>Total Job costs to Agency: <i>This represents 257% of the total Agency Cost Responsibility per Utility Agreement</i></p>			\$ 327,555.13
<p>Billing Credits: Progress Bill Progress Bill Progress Bill 0</p>		\$ (113,470.89) \$ - \$ - \$ -	
Total Billing Credits			\$ (113,470.89)
TOTAL AMOUNT DUE:			\$ 214,084.24
<p><i>The undersigned, on behalf of Pacific Gas and Electric Company, hereby certifies that the above is true and accurate statement of its costs; that the statement has been prepared in accordance with the conditions of all agreements with the state of California covering this work; that this company is not obligated in any way to perform this work at its own expense; and that payment thereof has not been received.</i></p>			
<p>E-SIGNED by Josh Tejada on 2022-10-04 17:27:17 GMT</p>			
<p>Josh Tejada Supervisor, Land Rights Services- North Valley</p>			

MAY BE PAID AT ANY PG&E OFFICE OR AUTHORIZED PAYSTATION
(Saved:44838)

Received Payment

Date Paid



Pacific Gas and Electric Company
77 Beale Street
San Francisco, CA 94105

To: Placer Co Transportation Planning Agency
299 Nevada St
Auburn, CA 95603

Agency Job #	0312000106
Agency Contact	David Melko
Phone	(530) 823-4090
PG&E Job #	35224251
PG&E Land Agent	TJ Pickering
Date	9/27/2022
District	3

Customer #: 2673176

The following is the costs to remove and relocate PG&E's Gas Distribution facilities on the I80 improvement project in Placer County.

Cost Summary

Work (from page 2)	
Engineering and Project Management	\$ 95,759.53
Construction and Field Services	\$ 38,647.77
Internal Contract Labor	\$ 7,379.27
Material	\$ 3,762.49
Transportation and Equipment	\$ 2,747.98
<i>Bill Work Total</i>	\$ 148,297.04
Contracted Out Work (from page 3)	
Engineering and Project Management	\$ 1,767.95
Construction and Field Services	\$ 197,625.23
Material	\$ -
Transportation and Equipment	\$ 742.50
<i>Contracted Out Work Total</i>	\$ 200,135.68
Indirect/Direct Costs and Overhead	\$ 320,132.70
Job Costs as of the above date	
\$ 668,565.42	
Standard Credits:	
Joint Pole Credits	\$ -
Betterment	\$ -
Salvage	\$ -
Depreciation	\$ (12,105.00)
48 CFR 31 Credits	\$ (1,350.16)
<i>Total Standard Credits</i>	\$ (13,455.16)
Total Job Costs	
\$ 655,110.26	
Total Costs to Applicant @ 50%	
\$ 327,555.13	
Progress Bill	\$ (113,470.89)
Progress Bill	\$ -
Progress Bill	\$ -
<i>Total Billing Credits</i>	\$ (113,470.89)
Bill to Applicant	
\$ 214,084.24	

NOTES:

- (1) The cost categories are not limited to those shown and may vary according to the nature of the relocation project.
- (2) Cost breakdown of plant betterment should be noted on Page 2 or detailed on a separate work sheet.
- (3) 23 CFR 645.113 requires an estimate to be sufficiently informative to provide a clear description of the work.



Pacific Gas and Electric Company

77 Beale Street
San Francisco, CA 94105

To: Placer Co Transportation Planning Agency
299 Nevada St
Auburn, CA 95603

Agency Job #	0312000106
Agency Contact	David Melko
Phone	(530) 823-4090
PG&E Job #	35224251

Detail of Labor Costs

Labor Description	Hours	Rate/Hour	Amount	Total
Engineering and Project Management				
Management/Admin	Omitted for standard invoicing purposes. PG&E shall retain all documentation and shall provide in the event of an audit.		\$ 28,309.97	
Estimating/Engineering			\$ 49,605.63	
Mapping/GIS			\$ 6,859.37	
Land & Environmental			\$ 10,984.56	
Total: Engineering			\$	95,759.53
Construction and Field Services				
General Construction	Omitted for standard invoicing purposes. PG&E shall retain all documentation and shall provide in the event of an audit.		\$ 36,691.28	
M & O Services			\$ 294.60	
Field Services			\$ 1,661.89	
Total: Construction			\$	38,647.77
Internal Contract Labor			\$	7,379.27
Total Labor Cost			\$	141,786.57

Detail of Material Cost

Item Description	Quality & Unit	Cost/Unit	Total
Construction Supplies	Omitted for standard invoicing purposes. PG&E shall retain all documentation and shall provide in the event of an audit.		\$ 190.32
Conductors, Cables, Pipe, etc.....			\$ 3,127.57
Poles, Insulators, Transformers, etc..			\$ -
Tools, First Aid, Signs, etc..			\$ -
Working Stock/Conversion Matl			\$ -
(a) Subtotal: Materials		\$	3,317.89
(b) Supply Expense (Material Burden)		\$	444.60
(c) Subtotal [(a)+(b)]		\$	3,762.49
(d) Other		\$	-
Total Materials Cost [(c)+(d)]		\$	3,762.49

Detail of Transportation and Equipment Cost

Item Description	Quality & Unit	Cost/Unit	Total
Fuels, Lubricants and Oils	Omitted for standard invoicing purposes. PG&E shall retain all documentation and shall provide in the event of an audit.		\$ -
General Automotive			\$ -
Freight/Fleet Materials			\$ 2,747.98
			\$ -
			\$ -
Total Transportation and Equipment Cost		\$	2,747.98



Pacific Gas and Electric Company
77 Beale Street
San Francisco, CA 94105

To: Placer Co Transportation Planning Agency
299 Nevada St
Auburn, CA 95603

Agency Job #	0312000106
Agency Contact	David Melko
Phone	(530) 823-4090
PG&E Job #	35224251

Detail of Contracted Out Labor Cost

Labor Description	Hours	Rate/Hour	Amount	Total
Engineering and Project Management				
Consult-Eng./Other	See contractor invoice breakdown attachments for further details. PG&E shall retain all documentation and shall provide in the event of an audit.		\$ -	
Engineering			\$ -	
Staff/Attorney			\$ -	
Environmental			\$ 1,767.95	
Total: Engineering			\$	1,767.95
Construction and Field Services				
General- Elect/Gas	See contractor invoice breakdown attachments for further details. PG&E shall retain all documentation and shall provide in the event of an audit.		\$ 142,272.03	
Field Inspections			\$ 7,174.37	
Conversion Work			\$ -	
Traffic Control/Paving			\$ 48,178.83	
Total: Construction			\$	197,625.23
Other			\$	-
Total Progress Bill Labor Cost			\$	199,393.18

Detail of Contracted Out Material Cost

Item Description	Quality & Unit	Cost/Unit	Total
	See contractor invoice breakdown attachments for further details. PG&E shall retain all documentation and shall provide in the event of an audit.		\$ -
			\$ -
			\$ -
			\$ -
			\$ -
(a) Subtotal: Materials		\$	-
(b) Supply Expense		\$	-
(c) Subtotal [(a)+(b)]		\$	-
(d) Other		\$	-
Total Progress Bill Materials Cost [(c)+(d)]		\$	-

Detail of Contracted Out Transportation and Equipment Cost

Item Description	Quality & Unit	Cost/Unit	Total
Fleet	See contractor invoice breakdown attachments for further details. PG&E shall retain all documentation and shall provide in the event of an audit.		\$ -
Applicant install			\$ -
Equipment Rental			\$ -
Tools/Attachments			\$ 742.50
			\$ -
Total Contracted Out Transportation and Equipment Cost		\$	742.50

Order	35224251
Order Description	GP MELROSE AVE ROSEVILLE

Name	Work Performed	Date	Invoice	Total
CITY RISE INC	Permitting	11/3/2021	174438027	\$800.00
CITY RISE INC	Permitting	12/13/2021	174832994	\$250.00
TRAFFIC MANAGEMENT INC	Traffic Control	6/6/2022	176488076	\$2,476.02
TULSA INSPECTION RESOURCES PUC	Inspections	5/26/2022	176316137	\$1,180.00
GULF INTERSTATE FIELD SERVICES	Inspections	12/14/2021	174835634	\$770.00
GULF INTERSTATE FIELD SERVICES	Inspections	7/27/2022	176837481	\$2,100.00
BENDER ROSENTHAL INC	Env Lic/Permit Svcs	11/30/2021	174670476	\$409.20
BENDER ROSENTHAL INC	Env Lic/Permit Svcs	5/2/2022	176071189	\$15.00
BENDER ROSENTHAL INC	Env Lic/Permit Svcs	5/25/2022	176308127	\$60.00
BENDER ROSENTHAL INC	Env Lic/Permit Svcs	5/26/2022	176318440	\$30.00
FLETCHERS PLUMBING	Plumbing	4/7/2022	5000125811	\$4,950.00
FLETCHERS PLUMBING	Inspection	3/31/2022	175795251	\$2,150.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/13/2022	5000133567	\$2,681.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/13/2022	5000133568	\$3,030.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/13/2022	5000133572	\$3,553.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/20/2022	5000144335	\$3,379.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/20/2022	5000144338	\$1,469.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/20/2022	5000144359	\$2,681.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/20/2022	5000144363	\$3,553.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/26/2022	5000153316	\$3,204.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/26/2022	5000153338	\$3,204.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	4/26/2022	5000153358	\$3,379.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/5/2022	5000167739	\$3,553.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/5/2022	5000167800	\$3,030.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/5/2022	5000167786	\$3,379.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/5/2022	5000167790	\$1,469.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/5/2022	5000167792	\$2,681.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/5/2022	5000167795	\$3,553.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/16/2022	5000182197	\$2,681.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/16/2022	5000182199	\$2,984.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/16/2022	5000182222	\$2,855.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/16/2022	5000182224	\$2,681.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/16/2022	5000182225	\$3,728.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	5/16/2022	5000182229	\$3,379.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	6/6/2022	5000210084	\$2,855.50

DISCOVERY HYDROVAC LLC	Trench & Excavation	6/6/2022	5000210086	\$3,223.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	6/6/2022	5000210087	\$3,049.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	6/6/2022	5000210089	\$2,855.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	6/14/2022	5000222742	\$2,855.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	6/14/2022	5000222745	\$2,855.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	6/14/2022	5000222748	\$2,681.00
DISCOVERY HYDROVAC LLC	Trench & Excavation	6/14/2022	5000222751	\$3,204.50
DISCOVERY HYDROVAC LLC	Trench & Excavation	6/14/2022	5000222754	\$3,425.00
LIVINGSTONS CONCRETE SERVICE I	Concrete Services	4/19/2022	5000141820	\$2,432.83
LIVINGSTONS CONCRETE SERVICE I	Concrete Services	6/13/2022	5000220817	\$448.84
LIVINGSTONS CONCRETE SERVICE I	Concrete Services	6/21/2022	5000229383	\$520.97
LIVINGSTONS CONCRETE SERVICE I	Concrete Services	6/21/2022	5000229386	\$852.80
LIVINGSTONS CONCRETE SERVICE I	Concrete Services	6/21/2022	5000229388	\$987.43
LIVINGSTONS CONCRETE SERVICE I	Concrete Services	7/27/2022	176850563	\$2,867.51
A-1 ADVANTAGE ASPHALT INC	Paving Services	6/21/2022	5000229424	\$35,321.99
TERRAPHASE ENGINEERING INC	Engineering	6/7/2022	175754236	\$1,253.75
BASIN ENTERPRISES INC	Traffic Control	5/25/2022	176309747	\$2,593.69
BASIN ENTERPRISES INC	Traffic Control	4/26/2022	176042375	\$3,399.67
BASIN ENTERPRISES INC	Traffic Control	4/26/2022	176042871	\$5,040.70
BASIN ENTERPRISES INC	Traffic Control	5/5/2022	176221384	\$1,073.58
BASIN ENTERPRISES INC	Traffic Control	5/13/2022	176259112	\$715.72
BASIN ENTERPRISES INC	Traffic Control	6/2/2022	176470465	\$23,249.21
BASIN ENTERPRISES INC	Traffic Control	6/8/2022	176497676	\$7,066.08
BASIN ENTERPRISES INC	Traffic Control	6/10/2022	176510494	\$1,514.16
AIRX UTILITY SURVEYORS INC	Inspections	3/18/2022	175734076	\$1,744.37
TS THIRD PARTY RENTL	Rentals	4/22/2022	1002950640	\$5.15
TS THIRD PARTY RENTL	Rentals	6/1/2022	1072549	\$742.51
Grand Total				\$200,135.68

Non-Energy Invoice

99950008137233600214084240021408424

Invoice Number	Invoice Date	Amount Due	Amount Enclosed
0008137233-6	09/28/2022	\$ 214,084.24	

Transportation Authority
 110 Blue Ravine Road
 FOLSOM CA 95630

PG&E
 Box 997300
 Sacramento, CA
 95899-7300

Please return this portion with your payment. Thank you.

*

*When Making Inquiries or Address Changes,
 Please Contact :*

Customer Number 2673176

Customer Fund Management
 For inquiries, call 1-800-422-0436, between the hours of
 7:00 AM and 3:30 PM, Monday thru Friday. Calls
 received after business hours will be returned the
 following business day.

Invoice Number 0008137233-6

LAND AGENT CONTACT: PATRICIA MUNRO (831) 784-3504

LOCATION:
 180 ROSEVILLE, PLACER COUNTY

DESCRIPTION:
 GAS DISTRIBUTION RELOCATION TO FACILITATE THE PALCER CO HWY 80 AUXILIARY
 LANE PROJECT - FINAL BILL

Description	Quantity	Unit Factor	Amount
Reference Number: 35224251			
RELOCATE GAS FAC (NON-ITCC) AT CUST REQ	1	EA	214,084.24
	<i>Line Item Subtotal</i>		214,084.24

AMOUNT NOW DUE \$ 214,084.24

*NOTE : This invoice reflects current charges only.
 Any past due amounts will be billed separately.*

September 27, 2022

Placer Co Transportation Planning Agency
299 Nevada St
Auburn, CA 95603
Attn: David Melko

HWY/Road I80
Project: I80 improvement
Agency Job # 0312000106
PG&E # 35224251

Dear Mr. David Melko:

The attached Final Billing invoice covers the actual cost of expenditures recorded as of 08/15/2022 for the Gas Distribution relocation work required to accommodate the above-referenced project.

Please mail your check in the amount of \$214,084.24 to:

Pacific Gas and Electric Company
NEBS Payment Processing
PO Box 997310
Sacramento, CA 95899-7310

Please make reference to our Invoice No. 0 and PG&E job number 35224251 on your check and on any correspondence you may send me.

If you have any questions, please feel free to contact me at the information above.

Sincerely,

Patti Munro

Patti Munro
Land Agent



ALICE DOWDIN CALVILLO
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
BRIAN BAKER
Town of Loomis
KEN BROADWAY
City of Rocklin
BRUCE HOUDSHELDT
City of Roseville
JIM HOLMES
SUZANNE JONES
Placer County
DAN WILKINS
Citizen Representative
MATT CLICK
Executive Director

November 22, 2022

TJ Pickering, Land Agent
Pacific Gas and Electric Company
Land Rights Services, North Valley
2730 Gateway Oaks Boulevard
Sacramento, CA 95833

RE: Project: 03-Placer-80, I-80 Improvement
Customer No. 2673176
Agency Job No. 0312000106
PG&E Job No. PM 35224251
Invoice No. 0008137233-6 - Final Billing Invoice

Dear Mr. Pickering:

The Placer County Transportation Planning Agency (PCTPA) has received your email on October 20, 2022, transmitting Final Billing Invoice No. 0008137233-6 and supplemental attachments. As you note, the final invoice is over \$400,000 more than PG&E's original cost estimate of \$254,865 and an Amendment to Utility Agreement No. 2452.1 will be needed for PCTPA to make such a payment. Before PCTPA can consider an amendment, PG&E will need to demonstrate that the costs are actual and necessary. Based on the information submitted, it is not readily evident to us that PG&E has demonstrated that the costs are actual and necessary, and as such we have several questions.

In the letter dated May 11, 2021, titled "RE: I-80 Aux Lane WRO PG&E's Job No. PM 35224251", where cost liabilities between PG&E and PCTPA were determined, a cost breakdown was provided. We compared that estimate to the information in the 89 percent progress invoice and the final invoice billing to better understand where costs have increased. Several items stand out. Please refer to Table 1 enclosed, including the notes therein.

On May 19, 2022, you communicated that there appeared to be the potential for cost overruns. At our progress meetings on June 2 and again on August 17, 2022, PG&E reiterated that there was the potential for cost overruns although it was also communicated that the final billing hopefully would be within 125% of the UT amount. In your letter dated October 20, 2022, it was stated that the contributing factors for exceeding the original estimate are due to project delays and unexpected expenses; however, we are unable to figure out what those costs are compared to the original estimate. According to Table 1, most of the discrepancies in costs appear to be the significant differences in "Overhead" and "Other" which were costs that should have been anticipated. We are concerned in the substantial increases in costs in the following items:

1. Overhead - Please provide an explanation why overhead cost changed from \$334 to \$308,083.64.
2. Potholing - Based on the Contract Cost Listing provided with your invoice, it appears over \$93,000 was spent on potholing which seem extraordinary given the size of the project. A potholing plan was not provided as part of the plans, so we are not able to assess an average cost per pothole and form an opinion on the need and cost. Please provide an explanation of what potholing was done, and where,

Project: 03-Placer-80, I-80 Improvement
Customer No. 2673176
Agency Job No. 0312000106
PG&E Job No. PM 35224251
Invoice No.0008137233-6 - Final Billing Invoice

Page 2 of 3

and why the cost was so high. Also, was any nondestructive locating done such a Ground Penetrating Radar to minimize the number of potholes needed?

3. Traffic Control – From the contract cost detail, it appears over \$47,000 was spent on traffic control. A traffic control plan was not provided. Please provide an explanation of specifically what traffic control was provided on which days and where so we can better understand why the cost was so high and why it was not anticipated.
4. Asphalt Concrete – Approximately \$35,000 was spent on paving services. Where did all this asphalt go? The project plan shows 60 ft of trench and miscellaneous work around valves and boxes. Given the price of asphalt it is not apparent from the information provided how so much was needed. Please provide an explanation of where and how much was used, and how it compared to the estimate.
5. Permit Signoffs – We did receive a copy of the Caltrans Permit with their signoff but not one from Roseville. Please provide concurrence from Roseville as to permit closeout.
6. As-builts – We have not been provided as-builts, so it is difficult to see if work was added compared to the approved plans, making it challenging to decipher what are actual and necessary costs. Please provide enough information in your response to determine what was constructed versus designed so we may better understand the final costs.
7. Construction Photos – As part of our payment toward the 89% Progress Invoice, we previously requested photos be provided of PG&E field construction activities.

PCTPA will continue to review your request once the additional information requested is provided. If you would like to have a conference call so you can walk us through the work that occurred in the field that caused the cost overrun, or what might have been missed in the estimate, one can be arranged; however, all costs must be sufficiently documented to demonstrate the final invoiced amount is actual and necessary. At that point, an amendment to the agreement can be drafted. No payment above 125% of the original estimate can be made until the PCTPA Board of Directors approves an amendment to the Utility Agreement. Also note, that since the project is federally funded, any amendment to the Utility Agreement will need to be reviewed by Caltrans Local Assistance.

Please respond at your earliest convenience so this matter can be resolved expeditiously. Thank you.

Sincerely,



Matt Click
Executive Director

Encl: Table 1 - PG&E Original Job Estimate-89% Progress Invoice-Final Invoice Comparison

- c: Tess Gotladera, PG&E
Darren Miles, PG&E
Rick Carter, PCTPA
David Melko, PCTPA
Jodi LaCrosse, PCTPA
DeeAnne Gillick, Sloan Sakai Yeung & Wong LLP
Elizabeth Diamond PE, Dokken Engineering
Amanda Konieczka PE, Dokken Engineering

Project: 03-Placer-80, I-80 Improvement
 Customer No. 2673176
 Agency Job No. 0312000106
 PG&E Job No. PM 35224251
 Invoice No.0008137233-6 - Final Billing Invoice

Table 1 - PG&E Original Job Estimate-89% Progress Invoice-Final Invoice Comparison					
PG&E Job #35224251 - I-80 Widening Gas Line Relocation	Original Job Estimate: 5.11.21	89% Progress Invoice: 5.17.22	Notes	Final Invoice: 10.4.22	Notes
LABOR					
Labor costs related to general construction, field services, PM, estimating & engineering, & mapping, land & environmental, & internal contract labor		\$ 26,871.21	Eng & PM	\$ 95,759.53	Eng & PM
		\$ 15,925.88	Const & Field Services	\$ 38,647.77	Const & Field Services
		\$ 7,379.27	Internal Contract Labor	\$ 7,379.27	Internal Contract Labor
Subtotal:	\$ 212,709.00	\$ 50,176.36		\$ 141,786.57	
MATERIALS					
Poles, x-arms, down guys & anchors, conductors, cables, insulators, transformers, conduits, pipe, fittings, deep well anode regulators & pits, tolls, first aid & conversion materials					
Subtotal:	\$ 64,074.00	\$ 3,762.49	Material Cost	\$ 3,762.49	Material Cost
Transp & Equip					
Fuels, lubricants, oils, general automotive, freight/fleet materials					
Subtotal:	\$ -	\$ -	Transp & Equip Cost	\$ 2,747.98	Transp & Equip Cost
OVERHEAD					
General office & administrative expense & general const overheads, AFUDC, material burden, capitalized A&G & other overheads, & other direct costs					
Subtotal:	\$ 334.00	\$ 107,266.00		\$ 320,132.70	
OTHER					
Contract work by others & engineering		\$ 424.20	Contract Eng & Env	\$ 1,767.95	Contract Eng & Env
		\$ 65,312.72	Contract Const	\$ 197,625.23	Contract Const
		\$ -	Contract Transp & Equip Cost	\$ 742.50	Contract Transp & Equip Cost
Subtotal:	\$ -	\$ 65,736.92		\$ 200,135.68	
Gross Financial Cost Subtotal	\$ 277,117.00	\$ 226,941.77		\$ 668,565.42	
Credits Subtotal	\$ 22,252.00	\$ -		\$ 13,455.16	
Total Estimated Cost	\$ 254,865.00	\$ 226,941.77		\$ 655,110.26	
50% State (PCTPA)Share	\$ 127,432.50	\$ 113,470.89		\$ 327,555.13	
Less Applicant Cash	\$ -	\$ -		\$ 113,470.89	PCTPA Progress Report Payment
Bill to PCTPA	\$ 127,432.50	\$ 113,470.89		\$ 214,084.24	
	Source: PG&E Order #35224251, 5.11.21	Source: PG&E Invoice #8103464, 5.17.22		Source: PG&E Invoice #8137233, 10.20.22	

Notes: Contract Work by Others Cost Detail		
	89% Progress Invoice: 5.17.22	Final Invoice: 10.4.22
Permitting	\$ 429.35	\$ 1,564.20
Traffic Control	\$ 9,490.37	\$ 47,128.83
Inspections	\$ 9,614.37	\$ 7,944.37
Plumbing	\$ -	\$ 4,950.00
Potholing	\$ 43,770.00	\$ 93,114.50
Concrete	\$ 2,432.83	\$ 8,110.38
AC	\$ -	\$ 35,321.99
Eng	\$ -	\$ 1,253.75
Rentals	\$ -	\$ 747.66
Total	\$ 65,736.92	\$ 200,135.68

From: [Miles, Darren](#)
To: [David Melko](#)
Cc: [Cantrell, Kelly](#); [Smart, Roger](#); [Frakes, Sheryl](#); [Gotladera, Tess](#); [Iseley, Jason](#); [Rick Carter](#); [DeeAnne Gillick \(dgillick@sloansakai.com\)](#); [Amanda Konieczka](#); [Richard Sanders](#)
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form
Date: Friday, May 5, 2023 8:01:17 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
Importance: High

Classification: Internal

Hello David,

PG&E has done everything in our power to be transparent and provide as much detail about the project costs as possible. The UT agreement states that PG&E is responsible to provide documentation of the “reason” for the increased project costs, and PG&E has more than satisfied this request. The invoices you are seeking are between PG&E and our contract support who assisted with the project. We have no obligation to share them for validation but again, in efforts to be transparent and keep our partnership strong with PCTPA, we shared as many invoices as we could track down. This is the most information I’ve ever seen PG&E share in a project to explain the project costs. We have gone above and beyond to assist PCTPA with your questions and concerns about the overrun. PG&E was also communicative about the potential of the overrun starting in April 2022 to ensure PCTPA was not surprised if this came to fruition.

We look forward to working with you the UT amendment execution and appreciate your understanding.

Thank you for your time,

Darren Miles | Land Agent
PG&E | Utility Relocations | El Dorado, Placer, Sierra, Nevada, Yuba
916.849.8443 cell | Darren.Miles@pge.com
“Together, Building a Better California”
Who’s your local Land Management contact? [Click here to find out!](#)
[Click here to submit an application for Service Relocations/Rearrangements!](#)

From: David Melko <dmelko@pctpa.net>
Sent: Thursday, May 4, 2023 12:12 PM
To: Miles, Darren <DIMS@pge.com>
Cc: Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>; Rick Carter <rcarter@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Classification: Internal

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Darren –

Thank you for providing the two City Rise invoices.

As you may be able to appreciate, we find it difficult to understand why the remaining individual invoices referenced on the attached Contract Cost Details sheet (with order #, dates, and invoice #'s) cannot be retrieved and provided to us for review.

Under the terms of the Utility Agreement, PCTPA needs to approve the documentation supporting the cost increase if the final invoice exceeds 125% of the estimated cost provided in the Agreement. For us to do this we need to be able to review the individual invoices cited on the Contract Costs Details sheet to be able to confirm the costs shown on your final invoice. While we intend to seek Board approval of the Utility Agreement Amendment on May 24th, the Executive Director will not be able to execute the Amended Agreement and PG&E's final payment will be further delayed until invoices are submitted to us.

Let me know if you want to discuss further.

Thx!



David M. Melko

Senior Transportation Planner

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)

[website](#) | [vCard](#) | [email](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Miles, Darren <DIMS@pge.com>

Sent: Friday, April 21, 2023 8:08 PM

To: David Melko <dmelko@pctpa.net>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacrosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Classification: Internal

Hello David,

Dawn is still the name for this, and I have the attached for you. Unfortunately, these were the only copies we were able to retrieve.

I hope this helps. Please contact me with any questions.

Have a safe day,

Darren Miles | Land Agent
WRO | Pacific Gas and Electric Company

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From: David Melko <dmelko@pctpa.net>
Sent: Tuesday, April 4, 2023 12:26 PM
To: Miles, Darren <DIMS@pge.com>
Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Classification: Internal

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Darren –

Just checking in with you regarding the status of our request to obtain copies of the invoices for PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE.

Also, for the Utility Agreement Amendment, I will need the name of the PG&E staff person who will be signing the amendment. Dawn Plise (Manager, Land Rights-North) signed the original Utility Agreement.

Let me know.

Thx!



David M. Melko

Senior Transportation Planner

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)

[website](#) | [vCard](#) | [email](#)   

From: Miles, Darren <DIMS@pge.com>
Sent: Friday, March 24, 2023 9:47 AM
To: David Melko <dmelko@pctpa.net>
Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Classification: Internal

Good morning David,

Our team is looking into this, and we will get back to you as soon as we can.

Take care, and have a great weekend.

Darren Miles | Land Agent

WRO | Pacific Gas and Electric Company

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From: David Melko <dmelko@pctpa.net>

Sent: Thursday, March 23, 2023 3:36 PM

To: Miles, Darren <DIMS@pge.com>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacrosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

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Darren –

Thank you for getting back to me.

Our agency would like to request for our review, copies of the contractor invoices for the work performed (refer to the attached Contract Cost Details document) for PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE.

Please let me know when these copies will be available for our review.

Thx!



David M. Melko

Senior Transportation Planner

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)

[website](#) | [vCard](#) | [email](#)   

From: Miles, Darren <DIMS@pge.com>

Sent: Friday, March 17, 2023 12:42 PM

To: David Melko <dmelko@pctpa.net>

Cc: Lseley, Jason <JXIC@pge.com>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Classification: Internal

Hi David,

Thanks for following up. I have the attached for your review. I believe this should cover everything we talked about. Please let me know if it doesn't or if you have more questions.

Thanks for your time,

Darren Miles | Land Agent

WRO | Pacific Gas and Electric Company

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From: David Melko <dmelko@pctpa.net>

Sent: Tuesday, March 14, 2023 12:59 PM

To: Miles, Darren <DIMS@pge.com>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>; Gotladera, Tess <M4AD@pge.com>

Subject: FW: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Classification: Internal

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Darren –

I am checking in with you regarding the status of an updated and corrected final invoice, including updated backup documentation.

Our team has been under the impression based on the January 6th conference call and the January 12th site visit that PG&E (Tess) was going to update the backup documentation accompanying the final invoice to better explain what was included in several high-cost items, such as potholing, AC, traffic control. The labeling of these items caused a fair amount of confusion and based on the January 6th and 12th meetings we learned that they included several work items that we would not include under these labels. I believe Tess was also going to update the attached spreadsheet prepared by our consultant, Liz Diamond.

Once we get from you an updated final invoice, including backup documentation, we will prepare a Utility Agreement Amendment for our Board's approval. We would like to go to our Board on May 24th Board. This would

require us to have the updated final invoice etc., by May 1st at the latest. It would also be very helpful if someone from PG&E can attend our Board meeting (either in person or by Zoom) to respond to any questions from our Board.

If we need to schedule a conference call to discuss further, get things resolved, etc., we can do so. Please send me some dates and times for me to schedule.

Thx!



David M. Melko
Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)

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From: Miles, Darren <DIMS@pge.com>
Sent: Thursday, February 9, 2023 6:51 AM
To: David Melko <dmelko@pctpa.net>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>
Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Liz Diamond <diamond@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

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You're welcome.

Have a safe day

Darren Miles | Land Agent
WRO | Pacific Gas and Electric Company
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From: David Melko <dmelko@pctpa.net>
Sent: Wednesday, February 8, 2023 5:08 PM
To: Miles, Darren <DIMS@pge.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>
Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Liz Diamond <diamond@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

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Darren –

Thanks for confirming.



David M. Melko

Senior Transportation Planner

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)

[website](#) | [vCard](#) | [email](#)   

From: Miles, Darren <DIMS@pge.com>

Sent: Wednesday, February 8, 2023 11:14 AM

To: David Melko <dmelko@pctpa.net>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacrosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Liz Diamond <diamond@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Classification: Internal

Hi David,

Thanks for your patience and for reaching out for confirmation of info.

PCTPA's liability and cost responsibility has not changed. The contract states that PCTPA is responsible for 50% of the project costs and we will work with you on the UT amendment when you receive approval from the board. The project estimate for this project PM 35224251 has always been \$387,219.

We noticed an error in the initial liability letter that said PCTPA would be responsible for \$127,432 but this number should have been displayed at \$191,354. This was a difference of \$63,922.

In the email below, we just wanted to be transparent and explain an early miscommunication in the cost estimate.

I hope this helps, and please reach out if you have additional questions.

Thanks,

Darren Miles | Land Agent

WRO | Pacific Gas and Electric Company

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From: David Melko <dmelko@pctpa.net>

Sent: Wednesday, February 8, 2023 10:11 AM

To: Miles, Darren <DIMS@pge.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacrosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com)

<dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

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Miles, Tess & Jason –

Thank you for the update.

I want to confirm PCTPA's liability:

- The original job estimate was \$254,865, with PCTPA liability at \$127,432.
- The updated job estimate is \$382,709, with PCTPA's updated liability at \$191,354 – an increase of \$63,922. Am I understanding this correctly?

Let me know.

Thx!



David M. Melko

Senior Transportation Planner

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)

[website](#) | [vCard](#) | [email](#)   

From: Miles, Darren <DIMS@pge.com>

Sent: Wednesday, February 8, 2023 8:23 AM

To: David Melko <dmelko@pctpa.net>; Gotladera, Tess <M4AD@pge.com>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Iseley, Jason <IXIC@pge.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Classification: Internal

Hello David & PCTPA team,

Please see below breakdown from Jason.

Hope you are enjoying the winter season!

In taking a closer look at the numbers for PM 35224251 conveyed in the liability letter on May 11th, 2021, we did notice an error that we wanted to highlight. The original *Material and Labor Breakdown Sheet* showed \$334 in Overhead and total estimate of \$127,432...as shown below.

MATERIAL AND LABOR BREAKDOWN SHEET		
LABOR	Includes labor costs related to General Construction, Field Services, Project Management, Estimating and Engineering, Mapping, Land and Environmental, and internal Contract labor	\$212,709
MATERIALS	Includes poles, x-arms, down guys and anchors, conductors, cables, insulators, transformers, conduits, pipe, fittings, deep well anode, regulators & pits, tolls, first aid and conversion materials	\$64,074
OVERHEAD	Includes general office and administrative expense and general construction overheads, AFUDC, Material Burden, Capitalized A&G and other overheads	\$334
OTHER	Includes contract work by others and engineering	\$0
Gross Financial Cost Subtotal =		<u>\$277,117</u>
Applicant Non-Refundable Work Credit =		\$0
Less Salvage and Depreciation Credits =		\$11,617
Less Joint Pole Credits =		\$0
Less Estimated 48 CFR 31 Credit =		\$10,635
Less Betterment =		\$0
Less Applicant Cash =		<u>\$0</u>
Total Estimated Credits Subtotal =		<u>\$22,252</u>
Total Estimated Cost =		<u>\$254,865</u>
APPLICANT'S LIABILITY 50.00% or		<u>\$127,432</u>

In looking at the job estimate prepared by PG&E on March 30th, 2021, the *Material and Labor Breakdown Sheet* should have showed \$110,102 in the Overhead category. As you can see, there's a \$110,102 difference between the total job cost and the Gross/Net. This \$110,102 is known as the standard cost allocation (SCA) and this SCA is an overhead charge to cover estimating, mapping, service planning charges, and other charges on work requested by other projects.

Financial Details - 35224251 - G
Version: 1 - Latest Calc Totals: 03/30/21 03:43PM

Category	PG&E			Applicant			Totals
	Install	Remove	Subtotal	Install	Remove	Subtotal	
Direct Labor	11,220	57,357	68,577	-	-	-	68,577
Escalation Labor	-	-	-	-	-	-	-
Labor Overhead	23,565	120,567	144,132	-	-	-	144,132
Pension,Benefits,Ins	-	-	-	-	-	-	-
Labor Subtotal	34,785	177,924	212,709	-	-	-	212,709
Direct Material	10,365	53,709	64,074	-	-	-	64,074
Escalation Material	-	-	-	-	-	-	-
Material Burden	310	24	334	-	-	-	334
Pension,Benefits,Ins	-	-	-	-	-	-	-
Material Subtotal	10,675	53,733	64,408	-	-	-	64,408
Direct Other	-	-	-	-	-	-	-
Escalation Other	-	-	-	-	-	-	-
Pension,Benefits,Ins	-	-	-	-	-	-	-
Other Subtotal	-	-	-	-	-	-	-
AFUDC	-	-	-	-	-	-	-
Rev Stock	-	-	-	-	-	-	-
Total Job Cost **	45,460	231,657	277,117	-	-	-	277,117
Applicant Non-Rfd Work *	-	-	-	-	-	-	-
Gross	60,838	326,381	387,219	-	-	-	387,219
Joint Utility Net	-	-	-	-	-	-	-
Applicant Cash	-	-	-	-	-	-	-
Net	60,838	326,381	387,219	-	-	-	387,219

As explained above, the \$110,102 should have been included in the Overhead category on the *Material and Labor Breakdown Sheet* and the previously shown \$334 should have been added to Materials category. Please see below for a more accurate depiction of the job estimate. The credits should have been lower as well.

MATERIAL AND LABOR BREAKDOWN SHEET		
LABOR	Includes labor costs related to General Construction, Field Services, Project Management, Estimating and Engineering, Mapping, Land and Environmental, and internal Contract labor	\$212,709
MATERIALS	Includes poles, x-arms, down guys and anchors, conductors, cables, insulators, transformers, conduits, pipe, fittings, deep well anode, regulators & pits, tolls, first aid and conversion materials	\$64,408
OVERHEAD	Includes general office and administrative expense and general construction overheads, AFUDC, Material Burden, Capitalized A&G and other overheads	\$110,102
Gross Financial Cost Subtotal =		<u>\$387,219</u>
Applicant Non-Refundable Work Credit =		\$0
Less Salvage and Depreciation Credits =		\$3,872
Less Joint Pole Credits =		\$0
Less Estimated 48 CFR 31 Credit =		\$638
Less Betterment =		\$0
Less Applicant Cash =		<u>\$0</u>
Total Estimated Credits Subtotal =		<u>\$4,510</u>
Total Estimated Cost =		\$382,709
APPLICANT'S LIABILITY 50.00% or \$191,354		

We apologize for this early miscommunication. In efforts to be transparent, we wanted to provide a full explanation of this mistake on PG&E's part early in the process. The Land Agent at the time should have verified the \$110,102 number was a SCA which is an overhead charge and included that number in the Overhead category of the *Material and Labor Breakdown Sheet*. The Agency's initial liability should have been listed at \$191,354. This was an honest mistake and because of this mishap it led to a greater surprise when the final overhead numbers came in after the project concluded.

Darren and I will work on the Utility Agreement Amendment next, please send over the draft once it's prepared and we'll make this a priority to route for approval & signature. If you or the board have any additional questions, please don't hesitate to reach out.

Appreciate your time,

Jason Iseley | Senior Land Agent | Land Rights Services

Pacific Gas and Electric Company
 850 Stillwater Road | West Sacramento, CA 95605-1630
 Mobile: (916) 202-1268
Jason.Iseley@pge.com





From: David Melko <dmelko@pctpa.net>
Sent: Wednesday, February 1, 2023 6:01 PM
To: Gotladera, Tess <M4AD@pge.com>; Miles, Darren <DIMS@pge.com>
Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Iseley, Jason <JXIC@pge.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; Frakes, Sheryl <S3FD@pge.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

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Tess & Darren –

Just checking in on the status of PG&E's cost breakdown with high level summary and detailed information.

Let me know.

Thx!



David M. Melko
Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)
[website](#) | [vCard](#) | [email](#)   

From: Gotladera, Tess <M4AD@pge.com>
Sent: Friday, January 20, 2023 11:09 AM
To: Liz Diamond <ldiamond@dokkenengineering.com>; Miles, Darren <DIMS@pge.com>
Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Iseley, Jason <JXIC@pge.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; David Melko <dmelko@pctpa.net>; Frakes, Sheryl <S3FD@pge.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

Happy Friday, all! FYI PG&E team stakeholders are still working on this internally. I apologize in advance for the delay. Once we have the info together, I'll set up a call to discuss and provide the breakdown along with high level summary with details.

Again, thanks for your continued patience to this matter.

Thank You,

Tess Gotladera

Project Manager - (WRO) Agency Projects

Gas Distribution

(C) 925-719-9664



From: Liz Diamond <ldiamond@dokkenengineering.com>

Sent: Wednesday, January 11, 2023 11:06 AM

To: Miles, Darren <DIMS@pge.com>; Gotladera, Tess <M4AD@pge.com>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Iseley, Jason <JXIC@pge.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>; David Melko <dmelko@pctpa.net>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE -Amendment Form

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Darren and Tess,

Attached is the form that will be used to develop an Amendment to the Utility Agreement. Once we have the information Tess is assembling in response to our discussion at the meeting, and PCTPA has a chance to review we, we can decide how to fill out the form.

We also have our meeting tomorrow. Rick, David and I plan to attend. See you out Sunrise near Frances Drive.

Thanks,
Liz

From: Miles, Darren <DIMS@pge.com>

Sent: Friday, January 6, 2023 7:12 AM

To: David Melko <dmelko@pctpa.net>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE - List of Questions

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Classification: Internal

Good morning David,

Thank you for your communication. We will be sure to have this list up for reference come meeting time to fully address things in our discussion.

Thanks,

Darren Miles | Land Agent

WRO | Pacific Gas and Electric Company

Who's your local Land Management contact? [Click here to find out!](#)

[Click here to submit an application for Service Relocations/Rearrangements!](#)

From: David Melko <dmelko@pctpa.net>

Sent: Thursday, January 5, 2023 3:20 PM

To: Miles, Darren <DIMS@pge.com>

Cc: Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>; Richard Sanders <rsanders@dokkenengineering.com>; Gotladera, Tess <M4AD@pge.com>; Iseley, Jason <JXIC@pge.com>; Cantrell, Kelly <KBC6@pge.com>; Smart, Roger <RDSz@pge.com>

Subject: Re: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE - List of Questions

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Darren –

Below is a list of questions being provided in advance of our Friday, 11 am conference call to make the meeting as effective as possible.

PCTPA's goal is to clearly understand PG&E's expenses so that they may be explained to our Board of Directors who must approve any amendment to the Utility Agreement.

Clear and concise, yet detailed, information, with a positive recommendation from staff, will improve our ability to gain Board approval and reduce any potential controversy.

Please have representative(s) in attendance at our Friday conference call that can provide the needed information. Simple mapping or plans that can be used as a reference in the discussion would be welcomed.

Once we have our discussion, we can collectively decide what additional information is needed in writing, and in what form, for a recommendation to move forward to our Board to resolve this matter.

The numbering below tracks with our November 22nd letter and your December 9th response letter:

1. Overhead:
 - a. Is it accurate to say the original overhead was miscalculated and underestimated? PG&E's December 9th response only says underestimated. If there was a miscalculation, it would be helpful to break the increase into two parts: miscalculated in the original estimate and extra cost due to changed conditions in the field. Can you provide this?

2. Potholing:

We need to understand why it was so hard to find the casings. The potholing for the entire I-80 Auxiliary Lane Project (both eastbound and westbound segments, including traffic control and nightwork) was less than PG&E's potholing expenditure.

- a. Why was it so difficult to locate the casings?
- b. Where was the potholing done? Four different ends of casing or other areas as well? Was it in a freeway lane, a shoulder, along the edge of shoulder in the dirt areas? Was there additional potholing in Sunrise or Melrose? It would be helpful to have someone familiar with the work to walk us through the work plan.
- c. Traffic Control is listed in item 3 below so why is it referenced as a cost in the potholing item? Was it a different sub?

3. Traffic Control:

- a. Did the potholing sub do its own traffic control or were those items listed for traffic control in your invoice additional control for other operations?
- b. Related to finding the casings, was there one eastbound, then one westbound, with potholing set up in each direction and on multiple nights in each direction?
- c. What set ups were done in Sunrise?

Again, help us understand why the traffic control and potholing was so complex and expensive so we can explain to our Board members who may not be familiar with this type of work.

4. Asphalt:

- a. Your letter says the work was done in 2024. Is this a typo? Did you mean 2022?
- b. The PG&E work was always to be done in advance of the I-80 Auxiliary Lane Project, and there is no project work in Melrose or Sunrise, so why was any temporary paving assumed in City streets?
- c. What cost was included in the original estimate (material and cost) for patching PG&E's pavement cuts? If it was underestimated or missed, it helps to know so we can understand the increase overall.
- d. Please indicate where the paving occurred.

5. Design vs As-built:

- a. It would be helpful if someone could walk us through the assumptions made in design and what was built/changed in the field, so we can better understand the change in cost. Even if something was just missed in the estimate, it is better to understand that now so the magnitude of the increase can be explained. For example, if it wasn't missed it would have been included in the estimate and the agreement higher to begin with. Then there are the field conditions that were different than assumed. Our goal in asking the questions was to understand what category the changes fell into so they can be more easily understood.

6. Additional Manhours:

- a. Your letter noted that there were additional manhours associated with an added 6-week duration. Part of this is attributed to standby time associated with waiting for a Caltrans approval to not pullout the pipe. Please clarify the amount of time PG&E waited for the Caltrans response, the manhours charged to the project while waiting for the Caltrans response, and the need and/or work performed for those manhours.

Though we are sympathetic to how difficult these projects are to construct, and can even guess at some of the information, we need PG&E to provide information in a form that can be shared with our Board of Directors, and with Caltrans, to convince them an amendment to the Utility Agreement is warranted.

Thank you.



David M. Melko
Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)

[website](#) | [vCard](#) | [email](#)   

From: Miles, Darren <DIMS@pge.com>
Sent: Friday, December 9, 2022 10:15 AM
To: David Melko <dmelko@pctpa.net>; Pickering, TJ <TKP5@pge.com>
Cc: Iseley, Jason <JXIC@pge.com>; Gotladera, Tess <M4AD@pge.com>; Matt Click <mclick@pctpa.net>; Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE
Importance: High

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Classification: Internal

Hello David,

Please see the attached letter.

If you and your Team have additional questions or feel it necessary to schedule a conference call after reviewing said letter, please let us know.

Thank you and have a good day, sir.

Respectfully,

Darren Miles | Land Agent
WRO | Pacific Gas and Electric Company
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[Click here to submit an application for Service Relocations/Rearrangements!](#)

From: David Melko <dmelko@pctpa.net>
Sent: Thursday, December 8, 2022 4:11 PM
To: Pickering, TJ <TKP5@pge.com>; Miles, Darren <DIMS@pge.com>
Cc: Iseley, Jason <JXIC@pge.com>; Gotladera, Tess <M4AD@pge.com>; Matt Click <mclick@pctpa.net>; Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE

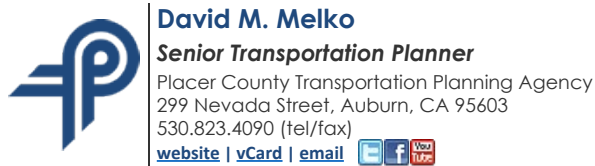
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TJ & Darren –

Thanks for the update.



From: Pickering, TJ <TKP5@pge.com>
Sent: Thursday, December 8, 2022 3:49 PM
To: David Melko <dmelko@pctpa.net>
Cc: Miles, Darren <DIMS@pge.com>; Iseley, Jason <JXIC@pge.com>; Gotladera, Tess <M4AD@pge.com>; Matt Click <mclick@pctpa.net>; Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE

Classification: Internal

Hi David,

Darren is putting together the additional support documentation that was requested. I will let him speak to the timeline. Please note that I have transferred roles, Darren will be the point of contact moving forward.

Thank you,

TJ Pickering, LSIT | Land Agent
Land Rights | System Hardening & Undergrounding
Pacific Gas and Electric Company
209.639.4789 cell | TJ.Pickering@pge.com
"Together, Building a Better California"

From: David Melko <dmelko@pctpa.net>
Sent: Thursday, December 8, 2022 3:10 PM
To: Pickering, TJ <TKP5@pge.com>
Cc: Miles, Darren <DIMS@pge.com>; Iseley, Jason <JXIC@pge.com>; Gotladera, Tess <M4AD@pge.com>; Matt Click <mclick@pctpa.net>; Rick Carter <rcarter@pctpa.net>; Jodi LaCrosse <jlacosse@pctpa.net>; DeeAnne Gillick (dgillick@sloansakai.com) <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>
Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE

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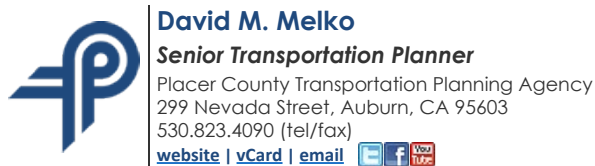
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TJ –

I am following up on two phone messages, the email below, and a mailed letter from our Executive Director to you confirming that you received our request for additional documentation from PG&E supporting the cost overrun for the gas pipeline relocation related to our I-80 Auxiliary Lanes Project.

I would appreciate a confirmation along with a timeframe as to when PCTPA can anticipate receiving the support documentation. And as I note in my email below, we believe it would be helpful to schedule a conference call so you can walk us through the work that occurred in the field that caused the cost overrun, or what might have been missed in the original estimate.

Thank you.



From: David Melko

Sent: Tuesday, November 22, 2022 5:12 PM

To: Pickering, TJ <TKP5@pge.com>

Cc: Miles, Darren <DIMS@pge.com>; Iseley, Jason <JXIC@pge.com>; Gotladera, Tess <M4AD@pge.com>; Matt Click <mclick@pctpa.net>; Rick Carter <rcarter@pctpa.net>; Jodi LaCosse <jlacosse@pctpa.net>; DeeAnne Gillick <dgillick@sloansakai.com> <dgillick@sloansakai.com>; Liz Diamond <ldiamond@dokkenengineering.com>; Amanda Konieczka <akonieczka@dokkenengineering.com>

Subject: RE: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE

Importance: High

TJ Pickering –

I left you a phone message today regarding your October 20th email, transmitting PG&E's Final Billing Invoice No. 0008137233-6 and supplemental attachments.

As you note, the final invoice is over \$400,000 more than PG&E's original cost estimate of \$254,865 for the gas pipeline relocation. An Amendment to Utility Agreement No. 2452.1 will be needed for PCTPA to make such a payment. Before PCTPA can consider an amendment, PG&E will need to demonstrate that the costs are actual and necessary. Based on the information submitted, it is not readily evident that PG&E has demonstrated that the costs are actual and necessary, and as such we have identified several questions in the attached letter. Further, we believe it would be helpful to schedule a conference call so you can walk us through the work that occurred in the field that caused the cost overrun, or what might have been missed in the original estimate.

Once all costs have been sufficiently documented demonstrating the final invoiced amount is actual and necessary, an amendment to the agreement can be drafted.

I look forward to your response so this matter can be resolved expeditiously.

Thank you.



David M. Melko

Senior Transportation Planner

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)

[website](#) | [vCard](#) | [email](#)   

From: Miles, Darren <DIMS@pge.com>

Sent: Thursday, October 20, 2022 7:37 AM

To: David Melko <dmelko@pctpa.net>

Cc: Iseley, Jason <JXIC@pge.com>; Pickering, TJ <TKP5@pge.com>

Subject: FW: PG&E Gas WRO 35224251 R4 GP MELROSE AVE ROSEVILLE

Classification: Internal

Hello,

Please see attached.

Thank you,

Darren Miles | Land Agent

WRO | Pacific Gas and Electric Company

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[Click here](#) to submit an application for Service Relocations/Rearrangements!

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<u>District</u>	<u>County</u>	<u>Route</u>	<u>Post Mile</u>	<u>Project ID No.</u>	<u>EA</u>
03	PLA	80	0.1/2.2, 4.1/6.0	0312000106	03-3F23U
Federal Aid No.:			6158(083)		
Owner's File:			PM#35224251		
FEDERAL PARTICIPATION:			On the Project	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
			On the Utilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

FIRST AMENDMENT TO UTILITY AGREEMENT NO. 2452.1

WHEREAS, Placer County Transportation Planning Agency (PCTPA), acting by and through its Department of Transportation, hereinafter called "PCTPA", and PG&E, hereinafter called OWNER, have entered into that certain Utility Agreement No. 2452.1, dated September 10, 2021, which Agreement sets forth the terms and conditions pursuant to which OWNER has deactivated and slurry filled two natural gas facilities: Location 1: "WB Aux" Sta 387+30 crosses I-80 from Sunrise Blvd to Strauch Stephenson property (4" Steel main in 6" casing). Location 2: "WB Aux" Sta 381+50 crosses I-80 from Melrose Ave to Sunrise Ave (3" Steel main in 6" casing) to accommodate PCTPA's construction on Route I-80, Project No. 03-3F23U; and,

WHEREAS, in the performance of said work, increased costs over and above those estimated at the time of the execution of said Agreement were incurred due to the following:

- Unanticipated project delays:
 - Standby, pending CalTrans approval to not pull pipe out of casing
 - Positive Location
 - approximately 3 additional weeks to determine the pipe and casing locations
- Unanticipated project expenses:
 - Night work
 - Extensive traffic control on Sunrise due to traffic

and,

WHEREAS, it has been determined that, since final costs have overrun the amount shown in said Agreement by 157%, and when the increased cost exceeds by 25% the estimated amount set forth in said Agreement, said Agreement shall be amended to show the increased cost of the work to PCTPA; and,

WHEREAS, the estimated cost to PCTPA of the work to be performed under said Agreement was \$127,433, and by reason of the increased costs referred to above, the amended estimated cost to PCTPA is \$327,555.

NOW, THEREFORE, it is agreed between the parties as follows:

1. The estimated cost to PCTPA of \$127,433 as set forth in said Agreement is hereby amended to read \$327,555.
2. All other terms and conditions of said Agreement remain unchanged.

AMENDMENT TO UTILITY AGREEMENT (Cont.)

(Form #)

EXHIBIT

13-EX-24 (REV 1/2014)

Page 2 of 2

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment to Utility Agreement No. 2452.1 this day of April 2023.

PCTPA

OWNER

By _____
Date
Matt Click, AICP
Executive Director, PCTPA

By _____
Date
Dawn Plise
Manager, Land Rights - North

APPROVAL RECOMMENDED:

By _____
Date
Utility Coordinator

By _____
Date
Utility Coordinator

DO NOT WRITE BELOW - FOR ACCOUNTING PURPOSES ONLY

PLANNING AND MANAGEMENT TO COMPLETE UNSHADED FIELDS:

UTILITY COMPLETES:

T CODE	DOCUMENT NUMBER	SUF FIX	DIST	UNIT	CHG DIST	PROJ ID/EA	SUB JOB	SPECIAL DESIGNATION	FFY	FA	OBJ CODE	DOLLAR AMOUNT
	UA											
	UA											

PROJECT ID/EA FUNDING VERIFIED:

Sign> _____

Print> _____
R/W Planning and Management Date

REVIEW/REQUEST FUNDING:

Sign> _____

Print> _____
Utility Coordinator Date

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PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: A RESOLUTION
REGARDING FIRST AMENDMENT TO UTILITY
AGREEMENT NO. 2452.1 FOR INTERSTATE 80
AUXILIARY LANE PROJECT**

RESOLUTION NO. 23-19

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held May 24, 2023, by the following vote on roll call:

AYES:

NOES:

ABSENT:

WHEREAS, the Placer County Transportation Planning Agency is undertaking the construction of the Interstate 80 Auxiliary Lane project on Interstate 80 westbound from east of Douglas Boulevard to west of Riverside Avenue in the City of Roseville, and eastbound from 0.8 miles east of SR 65 to Rocklin Road in the City of Rocklin; and

WHEREAS, the Placer County Transportation Planning Agency has previously adopted a Mitigated Negative Declaration and a Mitigation and Monitoring Program for the I-80 Auxiliary Lane Project, pursuant to CEQA and received approval of a Categorical Exclusion under NEPA and approval of a NEPA/CEQA revalidation; and

WHEREAS, the Placer County Transportation Planning Agency Board of Directors has directed staff to proceed with the actions necessary for the construction of the Interstate 80 Auxiliary Lane Project; and

WHEREAS, such actions include the removal and relocation of utilities in conflict with construction of the I-80 Auxiliary Lane Project; and

WHEREAS, within the limits of the I-80 Auxiliary Lane Project, Pacific Gas and Electric (PG&E) owns and operates two gas lines that conflicted with construction of project improvements for the westbound fifth lane segment, which necessitated their deactivation; and

WHEREAS, the Board of Directors of the Placer County Transportation Planning Agency approved Utility Agreement No. 2452 with PG&E on September 22, 2021; and

WHEREAS, the Board of Directors of the Placer County Transportation Planning Agency finds and determines that the terms of the First Amendment to Utility Agreement No. 2452.1 with PG&E, attached to the staff report, are acceptable.

NOW, THEREFORE, by the Board of Directors of the Placer County Transportation Planning Agency adopting Resolution No. 23-19 as follows:

1. The First Amendment to Utility Agreement No. 2452.1 with PG&E for deactivation of gas lines resulting from construction of the I-80 Auxiliary Lanes project is approved.
2. The Executive Director is hereby directed to execute the First Amendment Utility Agreement No. 2452.1 with PG&E and disburse funds as required by the Amended Agreement upon a satisfactory determination that the costs to deactivate the two gas lines are actual and necessary.

Signed and approved by me after its passage.

Chair Jones
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director



Placer County Transportation Planning Agency

MEMORANDUM

TO: PCTPA Board of Directors

DATE: May 24, 2023

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

SUBJECT: REGIONAL TRANSPORTATION PLAN 2050 DRAFT POLICY
ELEMENT

ACTION REQUESTED

None. For information and discussion 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 (20-year minimum), 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 located in the incorporated cities of Roseville, Rocklin, Lincoln, Auburn, and Colfax, the town of Loomis, and unincorporated areas of Placer County (excluding the Lake 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 RTP was adopted in December 2019, and contains the Placer region's financially constrained transportation investments (projects list) planned for delivery through 2040.

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 is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties and also serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county region, which includes Placer and El Dorado counties. As an RTPA and MPO, SACOG updates the MTP/SCS (known as the Blueprint in this update cycle) 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) are the same. However, unlike the Placer County RTP, SACOG's MTP/SCS also considers how planned land-use development, combined with the transportation investments identified in the project lists, comprehensively address greenhouse gas emission reduction targets for the six-county region per SB 375. When completed, SACOG's Blueprint will contain the six-county region's financially constrained

PCTPA Board of Directors
Regional Transportation Plan 2050 Round 1 Outreach Summary
May 24, 2023
Page 2

transportation investments aligned with a preferred land use growth development scenario to support future planning efforts, program funding development, and project delivery through 2050.

DISCUSSION

Each RTP begins with the establishment of goals, objectives, and policies to guide the development and management of the region’s transportation systems, known as the Policy Element of the plan. The goals and objectives are used as guiding principles to identify, prioritize, and develop transportation improvements over the 25-year life of the plan.

As a starting point for this RTP update, staff reviewed the currently adopted 2040 RTP Policy Element with attention to new statewide and federal planning requirements contained in the 2017 RTP Guidelines for RTPAs. This included addressing new topics such as the state’s Climate Action Plan for Transportation Infrastructure (CAPTI), equity, electrification of the transportation sector, and community engagement.

In reviewing the document, a decision was made to comprehensively review the goals, objectives, and policies to see if there were opportunities to consolidate and streamline similar and/or overlapping policies. Previously, the RTP Policy Element contained 10 goals, 29 objectives, and 140 policies. This has now been trimmed down to 5 goals, 15 objectives, and 65 policies. Below includes a summary of the changes that were made to the RTP Policy Element:

- Goals were changed to focus on broader themes of mobility, maintenance, sustainable planning, etc. (vs. previous goals which were mode specific, eg. roads, transit, rail, etc.)
- Added a new goal for Equity and Community Engagement
- Added language about CAPTI and “de-carbonizing” the transportation sector
- Consolidated repetitive/redundant objectives and policies (eg. several policies mention providing efficient transit service; these were combined into one policy)
- Cleaned up the language to address new ideas (e.g., work from home/hybrid vs. telecommute)

No action will be taken during this meeting. At this time, staff is requesting feedback from the PCTPA Board on the Draft Policy Element as shown in Attachment 1. Future discussions will revolve around incorporating performance metrics into the Policy Element, and defining equity for Placer County and how equity fits into the broader picture of the RTP.

CP:RC:mbc:ss



Regional Transportation Plan 2050

Draft Policy Element

May 2023



As part of the planning process, the Regional Transportation Plan establishes goals, objectives, and policies to guide the development and management of the region's transportation systems.

- **Goals** are general statements of what we want the future to be like. These statements should reflect the region's needs and priorities.
- **Objectives** are specific, quantifiable steps towards the realization of those goals.
- **Policies** are statements that provide direction for decisions to help attain these goals and objectives.

The goals and objectives are used as guiding principles to choose among distinct options for transportation improvements. Therefore, they should be attainable and realistic. In addition, the goals should relate to present conditions and expected changes in those conditions. Performance measures are also identified and applied to the entire RTP to assess priorities for implementation.

OVERALL GOALS

The purpose of the RTP is to guide the long-range planning and development of transportation projects in Placer County.

The process of updating the RTP provides an opportunity to participate in both planning and priority setting. The process allows the community to focus their attention on transportation in the context of Placer County as well as the entire Sacramento region, building both local and regional coalitions. The longer time frame of twenty years gives the community a chance to step back from day-to-day concerns and deliberate on how to achieve the desired transportation system.

The RTP contains five specific goals, each with supporting policies and objectives, that address topics such as roadways, safety, public transit, rail transportation, aviation, goods movement, non-motorized transportation, transportation systems management (TSM), Intelligent Transportation Systems (ITS), recreation, integrated land use, air quality, and transportation planning, funding, equity, and community engagement. The overall goals of the RTP are listed below.

1. IMPROVE MOBILITY FOR ALL

Improve the mobility of Placer County residents through the implementation of projects that support all modes of travel.

2. **MAINTAIN A SAFE AND CONNECTED MULTI-MODAL NETWORK**

Maintain a safe, secure, accessible, and efficient multimodal transportation network that meets the needs of all Placer County residents and visitors by adopting a "fix it first" mentality.

3. **PRACTICE SUSTAINABLE PLANNING**

Promote sustainable transportation planning and environmental stewardship by considering transportation investments based on land use development, air quality analysis, encouraging zero emission vehicles, and alternatives to the single-occupant vehicle; while integrating technology solutions into investments that support a resilient, adaptable, and sustainable transportation system.

4. **ENSURE FISCAL RESPONSIBILITY**

Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; ensure the equitable distribution of funding; and educate the public about the need for funding for transportation projects.

5. **PROMOTE SOCIAL EQUITY AND COMMUNITY ENGAGEMENT**

Incorporate equitable, all-inclusive community engagement efforts as part of the planning process and encourage input from all interested groups and persons.

Goals, Objectives & Policies

GOAL 1: IMPROVE MOBILITY FOR ALL

Improve the mobility of Placer County residents through the implementation of projects that support all modes of travel.

Objective 1.1: Plan, prioritize, and implement projects that help to improve mobility and reduce traffic congestion on Placer County's roadways.

Policies

Policy 1.1.1: Work with Caltrans and local jurisdictions to identify, prioritize, and implement capacity increasing projects where necessary to accommodate growth (such as Placer Parkway), and seek funding for such projects.

Policy 1.1.2: Implement capacity increasing strategies that encourage alternative modes (managed lanes, bus rapid transit, bus-only lanes, etc) and incorporate Intelligent Transportation System (ITS) components into roadway improvements to reduce traffic congestion.

Objective 1.2: Promote a well-connected rail and bus network that reasonably addresses all "unmet transit needs", implements efficient and convenient transit services to meet the unique needs of current and potential riders, and provides viable alternatives to the automobile in Placer County.

Policies:

Policy 1.2.1: On an annual basis, work with transit operators, social service agencies, the Social Services Transportation Advisory Council (SSTAC), and the general public to identify, evaluate, and address, if reasonable to meet, "unmet transit needs" as required by the Transportation Development Act.

Policy 1.2.2: Work with transit operators, the business community, social service agencies, Western Placer Consolidated Transportation Services Agency (WPCTSA), and the general public to identify transit needs; and encourage jurisdictions to implement the appropriate

level of fixed-route local, commuter, demand response, and microtransit services where operationally efficient.

Policy 1.2.3: Promote the development of lifeline, alternative transit service options in non-urbanized/rural areas where transit needs exist, such as park-and-ride commuter services, deviated fixed-route services, non-emergency medical transport programs, subsidized taxi services, and volunteer transport programs.

Policy 1.2.4: Support transit projects, which will serve residents, employees, and visitors within the North Lake Tahoe “Resort Triangle” (area bordered by SR 28, SR 89, and SR 267) destinations, which address commute, recreation, and daily trip purposes.

Policy 1.2.5: Continually update short- and long-range transit master plans, and conduct performance monitoring to ensure the system is meeting State and Federal performance standards, such as farebox recovery ratios, adheres to current Transportation Development Act requirements, and effectively serves the needs of Placer County residents at a fare pricing structure that encourages ridership demand.

Objective 1.3: Promote an active transportation network that is appropriately integrated into the overall multi-modal network and surrounding land use developments, emphasizes the safety of low-speed bicyclists, pedestrians, and property, and provides a viable alternative to driving.

Policies:

Policy 1.3.1: Encourage cross-jurisdictional planning of active transportation facilities and coordinate with jurisdictions to update their bicycle and pedestrian plans and/or ordinances, with an emphasis on Class I, II, and IV bikeways as preferred linkages.

Policy 1.3.2: Regularly update the Placer County Bike Map.

Policy 1.3.3: Encourage jurisdictions to develop an implementation plan and/or ordinance for accommodating Neighborhood Electric Vehicles (NEV) on appropriate roads.

Policy 1.3.4: Encourage the development of trails that serve multiple users (e.g. equestrian, pedestrian, bicyclist, and hikers) along creeks, canals, and major traffic corridors to increase residential access to open spaces and regional recreational opportunities.

Policy 1.3.5: Encourage jurisdictions to plan for and install bicycle/pedestrian safety improvements and facilities that support NEVs, bicycle parking, safe routes to schools, and bike share programs.

Policy 1.3.6: Encourage jurisdictions to implement complete street improvements in all projects and new developments that emphasize safety, accessibility, and supports multi-modal connections to alternative transportation options and key destinations.

Policy 1.3.7: Require all bicycle facilities funded through the Transportation Development Act to be designed in accordance with the state and federal bikeway design criteria.

Objective 1.4: Plan for and support a regional network of airports and air transportation services as part of a multi-modal transportation system.

Policies:

Policy 1.4.1: Support a diversified network of aviation facilities and services that supports Placer County's general, freight and agricultural goods movement needs, and integrates into the region's multi-modal network.

Policy 1.4.2: Coordinate with local agencies and Caltrans on aviation planning, maintaining updated Airport Land Use Compatibility Plans (ALUCPs), and conducting regulated reviews of development proposals in Placer County to ensure compliance with established ALUCP requirements conditions.

Objective 1.5: Promote balanced multimodal transportation investments that facilitate the safe movement of freight and goods into, through, and within Placer County.

Policies:

Policy 1.5.1: Support projects that ensure the safety, efficiency, and resiliency of Placer County's freight network (rail, truck, and air), including those that consider grade separation, road geometry upgrades, specific site and/or signage design features, and quiet zone project components to mitigate for potential adverse impacts; and coordinate with Caltrans to seek funding for such projects to connect commercial and industrial areas with the regional multi-modal network.

Objective 1.6: Ensure multi-modal access to Placer County's abundant recreation, rural and open space areas is well maintained.

Policies:

Policy 1.6.1: Consider peak recreational season travel demands, employee/employer transportation needs, and alternative transportation service and/or program solutions when designing the multi-modal transportation network

GOAL 2: MAINTAIN A SAFE AND CONNECTED MULTIMODAL NETWORK

Maintain a safe, secure, accessible, and efficient multimodal transportation network that meets the needs of all Placer County residents and visitors by adopting a "fix it first" mentality.

Objective 2.1: Identify, prioritize, and implement roadway improvements using a "fix it first" mentality to ensure a safe and connected transportation system that supports economic vitality and multi-modal mobility within Placer County.

Policies:

Policy 2.1.1: Work with Caltrans and local jurisdictions to identify, prioritize, and implement state highway and local roadway improvements needs in a manner that is cost effective, enhances safety, maintains a state of good repair, and incorporates complete street design components where feasible.

Policy 2.1.2: Provide technical assistance to support jurisdictions' local roadway improvement efforts and encourage them to implement pavement management systems that identify and prioritize road maintenance projects.

Policy 2.1.3: Maintain and improve major freight and job access corridors (such as I-80 and SR 65).

Policy 2.1.4: Maintain convenient access, on all modes of travel, to tourist and recreational destinations within Placer County.

Objective 2.2: Work with Placer County's jurisdictions and transit operators to plan and maintain the existing public transit system in a way that maximizes efficiency and convenience for residents.

Policies:

Policy 2.2.1: Support the maintenance of a safe and accessible transit system that implements the Americans with Disabilities Act and ensures the safety of passengers and transit employees alike.

Policy 2.2.2: Develop and implement a coordinated marketing program to promote public transit as a viable transportation option, raise public awareness of the various systems, and increase understanding of how to use them.

Policy 2.2.3: Work with the transit operators, and neighboring jurisdictions, to ensure a seamless multi-modal system for passengers across jurisdictional boundaries, including coordinated schedules, opportunities to transfer to rail or other transportation network company (TNC) travel options (e.g. Uber and/or Lyft), and the maintenance of a centralized location for transit information.

Objective 2.3: Maintain an active transportation network that is well connected and promotes the safety of bicycles, pedestrians, and NEVs.

Policies:

Policy 2.3.1: Support the regular maintenance of existing bikeways, sidewalks, and NEV paths; and improve ADA access on such facilities.

GOAL 3: PRACTICE SUSTAINABLE PLANNING

Promote sustainable transportation planning and environmental stewardship by considering transportation investments based on land use development, air quality analysis, encouraging zero emission vehicles, and alternatives to the single-occupant vehicle; while integrating technology solutions into investments that support a resilient, adaptable, and sustainable transportation system.

Objective 3.1: Encourage adoption of Zero Emission Vehicles (ZEVs) to reduce overall greenhouse gas emissions (GHGs).

Policies:

Policy 3.1.1: Encourage local jurisdictions to consider streamlining permit requirements for ZEV fueling facilities (including electric vehicle (EV) charging stations).

Policy 3.1.2: Support programs that incentivize the purchase of EVs and installation of EV charging stations.

Policy 3.1.3: Support the installation of alternative fueling stations for cars and freight vehicles.

Policy 3.1.4: Encourage legislation at the state and federal level that provides funding to further the adoption of ZEVs.

Policy 3.1.5: Support educational programs that show the benefits of owning a ZEV and installing associated fueling stations.

Objective 3.2: Advance the use of appropriate and cost-effective Transportation Demand Management (TDM) and complementary technology solutions to reduce the number of trips taken by automobile.

Policies:

Policy 3.2.1: Encourage local jurisdictions to consider proximity between major destinations and multi-modal facilities when siting new transportation facilities near educational, social service, major employment, and commercial facilities.

Policy 3.2.2: Pursuant to implementing SB 743, work towards reducing Vehicle Miles Traveled (VMT) by 10% in Placer County by supporting public transportation control measures and regional Transportation Demand Management (TDM) programs that reduce traffic congestion and vehicle emissions; promoting alternative transportation to media, employers, and the general public; and educating the general public about the benefits of public transit.

Policy 3.2.3: Work with Caltrans and local jurisdictions to locate and develop park-and-ride lots in high demand locations.

Policy 3.2.4: Encourage employers and schools to utilize appropriate technology investments to facilitate telecommuting/work from home practices, hybrid work schedules, and flexible work hour programs in Placer County.

Objective 3.3: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions and ensure that the infrastructure meets existing and future development needs.

Policies:

Policy 3.3.1: Support the implementation of local transportation projects and measures established in jurisdictions' specific and general plans; review them for consistency with Placer County's Airport Land Use Plans; and encourage jurisdictions to protect rights-of-way for future road and transit corridor development that addresses projected to growth.

Policy 3.3.2: In consideration of the goals, objectives and policies established in the State's Climate Action Plan for Transportation Infrastructure (CAPTI) and the regional Sustainable Communities Strategy administered by the Sacramento Area Council of Governments (SACOG), encourage support for land use development and context-sensitive design of transportation investments that reduce vehicle miles traveled (VMT) by enabling shorter trip

lengths, while still being adequately sized to accommodate the necessary capacity based on projected growth and demand.

Policy 3.3.3: When building new transportation infrastructure, encourage jurisdictions to consider the needs of all modes and future transit and passenger rail needs.

Policy 3.3.4: Encourage planning for a resilient transportation network that meets State and Federal requirements (such as CAPTI) and supports "de-carbonizing" mobile emission sources by transitioning to alternative fuel technologies.

Policy 3.3.5: Support Federal, State, and local jurisdictions in the planning for a regional transportation network that accommodates autonomous vehicles.

Policy 3.3.6: Support planning for transitioning private and public vehicles to alternative fuel sources, including the appropriate infrastructure necessary to support those vehicles.

Objective 3.4: Ensure that transportation projects satisfy regional air quality conformity standards.

Policies:

Policy 3.4.1: Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system.

Policy 3.4.2: Work with the Placer County Air Pollution Control District (PCAPCD) in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and lead to reduced greenhouse gas emissions; and solicit the PCAPCD's input on transportation plans, programs, and projects.

Policy 3.4.3: Work with the Sacramento Area Council of Governments (SACOG) to evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards, and regional greenhouse gas emission reduction targets.

Objective 3.5: Work with local, regional, and state agencies to coordinate transportation system expansion and improvements and develop a regional

planning and programming process that gives maximum participation and control in the transportation decision making process to Placer agencies.

Policies:

Policy 3.5.1: Use mechanisms such as Memorandums of Understanding (MOUs) and joint powers agreements between jurisdictions to accomplish sound planning and implementation of multi-jurisdictional transportation projects and programs.

Policy 3.5.2: Build coalitions with agencies, key private sector stakeholders, and community groups to develop transportation solutions that improve mobility and air quality.

Policy 3.5.3: Continue to participate in statewide forums such as the Regional Transportation Planning Agencies group, Rural Counties Task Force, and California Association of Council of Governments, to maximize opportunities for supporting transportation improvements in Placer County and monitor State and Federal legislative proposals regarding their impacts to local and regional transportation programs.

GOAL 4: ENSURE FISCAL RESPONSIBILITY

Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; ensure the equitable distribution of funding; and educate the public about the need for funding for transportation projects.

Objective 4.1: Obtain funding of vital transportation needs through all conventional sources.

Policies:

Policy 4.1.1: Work with local, regional, tribal, and state partners to seek and advocate for the maximum amount of funding for multi-modal transportation projects and supportive social service transportation programs in Placer County, including but not limited to, the California Transportation Commission (CTC), Caltrans, the United Auburn Indian Community, and SACOG.

Policy 4.1.2: Promote a "fix it first" mentality and fund transportation improvement projects that will maintain and modernize the multi-modal network.

Policy 4.1.3: Work with State and Federal officials to resist attempts to divert or reduce transportation funding.

Policy 4.1.4: Manage Federal and State funding to simplify, expedite, and maximize project delivery, including working out ways to exchange diverse types of funds among jurisdictions and projects.

Policy 4.1.5: Continue to fund project development to create shelf-ready projects for available funding opportunities.

Objective 4.2: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.

Policies:

Policy 4.2.1: Encourage jurisdictions to devise user charges that link the financing of new or expanded facilities and services to the development that creates or increases the need for such infrastructure.

Policy 4.2.2: Consider alternative customized transportation fund sources such as development impact fees, establishment of assessment districts, license, and vehicle registration fees.

Policy 4.2.3: Work with the League of California Cities, California State Association of Counties, legislators, transportation groups, and other interested parties to develop new sources of funding for road rehabilitation, maintenance and operation of the existing transportation system and expansion to meet future needs.

Policy 4.2.4: Consider implementing a local funding measure for transportation purposes and conduct the appropriate level of stakeholder engagement and education regarding the need for additional funding to address Placer County's transportation needs.

Policy 4.2.5: Encourage a multi-agency package of projects for Federal and State funding programs, where a regional strategy may improve chances of success.

Policy 4.2.6: Consider using innovative “best-value” implementation methods, such as design-build or design-sequencing for the design and construction of transportation projects.

GOAL 5: PROMOTE SOCIAL EQUITY AND COMMUNITY ENGAGEMENT

Incorporate equitable, all-inclusive community engagement efforts as part of the planning process and encourage input from all interested groups and persons.

Objective 5.1: Use PCTPA's defined equity to help guide regional transportation planning efforts and project implementation.

Policies:

Policy 5.1.1: Add the defined equity lens established by the PCTPA Board to the list of considerations when prioritizing transportation investments and/or developing projects.

Policy 5.1.2: Support local jurisdictions' efforts to develop projects that address transportation equity in Placer County.

Policy 5.1.3: Collaboratively engage with the Placer region's local stakeholders and tribal partners to develop and advance transportation projects and investments that address identified equity issues.

Policy 5.1.4: Educate the public, regional partners, and other stakeholders regarding how PCTPA defines equity in Placer County's transportation sector.

Policy 5.1.5: Continuously evaluate and, if necessary, refine the definition of equity to address growth and development trends in Placer County.

Objective 5.2: Ensure that PCTPA's transportation planning and investment decision making process is transparent and accessible to all stakeholders.

Policies:

Policy 5.2.1: Incorporate the appropriate level of community engagement and input opportunities during the development of regional transportation projects.

Policy 5.2.2: Utilize technology and other engagement tools to reach diverse and/or dispersed populations throughout Placer County.

Regional Transportation Plan 2050
Draft Policy Element

Policy 5.2.3: To the greatest extent feasible, utilize local events, online forums, and social media platforms to engage communities directly.

Policy 5.2.4: Identify and engage with Placer County's equity priority communities.



TO: PCTPA Board of Directors

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

SUBJECT: NEVADA STATION BUILDING

DATE: May 24, 2023

ACTION REQUESTED

Allow the Executive Director to enter into an agreement with CBRE to list the Nevada Station building for sale and explore market potential.

BACKGROUND

In December 2003, PCTPA completed the purchase of the Nevada Station office building at 249-299 Nevada Street in Auburn to house the Agency's operations for \$2.4M. In doing so, the Agency has also become landlord, charged with the responsibility of operating and maintaining the building, negotiating commercial leases, and resolving property and tenant issues. Because of certain powers needed to obtain bond financing that are not specifically held by PCTPA, the South Placer Regional Transportation Authority (SPRTA) agreed to be the conduit for the financing of the purchase of the Nevada Station. Under this arrangement, SPRTA is listed as the official owner of the building and fully leases it to PCTPA. PCTPA, in turn, handles all management, operations, maintenance and repairs, tenant leasing, rental collection, and bond payments. PCTPA has the authority to list the building for sale if agreed to by the SPRTA board.

The principal and interest remaining on the bond is approximately \$876K and the bond can be paid off without penalty after December 1, 2023. Final payment of the bond is in the 2028/29 fiscal year.

There are currently 6 tenants at Nevada Station (including PCTPA) and one vacant suite. 36% of the revenue generated from the building comes directly from PCTPA. PCTPA's rent in the current year is \$27.24 annual per square foot or \$169,732.44 which is above the average cost per square foot for office space lease in this area. PCTPA rent increases 3% annually. Additionally, PCTPA's 6,231 square feet of space is larger than the current need.

DISCUSSION/ANALYSIS

In reviewing all agency operations and fiduciary responsibilities, the Executive Director would like to explore opportunities to divest from the ownership of the Nevada Station building should it be determined it is fiscally prudent to do so. This would allow PCTPA to invest the proceeds of a potential sale into the Local Agency Investment Fund with the State Controller's Office which would be used for PCTPA core services as determined by the board.

MBC:JL:ss



PLACER COUNTY TRANSPORTATION PLANNING AGENCY
PLACER COUNTY AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY

Technical Advisory Committee Meeting Minutes

May 9, 2023 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC) & Staff

Presenters

Nadine Quinn, Caltrans
Araceli Casarez, City of Lincoln
Matthew Medill, City of Lincoln
Roland Neufeld, City of Lincoln
Merrill Buck, Town of Loomis
Megan Bressemer, city of Rocklin
Justin Nartker, City of Rocklin
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville
Will Garner, Placer County
Ken Grehm, Placer County
Katie Jackson, Placer County
Rich Moorehead, Placer County
Kevin Ordway, Placer County
Jaime Wright, Placer County

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

Overall Work Program and Budget (Jodi LaCosse)

The FY 2022/23 – Amendment #2 and Final FY 2023/24 was provided to the TAC for review earlier.

a) FY 2022/23 – Amendment #2: Adjustments: The indirect and direct costs increased \$164K and \$117K, respectively. The indirect costs include \$30K for website update, \$4K shift in staff time and the remainder was an adjustment to include the FY 2022/23 Caltrans Approved Indirect Cost Rate of 35.27%. The direct costs include a \$424K increase for the I-80 Auxiliary Lanes, \$160K decrease for SR 65 widening which will be expended in FY 2023/24, and \$147K decrease for the Riego Baseline Fair Share analysis to be expended in FY 2023/24. Salaries and benefits decreased to adjust from original budget for Executive Director overlap costs. Jodi went through the budget overview differences from Amendment #1 to the current Amendment #2. She noted

that this amendment has a surplus of \$287K to assist with ramped up funding strategy activity efforts. A reserve of 20% of expenditures has been set aside to support cashflow. This amendment has been reviewed by Caltrans.

b) FY 2023/24 – Final: Adjustments: Revenue increased \$1.5M due to federal funding grant carryover originally planned in FY 2022/23, updated LTF funding, and LTF carryover. Direct costs increased \$1.5M from draft OWP and Budget. This increase was due to SR 49 Sidewalk Gap Closure Project for utility relocation as well as funding strategy efforts to budget for polling and bond consultants. Jodi went over the comparative changes from the FY 2023/24 draft OWP and the FY 2022/23 Amendment #2. Caltrans requested some language changes which have been incorporated into the final draft provided. The FY 2022/23 – Amendment #2 and Final FY 2023/24 will be going to the Board for approval in May. The TAC concurred.

Interstate 80 Auxiliary Lanes Project (David Melko)

a) Dokken Engineering Construction Support Services Letter of Task Agreement #22-01 Amendment #1 - \$269,254.55 (a \$22,490.28 increase): This amendment supports the work needed to complete additional bid and construction award support services for Caltrans for the remainder of FY 2022/23. The funding increase will be a \$22,490 reallocation from FY 2024/25 to FY 2022/23 for a total of \$260,254.

b) Dokken Engineering Construction Support Services Letter of Task Agreement 23-01 - \$171,765: This LOTA reflects engineering construction support services needed for FY 2023/23. Services will include response to Caltrans Resident Engineer requests for information and change orders; review of contractor shop drawings; site visits and meetings with contractor and Resident Engineer. Dokken will also provide support to implement various environmental mitigation and federal/state/local permitting. The TAC concurred with bringing the Dokken Amendment and LOTA as referenced above the Board for approval in May.

c) First Amendment to Utility Agreement No. 2452.1 with PG&E - \$327,555: This is our first amendment to utility agreement with PG&E for work to remove/ relocate the two gas lines. Their original estimate is \$254,865 with our liability amount at \$127,432 and Caltrans' liability for the remaining 50%. PG&E's final invoice to PCTPA came in at \$655,110, with PCTPA's share at \$327,555. Their reasons for the increase pertained to unforeseen circumstances including difficulty locating the gas lines, traffic control, night work, etc. We are requesting the Board approve the amended utility agreement and execute and disburse funds to PG&E upon determination that the costs are actual and necessary. The TAC concurred.

80/65 IC Truck Charging Feasibility Study Letter of Task Agreement with Jacobs - \$200,000 (David Melko)

The I-80 Corridor was identified by the state as a priority Alternative Fuel Corridor. PCTPA is currently managing a project to reconstruct the I-80/SR65 interchange to reduce congestion, improve traffic operations and enhance safety. The I-80/SR 65 Truck Charging Feasibility Study will identify and evaluate light and medium duty truck charging sites and evaluate heavy-duty truck charging and hydrogen fueling sites. The study will support grant funding applications for charging facilities in the area and plan for future hydrogen facilities. Jacobs Engineering has proposed completing the study in eight months at a cost of \$200,000 and staff will be bringing their agreement to the Board in May. The TAC concurred.

Airport Land Use Commission (David Melko)

a) No Annual Fee Adjustment for FY 2023/24: David explained that notwithstanding the current inflationary environment, there is no justification to support a fee adjustment. Staff will be recommending the Board take action that no fee adjustment will occur in FY 2023/24. The TAC concurred.

b. ALUCP Basic Compatibility Table Recommended Revisions to Clarify Airspace Review Requirements: David will be asking the Board to take action on ALUCP compatibility clarifications pertaining to airspace, specifically the use of construction cranes. The TAC concurred.

c) PUBLIC HEARING: Beautiful Minds Consistency Determination: Placer County Planning requested an ALUC staff review of a Beautiful Minds Wellness General Plan Amendment, Auburn Bowman Community Plan Amendment, and rezone to determine whether the proposal is consistent with ALUCP. David noted that the amendments and rezone will change the land use from Industrial to Business Park. The project includes a 12.3-acre parcel subdivided into (1) medical offices, (2) mini storage / boat and RV parking, caretaker residence, and (3) commercial, retail, and short-term outpatient stays. Staff is recommending approval based on noise, safety, airspace, and airspace that includes other potential flight hazards, and overflight recommendations as explained to TAC. The TAC concurred.

Regional Transportation Plan (RTP) Draft Policy Element (Cory Peterson)

Cory explained the draft Policy Element and the changes that we are planning on addressing including CAPTI, electrification, and equity. The 2050 RTP will be pared down and simplified in terms of goals, objectives, and policies. The five goals in the proposed 2050 RPP include: (1) Improve Mobility for All, (2) Maintain a Safe and Connected Multi-Modal Network, (3) Practice Sustainable Planning, (4) Ensure Fiscal Responsibility, and (5) Promote Social Equity and Community Engagement. Cory explained that changes will include going from being mode specific, to broader themed categories, and adding a new goal for Equity and Community Engagement, CAPTI language, general clean up to language to address new ideas, e.g., telecommute/hybrid work options, and giving the RTP a new look and feel to make it more palatable to the reader. Cory clarified that we'll be addressing Social Equity from a Placer County perspective. We will be presenting these draft policy elements to the Board in May. No Board action will be requested.

LCTOP Fund Allocation (Mike Costa)

Mike Costa provided an FY 2022/23 Low Carbon Transit Operations Program (LCTOP) fund allocation for Placer County, which totals \$891,481. These funds provide operating and capital assistance to transit agencies to reduce greenhouse gas emissions and improve mobility. Mike presented the recommended FY 2022/23 LCTOP formula allocation to Placer's jurisdictions, that identified three projects eligible for LCTOP: (1) Zero Emissions Bus Replacement Project: \$364,790, (2) Zero Emissions Bus Depot Project: \$264,488, and (3) Roseville Galleria Electric Charging Infrastructure Project: \$262,203. These three projects will be administered by the City of Roseville. The TOWG and TAC concurred with the funding allocation distribution at their April 25, 2023, and May 9, 2023, meetings, respectively.

CMAQ/STBG Reprogramming (Rick Carter) Rick reminded the TAC that PCTPA will no longer be able to reprogram STBG and CMAQ programs and funds effective June 30th.

To that end, PCTPA has received the following requests and will be asking the Board to approve the following reprogramming requests. The TAC concurred.

- a) Loomis: pavement rehab scope change**
- b) Placer County: Reprogram from Bowman Bridge to Foresthill Rd**
- c) Rocklin: Reprogram from Stanford/Crest Roundabout to Whitney Ranch/University Roundabout**
- d) Rocklin: Rocklin Rd IC scope change for auxiliary lanes**
- e) Lincoln: Reprogram from Lincoln Blvd Phase 4 to Industrial Avenue**

Rick reminded the TAC that Miguel Mendoza, SACOG, sent out reminder to make MTIP revisions by May 12.

Other Info / Upcoming Deadlines

Solvi Sabol announced that this will be Will Garner's last TAC meeting as he is retiring from Placer County. Will has been an invaluable member of the PCTPA TAC and TOWG, and we are grateful for his contributions to the agency over the past 32 years. We wish him all the best.

- a) Next PCTPA Board Meeting: May 24th**
- b) Next TAC Mtg: June 13th @ 3p**

The TAC meeting concluded at approximately 4:00 p.m.

ss:mbc

PCTPA Board of Directors
Status Report
May 24, 2023
Page 2

Quarterly Call Center Statistics											
Call Summary Data	FY 2021			FY 2022					FY 2023		
	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2021	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2022	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)
Calls Answered	6,772	8,534	33,072	7,649	7,559	7,444	8,778	31,430	8,765	8,275	8,712
% Calls Answered within 90 seconds	85%	83%	83%	88%	83%	86%	84%	85%	80%	83%	76%
% Calls Answered within 3 minutes	92%	91%	91%	93%	88%	93%	91%	91%	88%	91%	85%
% Calls Answered within 6 minutes	98%	97%	98%	99%	91%	99%	98%	97%	97%	97%	99%
Calls Abandoned	674	973	3,432	631	634	794	911	2,970	1,144	980	1,437
Average Speed Calls Answered	0.45	0.62	0.56	0.37	0.29	0.44	0.48	0.39	0.73	0.65	1.08
Average Incoming Call Time	1.51	1.83	1.55	1.72	1.31	1.42	1.42	1.46	1.5	1.63	1.52
Calls Transferred Out	1,694	2,198	7,974	1,965	2,066	1,849	2,099	7,979	2,386	2,112	2,261

MC:rc:mbc:ss



April 7, 2023

TO: Matt Click, executive director, Placer County Transportation Planning Agency

FROM: Cherri Spriggs, chief executive officer, Meraki Public Affairs
Aldo Pineschi, chief executive officer, Pineschi Consulting
Mike Luken, chief executive officer, MNJ Advisors

RE: Funding Strategy Outreach Program March 2023 Activities

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

Account Management/ Strategic Communications Advice

- Attended weekly meetings;
- Prepared monthly report of activities;

Community Engagement & Outreach

- Met with local and regional elected leaders;
- Met with local and regional stakeholders individually on next steps for Funding Strategy;
- Engaged various community groups;
- Met with City of Roseville to coordinate efforts in April;

Planned Activities for April:

- Weekly team meetings;
- Planning for Kiosk creative refresh;
- Roseville Chamber Breakfast and Lunch Sponsorships;
- Coffee with Supervisor Suzanne Jones;
- Planning for community events and meetings such as Sun City Roseville, Movies in the Park, Celebrate America and more;
- Digital Advertising;

Fiscal Year 22/23 Budget: \$60,000

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

Remaining Budget: \$22,500



May 9, 2023

TO: Matt Click, executive director, Placer County Transportation Planning Agency

FROM: Cherri Spriggs, chief executive officer, Meraki Public Affairs
Aldo Pineschi, chief executive officer, Pineschi Consulting
Mike Luken, chief executive officer, MNJ Advisors

RE: Funding Strategy Outreach Program April 2023 Activities

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

Account Management/ Strategic Communications Advice

- Attended weekly meetings;
- Prepared monthly report of activities;

Community Engagement & Outreach

- Met with local and regional elected leaders;
- Met with local and regional stakeholders individually on next steps for Funding Strategy;
- Engaged various community groups;
- Held Coffee with Supervisor Suzanne Jones in District 4;
- Met with the Rocklin Chamber of Commerce;
- Met with the Lincoln Chamber of Commerce;
- Coordinated joint City of Roseville Public Works presentations for the Roseville Chamber of Commerce Monthly Breakfast and Lunch;

Planned Activities for May:

- Weekly team meetings;
- Stakeholder Meeting;
- Preparing for Rocklin Chamber State of the City, Celebrate America;
- Preparing for Sun City Meeting;
- Coordinating and planning additional partnership presentations and events;
- Digital Advertising launch;

Fiscal Year 22/23 Budget: \$60,000

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

Remaining Budget: \$15,000

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Consulting and Governmental Relations



April 3, 2023

To: Matt Click, Executive Director, Placer County Transportation Planning Agency

From: Mark Watts, Smith, Watts & Hartmann
Kiana Valentine, Politico Group

Re: March 2023 State Advocacy Report

Smith, Watts & Hartman (SWH) and Politico Group (PG) are pleased to provide the following report to the Placer County Transportation Planning Agency (PCTPA) on state legislation, budget matters, and administrative activities of interest to PCTPA. We look forward to

2023 Legislative, Budget & Administrative Updates

During the month of March, legislative policy committee hearing activity was considerable with both bill and informational hearings. The Legislature adjourned for its Spring Recess on Thursday, March 30 and returns to session on Monday, April 10. The remainder of April will again be busy with policy committee hearings to meet the first legislative deadline of April 28, the date by which fiscal bills must pass their first policy committee hearing if they want to keep moving in the first year of the new two-year session.

Major Transportation Planning and Climate Bills Amended

Assembly Transportation Committee Chair Friedman recently amended substantive language into her Assembly Bills 6 and 7 related to sustainable communities strategies and transportation project selection. While significant details remain to be added to the legislation, both bills were heard in the Assembly Transportation Committee on Monday, March 27.

- [AB 6](#) (Friedman): As amended, AB 6 makes changes to the California Air Resources Board's (CARB's) technical review process for regional sustainable communities strategies (SCSs), including requirements that regions 1) give CARB notice of their proposed technical methodology for calculating greenhouse gas emissions 60 days prior to conducting public outreach on the SCS, 2) receive CARB approval of the technical methodology, and 3) submit the SCS or alternative planning strategy to

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- CARB for review and approval within 120 days of adoption. The bill also requires project nominations for the Solutions for Congested Corridors Program to demonstrate how the project would contribute to achieving greenhouse gas emissions reductions.
- [AB 7](#) (Friedman): As amended, AB 7 requires the selection process for specified transportation projects to include the following criteria: asset management goals (such as bridge and pavement condition), safety improvements, accelerated project delivery and environmental review, accessibility for all road users, water quality and greenhouse gas emissions goals, climate resiliency, adapting to future transportation technologies (such as electric vehicle charging), reconnecting communities, and incorporating feedback from disadvantaged and underrepresented communities in the project development process.

While AB 7 doesn't yet make conforming changes to the underlying statutory authorization for any individual transportation funding program, it applies to any project funded at least in part by state gasoline and diesel excise taxes, transportation improvement fee revenues, the Transportation Development Act's Local Transportation Fund (LTF), or Proposition 1B (2006).

Several other bills would make significant changes to housing and transportation laws with implications for local land use planning and priority transportation projects. Key measures that we are monitoring include:

- [AB 68](#) (Ward): This bill curtails the ability of local agencies to approve higher intensity housing or extend utilities to land outside of census-designated urban areas with limited exceptions that would require concurrence by the Governor's Office of Planning and Research. The bill also creates a streamlined approval process for housing projects consistent with the regional sustainable communities strategy, among other criteria, in urbanized areas.
- [AB 821](#) (Grayson): This bill allows housing projects consistent with the general plan to proceed through the approval process without a rezoning following notification that the local zoning is not consistent with a general plan. The bill also requires infill housing projects or housing projects reasonably deemed consistent with a sustainable communities strategy to be approved with a limited number of

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hearings, notwithstanding the underlying zoning, and prevents local agencies from reducing the intensity of the development.

- [AB 1525](#) (Bonta): This bill requires sixty percent of funding for projects by the California State Transportation Agency (CalSTA), California Department of Transportation, and California Transportation Commission to provide benefits to priority populations, as defined, and requires CalSTA to create a project evaluation process and related criteria. Implications for local projects are currently unclear, but “priority populations” include disadvantaged communities identified by CalEnviroScreen, tribal communities, Caltrans transportation equity index priority communities, disadvantaged unincorporated communities, and other priority populations identified in a regional sustainable communities strategy.

Two Key Brown Act Bills Now in Print

- [AB 557](#) (Hart): Sponsored by the California Special Districts Association, the League of California Cities, and the California State Association of Counties, AB 557 would eliminate the sunset provisions included in AB 361 (R. Rivas, 2021), which authorized remote meetings during a state-declared emergency, extend the renewal period from 30 days to 45 days.
- [AB 817](#) (Pacheco): Jointly sponsored by the California Association of Recreation and Park Districts and the League of California Cities, AB 817 would authorize local boards, commissions, subcommittees, etc. that are not legislative bodies to meet remotely.

State Budget Outlook: Revenues Continue to Miss Projections

The Department of Finance’s latest monthly finance bulletin delivered more bad news for the 2023-24 state budget. The information through February 2023 indicates General Fund revenues were \$1.4 billion below projections, including a 25 percent shortfall for the month in combined personal and corporate tax income revenues. Year-to-date state revenues through February are now \$4.7 billion below the Administration’s January budget proposals for all general purpose revenue sources. The Legislative Analyst’s Office (LAO) has also updated its revenue estimates for income and sales and use tax revenues for the year, estimating that they may be about \$5 billion below the Administration’s budget projections. We hope to know more as we get closer to the release of the May Revision.

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Legislature Examines Governor’s Transportation Budget and Federal Infrastructure Investments

Transportation infrastructure funding was the focus of two hearings in the Legislature in late March as Assembly Budget No. 3 had its first hearing on the Governor’s 2023-24 transportation budget proposals and a joint hearing of the Senate Transportation Committee and Budget and Fiscal Review Subcommittee No. 5 examined the initial steps California has taken to implement the federal Infrastructure Investment and Jobs Act (IIJA).

Members expressed numerous concerns with the Governor’s budget during the [Assembly Budget Subcommittee No. 3 hearing](#), especially the proposal to eliminate \$2 billion in transit capital funding over multiple years. Climate goals will require significant expansions in the coverage and frequency of transit service as part of a broader strategy to reduce driving and invest in transit, biking, and walking.

Unlike their colleagues in the Senate Subcommittee, Assemblymembers did not express concerns about the Governor’s proposal to backfill General Fund cuts to the Active Transportation Program and the Climate Adaptation Program with State Highway Account funding. Budget Committee Chair Ting joined the Subcommittee and put the Administration on the hot seat over their actions to solicit grants for future years of funding beyond what was appropriated in the 2022-23 budget.

During the joint Senate hearing entitled “[Making the Most of Federal Transportation Infrastructure Funding](#),” the Legislative Analyst’s Office presented a summary of the [transportation-related funding from IIJA in California](#), and posed questions about how the initial implementation align with state policy goals and desired outcomes. The California State Transportation Agency described the extensive workgroup process to develop the first year of IIJA funding allocations but indicated that the Administration is open to hearing from stakeholders about how the state should prioritize and coordinate projects in years two through five.

Senators asked numerous questions about accountability and outcomes related to the expenditure of IIJA funding, especially in the context of the state’s climate goals. Senator Blakespear reiterated her concerns about gaps in transit operational funding and noted that the Air Resources Board has said the state’s climate goals will require significant expansions of both the coverage and frequency of transit service. The Natural Resources Defense Council noted that federal infrastructure funding can be flexed to support transit capital in some cases—and

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urged the state to do so—while recognizing that building new systems with inadequate operational funding won't address the core issue of mode shift.

Special Session Update: Governor Pivots on Oil Industry Windfall Profits

After months of taking the oil industry to task over allegations of fleecing California motorists at the pump, Governor Newsom [announced a new proposal](#) to create a *dedicated, year-round independent watchdog to root out price gouging by oil companies*. His new proposal, which was amended into [SBX1 2](#) (Skinner), was passed by both houses of the Legislature and the Governor signed the measure into law on March 28. The law, which will go into effect June 26, 2023 will:

- Create a new independent watchdog within the California Energy Commission (CEC). The new commission is charged with monitoring California's petroleum market on a daily basis to ensure market participants conduct themselves appropriately. The watchdog will have authority to subpoena oil companies for data and records to reveal patterns of misconduct or price manipulation and authority to refer violations of law to the Attorney General for prosecution.
- Authorize the CEC to set a price gouging penalty via a public rulemaking process by imposing a civil penalty on refiners who charge more than a maximum allowable margin for the price of gasoline.
- Enhance the state's authority to examine California's higher than average gas prices and enforce reporting requirements on the oil industry.

Contact

Mark Watts (mark@whstrat.com or (916) 813-1107)

Kiana Valentine (kiana@politicogroup.com or (916) 266-3892)

Attachment

PCTPA Legislative Tracking Report

PCTPA Bill Tracking Report 4/3/2023

[AB 6](#)

(Friedman D) Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.

Current Text: Amended: 3/16/2023 [html](#) [pdf](#)

Introduced: 12/5/2022

Last Amend: 3/16/2023

Status: 3/28/2023-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 11. Noes 4.) (March 27). Re-referred to Com. on NAT. RES.

Is Fiscal: Y

Location: 3/27/2023-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified.

Position

Pending

[AB 7](#)

(Friedman D) Transportation: project selection processes.

Current Text: Amended: 3/16/2023 [html](#) [pdf](#)

Introduced: 12/5/2022

Last Amend: 3/16/2023

Status: 3/28/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (March 27). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/27/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require, on and after January 1, 2025, the project selection process for each transportation project that would be funded, at least partially, from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles. The bill would require the Transportation Agency, on or before January 1, 2026, and annually thereafter, to submit a report to the Legislature on how those transportation projects that were completed during the prior year incorporated those principles. This bill contains other existing laws.

Position

Pending

[AB 9](#)

(Muratsuchi D) California Global Warming Solutions Act of 2006: emissions limit.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 1/26/2023-Referred to Com. on NAT. RES.

Is Fiscal: Y

Location: 1/26/2023-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.

Position

Watch

[AB 16](#)

(Dixon R) Motor Vehicle Fuel Tax Law: adjustment suspension.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 3/30/2023- Referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/30/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

Position

Watch

[AB 31](#)

(Carrillo, Juan D) Public transit: funding.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Is Fiscal: N

Location: 12/5/2022-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.

Position

Watch

[AB 53](#)

(Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 3/30/2023- Referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/30/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

Position

Watch

[AB 69](#)

(Waldron R) Transportation: traffic signal synchronization: roadway improvement projects.

Current Text: Introduced: 12/9/2022 [html](#) [pdf](#)

Introduced: 12/9/2022

Status: 2/2/2023- Referred to Com. on TRANS.

Is Fiscal: Y

Location: 2/2/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.

Position
Watch

[AB 96](#)

(Kalra D) Public employment: local public transit agencies: autonomous transit vehicle technology.

Current Text: Introduced: 1/9/2023 [html](#) [pdf](#)

Introduced: 1/9/2023

Status: 3/23/2023-Read second time. Ordered to third reading.

Is Fiscal: N

Location: 3/23/2023-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.

Position
Watch

[AB 241](#)

(Reyes D) Clean Transportation Program: Air Quality Improvement Program: funding.

Current Text: Amended: 3/23/2023 [html](#) [pdf](#)

Introduced: 1/13/2023

Last Amend: 3/23/2023

Status: 3/27/2023-Re-referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/23/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified

eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences.

Position

Watch

[AB 251](#)

(Ward D) California Transportation Commission: vehicle weight safety study.

Current Text: Amended: 3/2/2023 [html](#) [pdf](#)

Introduced: 1/18/2023

Last Amend: 3/2/2023

Status: 3/21/2023-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (March 20). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/21/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee, or restructuring an existing fee to include consideration of vehicle weight. The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature, as specified.

Position

Watch

[AB 287](#)

(Garcia D) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: competitive grant programs: funding objectives.

Current Text: Introduced: 1/24/2023 [html](#) [pdf](#)

Introduced: 1/24/2023

Status: 3/14/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (March 13). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/13/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the moneys from the Greenhouse Gas Reduction Fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the California Global Warming Solutions Act of 2006 and, where applicable and to the extent feasible, to maximize economic, environmental, and public health benefits to the state, among other goals. This bill, beginning July 1, 2025, would require state agencies administering competitive grant programs that allocate moneys from the fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to provide for a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications.

Position

Watch

[AB 295](#)

(Fong, Vince R) Department of Transportation: maintenance projects.

Current Text: Introduced: 1/25/2023 [html](#) [pdf](#)

Introduced: 1/25/2023

Status: 2/9/2023-Referred to Com. on TRANS.

Is Fiscal: Y

Location: 2/9/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the Department of Transportation to enter into agreements with local governmental entities, fire departments, fire protection districts, fire safe councils, and tribal entities to perform specified projects authorized by the department on roadways managed by the department, including activities related to roadside maintenance and the removal and clearing of material, as

provided.

Position
Watch

[AB 316](#) (Aguiar-Curry D) Vehicles: autonomous vehicles.

Current Text: Introduced: 1/26/2023 [html](#) [pdf](#)

Introduced: 1/26/2023

Status: 3/14/2023-Coauthors revised. From committee: Do pass and re-refer to Com. on C. & C. (Ayes 12. Noes 0.) (March 13). Re-referred to Com. on C. & C.

Is Fiscal: Y

Location: 3/14/2023-A. C. & C.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,000 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the autonomous vehicle at the time of operation.

Position
Watch

[AB 364](#) (Bryan D) Street furniture data: statewide integrated data platform.

Current Text: Introduced: 2/1/2023 [html](#) [pdf](#)

Introduced: 2/1/2023

Status: 3/14/2023-From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 15. Noes 0.) (March 13). Re-referred to Com. on P. & C.P.

Is Fiscal: Y

Location: 3/14/2023-A. P. & C.P.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the Department of Transportation to develop, in cooperation with local and regional transportation entities, the full potential of all resources and opportunities that are now, and may become, available to the state and to regional and local agencies for meeting California’s transportation needs. Current law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would require the department to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data. The bill would define “street furniture” as objects and pieces of equipment installed along a street or road to provide amenities for pedestrians, including, but not limited to, bus shelters, trash receptacles, benches, or public toilets. The bill would require the department to develop the guidelines, in collaboration with specified state and local agencies, and submit a report to the Legislature by January 1, 2025, and every 3 years thereafter, describing those guidelines. To the extent this imposes duties on local agencies, the bill would impose a state-mandated local program.

Position
Watch

[AB 411](#) (Bennett D) California Recreational Trails and Greenways Act.

Current Text: Amended: 3/16/2023 [html](#) [pdf](#)

Introduced: 2/2/2023

Last Amend: 3/16/2023

Status: 3/29/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.

Is Fiscal: Y

Location: 3/29/2023-A. W.,P. & W.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Parks and Recreation to establish the California Recreational Trails and Greenways Program to, beginning in 2024, award competitive grants on a biennial basis for new, expanded, or improved public access opportunities through nonmotorized recreational trail creation, improvement, enhancement, and restoration projects. The bill would create the California Recreational Trails and Greenways Fund in the State Treasury, and would require that specified moneys, including, to the extent consistent with Proposition 68, unexpended Proposition 68 moneys that revert to the administering agency for allocation, upon appropriation by the Legislature, be deposited into the fund and, upon appropriation by the Legislature, be available for allocation by

the department for purposes of the program, as specified. In order to reduce the financial burdens associated with frontloaded cost structures and match requirements, the bill would authorize the department to create a loan or grant process for advanced payment and match assistance to reduce barriers to participation in the program.

Position
Watch

[AB 463](#)

(Hart D) Electricity: prioritization of service: public transit vehicles.

Current Text: Introduced: 2/6/2023 [html](#) [pdf](#)

Introduced: 2/6/2023

Status: 3/23/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (March 22). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/22/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.

Position
Watch

[AB 540](#)

(Wicks D) Social Service Transportation Improvement Act: coordinated transportation services agencies.

Current Text: Introduced: 2/8/2023 [html](#) [pdf](#)

Introduced: 2/8/2023

Status: 3/27/2023-In committee: Set, first hearing. Hearing canceled at the request of author.

Is Fiscal: Y

Location: 3/2/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies.

Position
Watch

[AB 610](#)

(Holden D) Youth Transit Pass Pilot Program: free youth transit passes.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 3/14/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (March 13). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/14/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would, upon the appropriation of moneys by the Legislature, create the Youth Transit Pass Pilot Program, administered by the Department of Transportation, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as

specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided.

Position
Watch

[AB 645](#) ([Friedman D](#)) **Vehicles: speed safety system pilot program.**

Current Text: Amended: 3/30/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Last Amend: 3/30/2023

Status: 3/30/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Is Fiscal: Y

Location: 3/16/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified requirements. The bill would require a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require a participating city or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. The bill would also require a participating city or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. The bill would designate all photographic, video, or other visual or administrative records, not including data about the number of violations issued or the speeds at which they were issued for, made by a system as confidential, and would only authorize public agencies to use and allow access to these records for specified purposes.

Position
Watch

[AB 744](#) ([Carrillo, Juan D](#)) **California Transportation Commission: data, modeling, and analytic software tools procurement.**

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/21/2023-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (March 20). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/21/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the California Transportation Commission in the Transportation Agency. Current law vests the California Transportation Commission with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Upon the appropriation of funds by the Legislature, this bill would require the commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified.

Position
Watch

[AB 756](#) ([Papan D](#)) **Department of Transportation: contaminated stormwater runoff: salmon and**

steelhead trout bearing surface waters.

Current Text: Amended: 3/2/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Last Amend: 3/2/2023

Status: 3/28/2023-From committee: Do pass and re-refer to Com. on E.S. & T.M. (Ayes 11. Noes 1.) (March 27). Re-referred to Com. on E.S. & T.M.

Is Fiscal: Y

Location: 3/27/2023-A. E.S. & T.M.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Transportation, in consultation with the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent 6PPD and 6PPD-quinone from entering salmon and steelhead trout bearing surface waters of the state. The bill would require the department's 6PPD and 6PPD-quinone programmatic environmental review process to include, among other specified components, a pilot project at a particular highway crossing over the San Mateo Creek to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration comparatively along department rights-of-way to eliminate the discharge of 6PPD and 6PPD-quinone into surface waters of the state, as specified. The bill would require, no later than December 31, 2026, the Director of Transportation to submit a report to the Legislature describing the department's strategy to eliminate the discharge of 6PPD and 6PPD-quinone by the department to all salmon and steelhead trout bearing surface waters of the state.

Position

Watch

[AB 761](#)

(Friedman D) Transit Transformation Task Force.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/21/2023-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (March 20). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/21/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics.

Position

Watch

[AB 772](#)

(Jackson D) Electric vehicle chargers.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/27/2023-In committee: Set, first hearing. Hearing canceled at the request of author.

Is Fiscal: Y

Location: 3/2/2023-A. U. & E.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Energy Commission to require, by regulation, that each single-family residence constructed on and after January 1, 2025, include a rapid compact electric vehicle charger and that each multifamily residence constructed on and after January 1, 2025, include sufficient rapid compact electric vehicle chargers to serve at least 10% of its residential capacity at any given time. This bill contains other related provisions and other existing laws.

Position

Watch

[AB 819](#)

(Bryan D) Crimes: public transportation: fare evasion.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/22/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (March 21). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/22/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.

Position

Watch

[AB 823](#)

(Schiavo D) Clean Transportation Program: eligible projects.

Current Text: Amended: 3/2/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Last Amend: 3/2/2023

Status: 3/21/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (March 20). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/21/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding, upon appropriation by the Legislature, to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel infrastructure, fueling stations, and equipment. This bill would expand the list of eligible projects to include, among other things, roadway integrated fueling and parking surface integrated fueling projects.

Position

Watch

[AB 824](#)

(Calderon D) Highway greening: statewide strategic plan.

Current Text: Amended: 3/14/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Last Amend: 3/14/2023

Status: 3/21/2023-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (March 20). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/21/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would enact the Highway Greening Act, which would require the Department of Transportation to complete a statewide strategic plan, as specified, to work to achieve at least a 10% increase of green highways, as defined, in urban areas, disadvantaged communities, and low-income communities by 2035. The bill would require the department to submit the plan to the Legislature and specified committees of the Legislature on or before June 30, 2025.

Position

Watch

[AB 825](#)

(Bryan D) Vehicles: bicycles on sidewalks.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/21/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (March 20). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/21/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway, as defined. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit. By creating a new crime, this bill would impose a state-mandated local program.

Position
Watch

[AB 832](#)

(Cervantes D) California Transportation Commission: membership.

Current Text: Amended: 3/1/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Last Amend: 3/1/2023

Status: 3/28/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (March 27). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/27/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Under current law, the California Transportation Commission consists of 13 members, including 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, and one member appointed by the Senate Committee on Rules, as specified. Current law requires the Governor, in appointing those members to the commission, to make every effort to ensure, among other things, the commission has a diverse membership with expertise in transportation issues, taking into consideration factors, including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities. This bill would require that at least one of those Governor-appointed members of the commission have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.

Position
Watch

[AB 894](#)

(Friedman D) Parking requirements: shared parking.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 3/21/2023-In committee: Hearing postponed by committee.

Is Fiscal: Y

Location: 3/2/2023-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law also authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking. This bill would require a public agency, as defined, to allow existing land uses with underutilized parking, as defined, to share the underutilized parking with the public, a private entity, a public agency, or other users. The bill would require a public agency to allow shared parking to be counted toward meeting automobile parking requirements for a new or existing development or use, including underutilized parking spaces, when the parking spaces meet specified conditions regarding the distance of the spaces from the applicable site. The bill would require a public agency to accept a parking analysis using peer-reviewed methodologies developed by a professional planning association, as specified, when determining the number of shared parking spaces that can be reasonably shared between different uses.

Position
Watch

AB 930**(Friedman D) Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.****Current Text:** Introduced: 2/14/2023 [html](#) [pdf](#)**Introduced:** 2/14/2023**Status:** 3/2/2023-Referred to Coms. on L. GOV. and J., E.D., & E.**Is Fiscal:** Y**Location:** 3/2/2023-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the legislative bodies of 2 or more local governments, defined to include a city, county, special district, or transit agency, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts no later than November 30, 2025. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.

Position

Watch

AB 971**(Lee D) Vehicles: local ordinances****Current Text:** Introduced: 2/14/2023 [html](#) [pdf](#)**Introduced:** 2/14/2023**Status:** 3/9/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.**Is Fiscal:** N**Location:** 3/9/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes a local authority to permit a portion of any highway within its jurisdiction to be used exclusively for a public mass transit guideway. This bill would additionally authorize a local authority that has designated any such public mass transit guideway, to permit specified vehicles other than public mass transit vehicles, as authorized, to use the portion of the highway so designated.

Position

Watch

AB 980**(Friedman D) Active Transportation Program: report.****Current Text:** Amended: 3/13/2023 [html](#) [pdf](#)**Introduced:** 2/15/2023**Last Amend:** 3/13/2023**Status:** 3/28/2023-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (March 27). Re-referred to Com. on APPR.**Is Fiscal:** Y**Location:** 3/27/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would require an applicant that receives funding under the program for a project to, within one year of completing the project, submit a report to the commission describing how the project met active transportation goals.

Position

Watch

AB 981**(Friedman D) State highways: pilot highway maintenance and rehabilitation demonstration projects.****Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)**Introduced:** 2/15/2023**Last Amend:** 3/20/2023**Status:** 3/28/2023-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (March 27). Re-referred to Com. on APPR.**Is Fiscal:** Y

Location: 3/27/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Transportation, beginning in 2025 and ending in 2032, to use cold in-place recycling or partial depth recycling, as defined, on at least 12 projects each year. The bill would require the department, beginning in 2027 and ending in 2032, to use full depth recycling, as defined, on at least 5 projects each year. The bill would require the department to submit an annual report to the Legislature regarding these projects. The bill would repeal its provisions on January 1, 2034.

Position
Watch

[AB 1017](#) (Friedman D) Engineering and traffic surveys: equestrian safety.

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 3/21/2023-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (March 20). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/21/2023-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize a local authority to consider equestrian safety when conducting an engineering and traffic survey.

Position
Watch

[AB 1196](#) (Villapudua D) Water Quality, Supply, and Infrastructure Improvement Act of 2014.

Current Text: Introduced: 2/16/2023 [html](#) [pdf](#)

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 19.

Is Fiscal: N

Location: 2/16/2023-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Water Quality, Supply, and Infrastructure Improvement Act of 2014, a bond act approved by the voters as Proposition 1 at the November 4, 2014, statewide general election, authorizes the issuance of general obligation bonds to finance a water quality, supply, and infrastructure improvement program, as specified. Under the bond act, \$520,000,000 is available, upon appropriation by the Legislature, for expenditures, grants, and loans for projects that improve water quality or help provide clean, safe, and reliable drinking water to all Californians. Current law requires projects eligible for this funding to help improve water quality for a beneficial use. This bill would make a nonsubstantive change to the latter provision.

Position
Watch

[AB 1212](#) (Hart D) Scenic bikeways.

Current Text: Amended: 3/9/2023 [html](#) [pdf](#)

Introduced: 2/16/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on W., P., & W.

Is Fiscal: Y

Location: 3/9/2023-A. W.,P. & W.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would enact the California Scenic Bikeways Act, which would require the Department of Parks and Recreation to establish a scenic bikeway network. The bill would require the department to consider specified criteria in selecting and designing scenic bikeway routes. To the extent practical, the bill would require the scenic bikeway network to include unique gravel and mountain bicycle routes.

Position
Watch

[AB 1259](#) (Soria D) Dissolution of redevelopment agencies: enhanced infrastructure financing districts: City of Merced.

Current Text: Amended: 3/16/2023 [html](#) [pdf](#)
Introduced: 2/16/2023
Last Amend: 3/16/2023
Status: 3/20/2023-Re-referred to Com. on L. GOV.
Is Fiscal: N
Location: 3/16/2023-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law prohibits a city or county that created a redevelopment agency from initiating the creation of an enhanced infrastructure financing district or participating in the governance or financing of an enhanced infrastructure financing district until certain specified events occur, including that the successor agency for the former redevelopment agency created by the city or county has received a finding of completion, as specified. This bill would, notwithstanding those provisions, authorize the City of Merced to initiate, participate in, govern, or finance an enhanced infrastructure financing district if those specified events have occurred, except the requirement to have received a finding of completion, and if the City of Merced, acting as the successor agency to the former Merced County Redevelopment Agency, has paid in full the amount outstanding demanded by the county auditor-controller from the funds of the successor agency for subsequent distribution to taxing entities, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Merced.

Position
Watch

[AB 1295](#) (Friedman D) The Affordable Housing and Sustainable Communities Program.

Current Text: Amended: 3/13/2023 [html](#) [pdf](#)
Introduced: 2/16/2023
Last Amend: 3/13/2023
Status: 3/14/2023-Re-referred to Com. on H. & C.D.
Is Fiscal: Y
Location: 3/9/2023-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. Current law requires the executive director of the council to report the progress on the implementation of the program in its annual report to the Legislature, and requires that report to include specified information, including a list of applicants for financial assistance and a report on the proposed and ongoing management of each funded project. This bill would additionally require that progress report to include information on the reduction of vehicle miles traveled for each project funded by the program and for this information to be compiled with stakeholders, as specified.

Position
Watch

[AB 1349](#) (Irwin D) Zero-emission vehicle charging stations: open data portal.

Current Text: Amended: 3/16/2023 [html](#) [pdf](#)
Introduced: 2/16/2023
Last Amend: 3/16/2023
Status: 3/20/2023-Re-referred to Com. on TRANS.
Is Fiscal: Y
Location: 3/16/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Energy Commission, on or before an unspecified date, to develop and make publicly accessible an open data portal, as defined, with live data on zero-emission vehicle charging stations. The bill would require zero-emission vehicle charging stations for which their owners are awarded a state grant to support the zero-emission vehicle charging stations, including related infrastructure, on or after January 1, 2024, and authorize other zero-emission vehicle charging stations, to participate in the open data portal. The bill would require operators of zero-emission vehicle charging stations participating in the open data portal to provide certain information to the Energy Commission, as specified.

Position
Watch

[AB 1374](#) (Alvarez D) Greenhouse Gas Reduction Fund: investment plan.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/2/2023-Referred to Com. on NAT. RES.

Is Fiscal: Y

Location: 3/2/2023-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Current law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. This bill would increase those amounts from 25% to 50% and from 5% to 15%.

Position

Watch

[AB 1377](#) (Friedman D) Homeless Housing, Assistance, and Prevention Program: Round 3.

Current Text: Amended: 3/9/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on H. & C.D.

Is Fiscal: Y

Location: 3/9/2023-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. Current law, beginning with round 3 of the program, requires applicants to provide specified information for all rounds of program allocations through a data collection, reporting, performance monitoring, and accountability framework, as established by the council. This includes data on the applicant's progress towards meeting their outcome goals, to be submitted annually, for each year of the program, and other information if the applicant has not made significant progress towards those goals. This bill would also require data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness, on transit properties that operate in their jurisdiction.

Position

Watch

[AB 1475](#) (Fong, Vince R) Transportation Agency: performance dashboard.

Current Text: Amended: 3/9/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/9/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Transportation Agency to create and maintain on its internet website a performance dashboard that, for every project overseen by the Department of Transportation, provides metrics, fiscal information, and operational information, as specified. The bill would require the agency to update the dashboard quarterly, using publicly available information.

Position
Watch

AB 1504 (McCarty D) Planning and zoning: adoption of regulations: electric vehicle charging stations.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on L. GOV.

Is Fiscal: N

Location: 3/9/2023-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Existing law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station to be limited to the building official’s review of whether it meets all health and safety requirements of local, state, and federal law. Existing law prohibits a city, county, or city and county from denying an application for a use permit to install an electric vehicle charging station unless it makes written findings that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. Existing law requires that any conditions imposed on an application to install an electric vehicle charging station be designed to mitigate the specific, adverse impact upon the public health or safety at the lowest cost possible. Existing law defines “electric vehicle charging station” or “charging station” for these purposes. This bill would provide that “electric vehicle charging station” includes electric vehicle charging stations installed in the public right-of-way and electric vehicle charging stations installed with a battery storage system.

Position
Watch

AB 1525 (Bonta D) Transportation Agency: allocations for projects in priority populations.

Current Text: Amended: 3/16/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Last Amend: 3/16/2023

Status: 3/23/2023-In committee: Hearing postponed by committee.

Is Fiscal: Y

Location: 3/16/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Transportation agency, on and after July 1, 2024, to ensure that at least 60% of the moneys allocated for agency, Department of Transportation, or California Transportation Commission projects, as defined, are allocated for projects that are located in priority populations, as defined, address an important need of priority populations, and provide at least 5 direct, meaningful, and assured benefits, or additional cobenefits, to priority populations, as specified. The bill would require the agency to evaluate each agency, Department of Transportation, or California Transportation Commission project to determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, and to, on or before July 1, 2024, develop and adopt criteria and an evaluation process for that purpose. The bill would require the agency to select a third-party governmental entity to audit and review that criteria, the agency’s evaluation of those projects, and the allocations made for purposes of meeting the requirement that 60% of those moneys benefit priority populations, as specified.

Position
Watch

AB 1567 (Garcia D) Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2023.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Coms. on W., P., & W. and NAT. RES.

Is Fiscal: Y

Location: 3/9/2023-A. W.,P. & W.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide primary election, authorizes the issuance of bonds in the amount of \$4,100,000,000 pursuant to the State

General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2023, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,105,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs. This bill contains other related provisions.

Position
Watch

[AB 1580](#) (Carrillo, Juan D) Air pollution: electric vehicle infrastructure.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/28/2023-From committee: Do pass and re-refer to Com. on U. & E. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (March 27). Re-referred to Com. on U. & E.

Is Fiscal: Y

Location: 3/27/2023-A. U. & E.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The federal Infrastructure Investment and Jobs Act of 2021 establishes the federal National Electric Vehicle Infrastructure Formula Program to provide funding for each fiscal year until fiscal year 2026 to the states to strategically deploy electric vehicle charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. This bill would require the commission and the Department of Transportation, on or before June 30, 2024, to jointly develop a State Electric Vehicle Infrastructure Deployment Plan that is consistent with federal requirements and guidance provided by the federal National Electric Vehicle Infrastructure Formula Program. The bill would require the commission and the department to update the plan each January thereafter. The bill would require the plan and the updates to be submitted to the Joint Legislative Budget Committee and all relevant policy and fiscal committees of the Legislature. The bill would authorize the commission and the department to submit the updates to the plan in conjunction with, or as a part of, the draft investment plan for the Clean Transportation Program. The bill would be inoperative on a specified date and would be repealed on January 1 of the year thereafter. This bill contains other existing laws.

Position
Watch

[AB 1702](#) (Hart D) Active Transportation Program.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Is Fiscal: N

Location: 2/17/2023-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Active Transportation Program in the Department of Transportation for purposes of encouraging increased use of active modes of transportation, such as biking and walking. This bill would make nonsubstantive changes to that provision.

Position
Watch

[AB 1735](#) (Low D) Transit districts: prohibition orders.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on TRANS.

Is Fiscal: N

Location: 3/9/2023-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of

time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would provide that the Santa Clara Valley Transportation Authority is a transit district for purposes of these provisions regarding prohibition orders.

Position

Watch

ABX1 2 (Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer.

Is Fiscal: Y

Location: 12/5/2022-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Summary: Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

Position

Watch

ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Is Fiscal: N

Location: 12/5/2022-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.

Position

Watch

SB 30 (Umberg D) Transportation: zero-emission vehicle signage.

Current Text: Amended: 2/27/2023 [html](#) [pdf](#)

Introduced: 12/5/2022

Last Amend: 2/27/2023

Status: 3/30/2023-Set for hearing April 11.

Is Fiscal: Y

Location: 3/8/2023-S. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Summary: Current law requires the Department of Transportation to adopt rules and regulations that allow the placement, near exits on freeways in rural areas, of information signs identifying specific roadside businesses, including a business offering electric vehicle charging facilities. This bill would require the department, in coordination with the Governor's Office of Business and Economic Development (GO-Biz) and the State Energy Resources Conservation and Development Commission, to develop and design light-duty zero-emission vehicle charging and fueling station signage to be placed along state highways based on charger or fueling type and vehicle compatibility, to increase consumer confidence in locating electric vehicle chargers and hydrogen fueling stations. The bill would authorize the department to adopt and regulations for these purposes.

Position
Watch

[SB 32](#)

(Jones R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 3/27/2023-Set for hearing April 19.

Is Fiscal: Y

Location: 3/8/2023-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

Position
Watch

[SB 84](#)

(Gonzalez D) Clean Transportation Program: Air Quality Improvement Program: funding.

Current Text: Amended: 3/13/2023 [html](#) [pdf](#)

Introduced: 1/13/2023

Last Amend: 3/13/2023

Status: 3/30/2023-Set for hearing April 11.

Is Fiscal: Y

Location: 3/22/2023-S. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would expand the purpose of the Clean Transportation Program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences. The bill would provide that the goals of the program shall be to advance the state's clean transportation, equity, air quality, and climate emission policies and would require the commission to ensure program investments support specified requirements. The bill would require the commission, on and after January 1, 2025, to expend at least 50% of the moneys appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50% of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.

Position
Watch

[SB 88](#)

(Skinner D) Pupil transportation: driver qualifications.

Current Text: Amended: 3/6/2023 [html](#) [pdf](#)

Introduced: 1/17/2023

Last Amend: 3/6/2023

Status: 3/21/2023-Set for hearing April 12.

Is Fiscal: Y

Location: 3/15/2023-S. ED.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the driver of a school pupil activity bus, as defined, to be subject to the regulations adopted by the Department of the California Highway Patrol governing schoolbus drivers, except as specified. This bill would place various requirements upon a driver who provides transportation services for pupils, including, among others, by requiring these drivers to be mandated reporters and to submit and clear tuberculosis risk assessments, as provided. The bill would require any vehicle used to provide pupil transportation for compensation by a local educational agency, as defined, to be inspected, as specified, and to be equipped with a first aid kit and a fire extinguisher. The bill would require any local educational agency contracting with a private entity to provide pupil

transportation to obtain from the private entity a written attestation that it not have any applicable law violations, as defined, at the time of applying for the contract, that it will maintain compliance with applicable laws, as defined, for the duration of the contract, and that it will retain direct control over the manner and means for performance of any individual driver during the duration of the contract. The bill would authorize a third party to report to the relevant local educational agency that the private entity the local educational agency contracted with has failed to provide a truthful attestation or has failed to maintain compliance with the applicable laws required for the duration of the contract, as specified.

Position
Watch

[SB 406](#) (Cortese D) California Environmental Quality Act: exemption: financial assistance: housing.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 3/30/2023-Set for hearing May 2.

Is Fiscal: N

Location: 3/15/2023-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Environmental Quality Act (CEQA) exempts for its requirements actions taken by the Department of Housing and Community Development or the California Housing Finance Agency to provide financial assistance or insurance for the development and construction of residential housing, as provided. This bill would extend the above exemption to actions taken by a local agency to provide financial assistance or insurance for the development and construction of residential housing.

Position
Watch

[SB 411](#) (Portantino D) Open meetings: teleconferences: bodies with appointed membership.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/22/2023-Referred to Coms. on GOV. & F. and JUD.

Is Fiscal: N

Location: 2/22/2023-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a legislative body to use alternate teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. The bill would alternatively define “legislative body” for this purpose to mean a board, commission, or advisory body of a local agency, the membership of which board, commission, or advisory body is appointed and which board, commission, or advisory body is otherwise subject to the Ralph M. Brown Act.

Position
Watch

[SB 434](#) (Min D) Transit operators: street harassment survey.

Current Text: Amended: 3/16/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Last Amend: 3/16/2023

Status: 3/29/2023-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 14. Noes 0.) (March 28). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/29/2023-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require a transit operator, as defined, upon appropriation of funds by the Legislature, to collect and publish specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before December 31, 2024. The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided. The bill would require a transit operator to publish and make publicly available on its internet website the survey data collected pursuant to these provisions and promptly notify the Governor and the Legislature of publication of the survey data. The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill, and that specified outreach activity conducted by a transit operator in the 5 years before the effective date of this bill is deemed to be outreach activities conducted by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program.

Position
Watch

SB 507 (Gonzalez D) Electric vehicle charging station infrastructure: assessments.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 3/21/2023-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 17. Noes 0.) (March 21). Re-referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/21/2023-S. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare, and update biennially, a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030, as specified. This bill would require the Energy Commission to also assess the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet the goal of ensuring 100% of new cars and light trucks sold in California are zero-emission vehicles by 2035, and evaluate the electric vehicle charging infrastructure needs of specified use cases to ensure an equitable deployment of electric vehicle charging infrastructure by 2035.

Position
Watch

SB 517 (Gonzalez D) Economic development: movement of freight.

Current Text: Amended: 3/22/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Last Amend: 3/22/2023

Status: 3/29/2023-Re-referred to Coms. on B., P. & E. D. and TRANS.

Is Fiscal: Y

Location: 3/29/2023-S. B., P. & E.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes GO-Biz to undertake various activities relating to economic development, including the provision of prescribed information. Current law requires the Transportation Agency to prepare a state freight plan that provides a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would authorize GO-Biz to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state and to promote and assess the continued economic vitality, economic competitiveness, and sustainability of the freight sector. The bill would also authorize GO-Biz to provide freight and supply chain economic competitiveness information.

Position
Watch

SB 529 (Gonzalez D) Electric vehicle sharing services: affordable housing facilities.

Current Text: Amended: 3/20/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Last Amend: 3/20/2023

Status: 3/20/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.

Is Fiscal: Y

Location: 2/22/2023-S. E. U., & C.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Energy Commission to create a program to award grants to facilitate electric vehicle sharing services, as defined, operated at affordable housing facilities, as defined. The bill would specify the eligible entities that may be awarded grants pursuant to the program, and would require those eligible entities to submit an application to the Energy Commission, as specified. The bill would require the Energy Commission to consider specified criteria in awarding grants and would require a grant recipient to only use grant funds for specified purposes to facilitate an electric vehicle sharing service operated at an affordable housing facility. The bill would require that a grant recipient, at a minimum, purchases, or commits to purchase 2 electric vehicles and 2 Level 2 charging stations. The bill would provide that a grant recipient may be eligible to purchase up to 2 direct current fast chargers if the grant recipient meets specified requirements. The bill would require, as a condition of receiving a grant, a grant recipient to annually submit a report to the Energy Commission that includes specified information.

Position

Watch

SB 537 (Becker D) Open meetings: local agencies: teleconferences.

Current Text: Amended: 3/22/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Last Amend: 3/22/2023

Status: 3/29/2023-Re-referred to Coms. on GOV. & F. and JUD.

Is Fiscal: N

Location: 3/29/2023-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows "just cause," including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would authorize certain legislative bodies to use alternate teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. The bill would also require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting, as specified. The bill would define "legislative body" for this purpose to mean a board, commission, or advisory body of a multijurisdictional cross county agency, the membership of which board, commission, or advisory body is appointed and which board, commission, or advisory body is otherwise subject to the act. The bill would also define "multijurisdictional" to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity.

Position

Watch

SB 538 (Portantino D) Department of Transportation: Bicycle Czar.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Com. on TRANS.

Is Fiscal: Y

Location: 2/22/2023-S. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Director of Transportation to appoint a Bicycle Czar, to serve as the department's chief advisor on all issues related to bicycle transportation, safety, and infrastructure.

Position
Watch

SB 614 (Blakespear D) Transportation Development Act.

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/22/2023-Referred to Com. on RLS.

Is Fiscal: N

Location: 2/15/2023-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. This bill would make nonsubstantive changes to the legislative findings and declarations of the act.

Position
Watch

SB 617 (Newman D) Public contracts: progressive design-build: local and regional agencies.

Current Text: Amended: 3/30/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Last Amend: 3/30/2023

Status: 3/30/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Is Fiscal: Y

Location: 2/22/2023-S. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project. Current law defines "progressive design-build" as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project. Current law requires the selected entity and its general partners or joint venture members to verify specified information under penalty of perjury. This bill would additionally authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process.

Position
Watch

SB 670 (Allen D) State Air Resources Board: vehicle miles traveled: maps.

Current Text: Amended: 3/20/2023 [html](#) [pdf](#)

Introduced: 2/16/2023

Last Amend: 3/20/2023

Status: 3/29/2023-Re-referred to Com. on E.Q.

Is Fiscal: Y

Location: 3/29/2023-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the state board, in consultation with the Office of Planning and Research and the Department of Transportation, to develop a methodology for assessing and spatially representing vehicle miles traveled and to develop maps accordingly to display average vehicle miles traveled per capita in the state at the local, regional, and statewide level, as provided. The bill would require the state board to adopt the methodology no later than January 1, 2025, and to publish the maps no later than 6 months after the methodology is adopted. The bill would require the state board to update the methodology and maps at least once every 4 years. The bill would require the state board to make the methodology and the maps publicly available on its internet website. Under certain circumstances, the bill would require the state board, in consultation with the Office of Planning and Research, to provide technical assistance with regard to the usage and interpretation of the statewide map to a local agency requesting assistance.

Position
Watch

SB 672

(McGuire D) State highways: parklets.

Current Text: Amended: 3/22/2023 [html](#) [pdf](#)

Introduced: 2/16/2023

Last Amend: 3/22/2023

Status: 3/29/2023-Re-referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/29/2023-S. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Transportation to establish a standard fee structure for the application and placement of a parklet on a state highway, as specified. The bill would require the department to establish certain standards for the design, installation, and inspection of a parklet on a state highway. The bill would prohibit the department from charging an encroachment permit fee for a parklet. The bill would require the department to comply with federal law in establishing the standard fee structure, authorize the department to adjust the fee schedule to comply with federal law, and require the department to report to the Legislature if it adjusts the fee schedule to comply with federal law, as provided.

Position

Watch

SB 695

(Gonzalez D) Department of Transportation: state highway system: public data portal.

Current Text: Introduced: 2/16/2023 [html](#) [pdf](#)

Introduced: 2/16/2023

Status: 3/29/2023-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 14. Noes 0.) (March 28). Re-referred to Com. on APPR.

Is Fiscal: Y

Location: 3/29/2023-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would also require the department to prepare and make available, no later than June 30, 2024, data and information about activities on the state highway system on a public data portal covering the period from July 1, 2012, to July 1, 2023. The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. The bill would require the department to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.

Position

Watch

SB 768

(Caballero D) California Environmental Quality Act: vehicle miles traveled: statement of overriding consideration.

Current Text: Amended: 3/22/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Last Amend: 3/22/2023

Status: 3/29/2023-Re-referred to Coms. on E.Q. and HOUSING.

Is Fiscal: Y

Location: 3/29/2023-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prohibits a public agency from approving or carrying out a project for which a certified EIR has identified one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency finds either (1) changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment, (2) those changes or alterations are within the jurisdiction of another public agency and have been, or can and should be, adopted by the other agency, or (3) specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR and the public agency finds that those specific considerations outweigh the significant effects on the environment, commonly known as a statement of overriding consideration. This bill would provide that a public agency, in approving or carrying out a housing development project, as defined, a commercial

project, or an industrial project, is not required to issue a statement of overriding consideration for significant effects on the environment identified by a project's vehicle miles traveled or similar metrics if the lead agency has imposed all feasible mitigation measures on the project and it finds no feasible alternatives to the project..

Position
Watch

SB 867 (Allen D) Drought and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, and Park Creation and Outdoor Access Bond Act of 2023.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/28/2023-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0.) (March 28). Re-referred to Com. on GOV. & F.

Is Fiscal: Y

Location: 3/28/2023-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would enact the Drought and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, and Park Creation and Outdoor Access Bond Act of 2023, which, if approved by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance projects for drought and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, and park creation and outdoor access programs.

Position
Watch

SBX1 1 (Jones R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 3/28/2023-From committee without further action.

Is Fiscal: Y

Location: 12/5/2022-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

Position
Watch

SBX1 2 (Skinner D) Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.

Current Text: Chaptered: 3/28/2023 [html](#) [pdf](#)

Introduced: 12/5/2022

Last Amend: 3/20/2023

Status: 3/28/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 1, Statutes of 2023-24 First Extraordinary Session.

Is Fiscal: Y

Location: 3/27/2023-S. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the

State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would authorize the commission to establish a maximum gross gasoline refining margin, as provided. The bill would require the commission, if the commission establishes the maximum gross gasoline refining margin, to establish a penalty for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to impose an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would require the commission to consider a refiner's request for an exemption from the maximum gross gasoline refining margin, as provided. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.

Position

Watch

Total Measures: 71

Total Tracking Forms: 71



(703) 340-4666

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March 31, 2023

To: PCTPA
From: Sante Esposito
Subject: March Monthly Report

President's FY24 Budget

Highlights of the Biden FY24 Transportation Budget:

\$60.8 billion for the Federal Highway Administration and Federal Transit Administration, including:

- 3.1 billion for the Highway Safety Improvement Program
- \$29.6 billion for the National Highway Performance Program
- \$1.8 billion for the Promoting Resilient Operations for Transformative and Cost-saving Transportation (PROTECT) Program
- \$17.0 billion for the Federal Transit Administration
- \$2.9 billion for Capital Investment Grants
- \$14.0 billion for Transit Formula Grants

\$4.8 billion for the Federal Railroad Administration, including:

- \$3.1 billion for Amtrak
- \$1.4 billion to support competitive rail grant programs
- \$59.0 million for cross-cutting research and development
- \$15.0 million for the Union Station Redev. Corporation

\$1.3 billion for the National Highway Traffic Safety Administration, including:

- \$25.7 million for expanded rule-making, enforcement, and research activities
- \$2.0 million to support the development of safety standards
- \$20.0 million to support cutting-edge safety and accessibility research initiatives, including research on the impact of driver distraction

\$951.3 million for the Federal Motor Carrier Safety Administration

- \$387.3 million for the Pipeline and Hazardous Materials Safety Administration

\$46.8 million for Emergency Preparedness grants

\$1.2 billion for the National Infrastructure Project Assistance \$100.0 million for Thriving Communities

\$5.3 million for the National Freight Logistics, Optimization Works (FLOW) System

\$26.0 million for DOT fleet vehicle electrification

Issue Items

If there is an effort to pursue non-controversial infrastructure items like what Senators Sherrod Brown (D-OH) and Michael Bennet (D-CO) have indicated, suggest advocate for programs of interest. For example, included in the House-passed “Build Back Better” bill are \$4B for affordable and safe transportation access and \$6B for local surface transportation projects.

118th Congress Composition

As of this date, in the House, Republicans have 222 members and the Democrats 213. In the Senate, there are 51 Democrats and 49 Republican.

Consolidated Appropriations Act, 2023

Included for transportation programs - \$800M for national infrastructure investments (RAISE/TIGER/BUILD), \$1.145B for bridge replacement and rehabilitation, \$150M for PROTECT grants, \$800M for local and regional projects, \$19B for the FAA, \$62.9B for the FHWA formula programs including \$3.4B for discretionary highway programs and projects, \$873.6M for FMCSA, \$1.2B for NHTSA, \$3.4B for FRA including \$555M for the Intercity Passenger Rail grant program, \$560M for CRISI grants, \$2.45B for Amtrak, including \$1.26B for the Northeast Corridor and \$1.19B for National Network grants, \$16.9B for the FTA, including \$13.6B for buses, \$2.6B for capital investment grants, and \$542M for transit infrastructure grants; and, \$896.1M for MARAD.

Bill Tracking

Many bills are introduced. Most of them for political reasons. Most do not advance beyond introduction – committee hearing, markup, Floor action. Accordingly, suggest only note bills of interest that are advancing through the legislative process and/or come to our attention.

CAPITOL CORRIDOR

Monthly Performance Report



SERVICE PERFORMANCE OVERVIEW

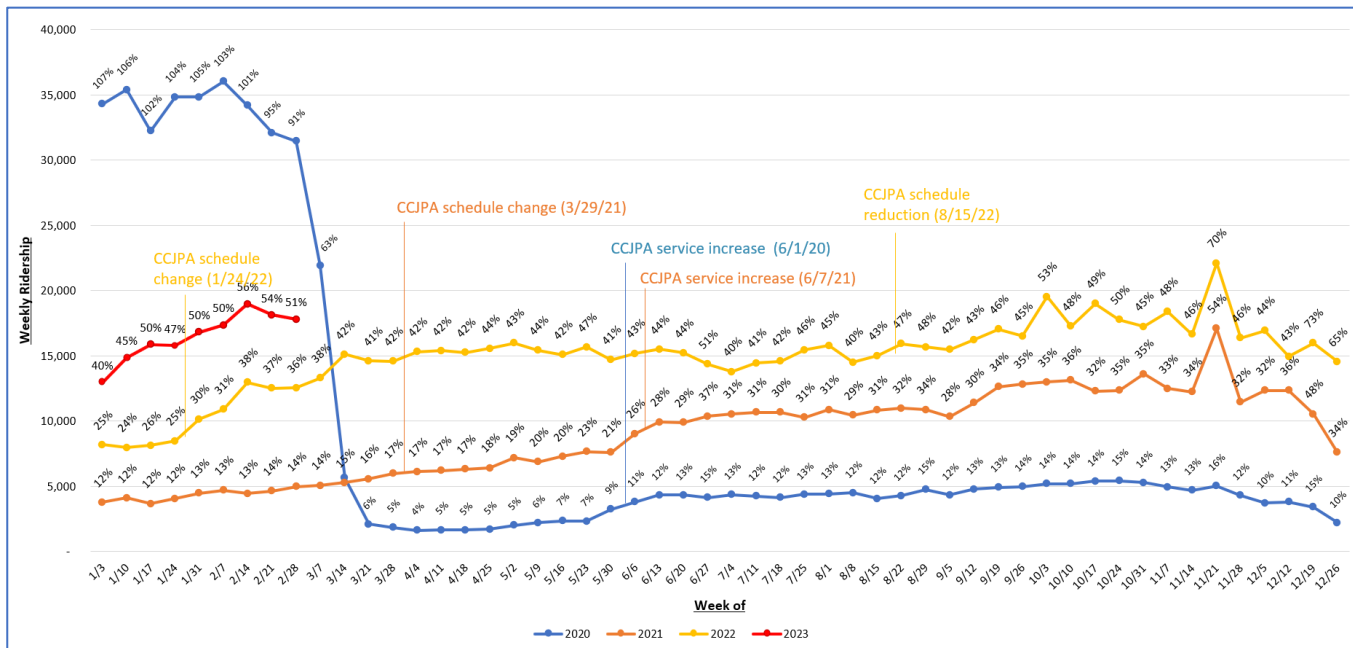
JANUARY 2023

Unfortunately, we have had a brief hiatus in our monthly performance report, but our plan from this point on is to keep you informed on our service and other accomplishments on a monthly basis.

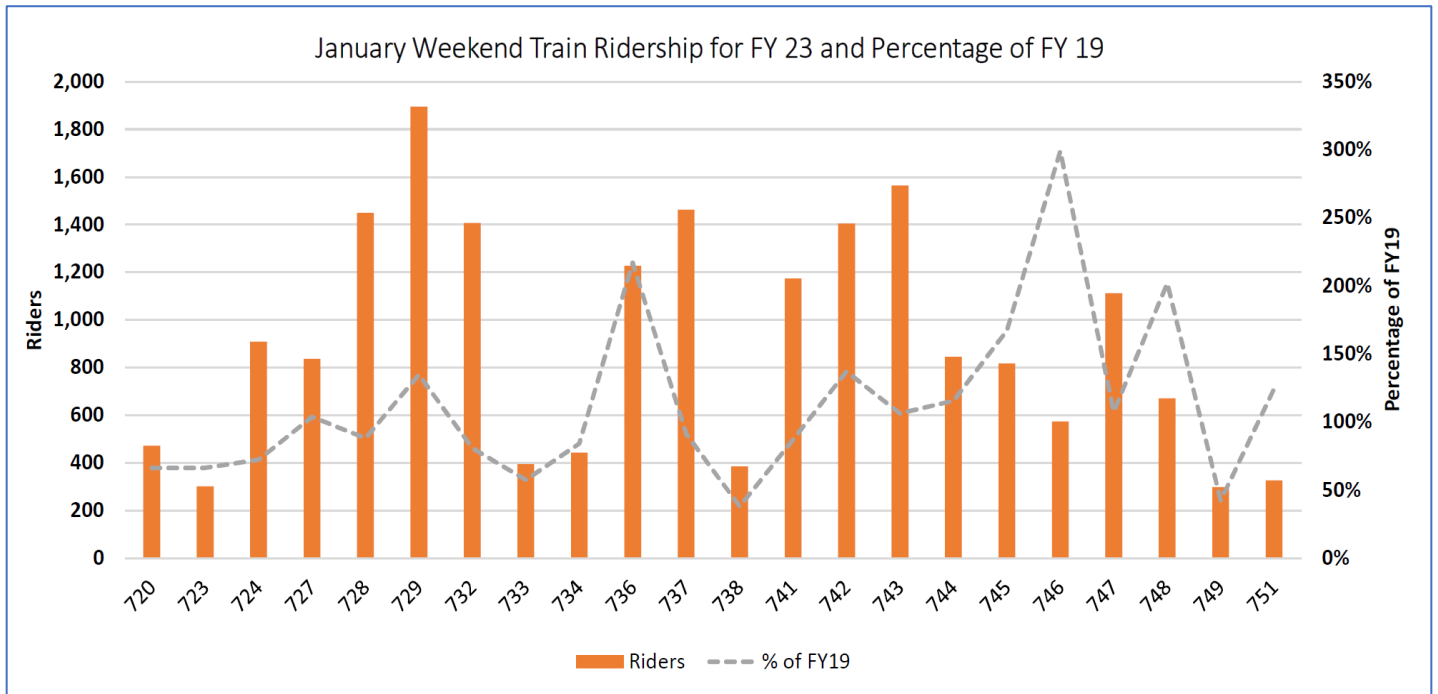
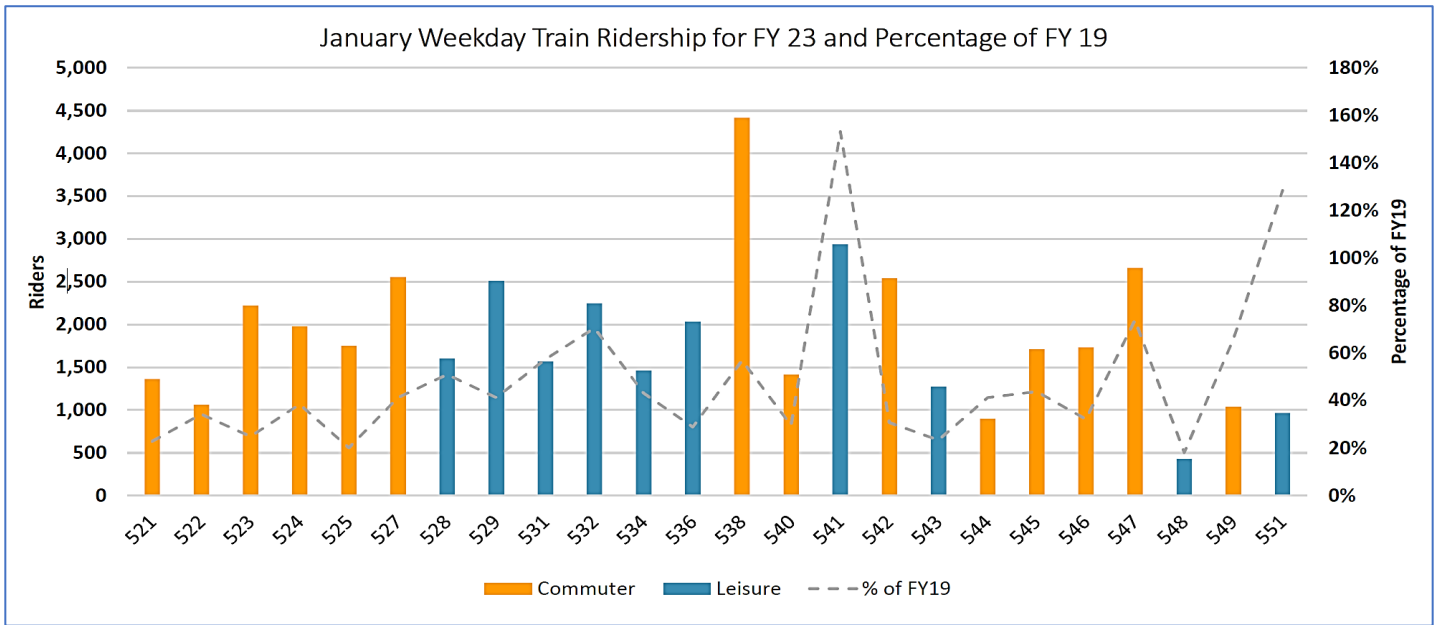
During January 2023, the Capitol Corridor ridership was up 54% as compared to the same period in FY 2022. End-point and passenger on-time performance were far below our target of 90%, with serious challenges with vehicles frequently on the tracks, trespasser incidents, slow orders due to critical track maintenance, and frequent weather related delays.

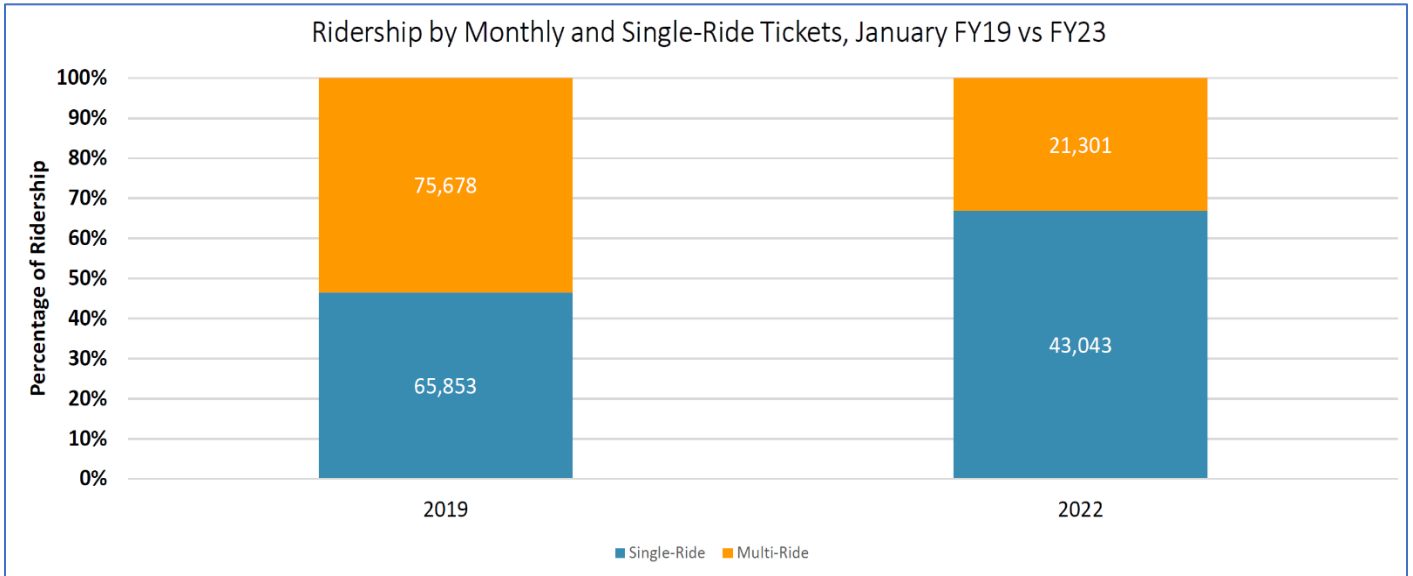
Performance Metric	Jan FY 2023	vs. FY 2022	vs. FY 2019	YTD FY 2023	vs. YTD Budget	vs. Prior YTD
Ridership	56,804	54%	-60%	276,482	2%	39%
Revenue	\$1,609,125	68%	-45%	\$7,526,035	-9%	44%
End-Point OTP	72%	-13%	-16%	78%	-14%	-9%
Passenger OTP	72%	-17%	-16%	80%	-12%	-11%

Weekly Ridership and % of 2019 Ridership During COVID Pandemic



January Ridership Data Analysis





LEGISLATION AND FUNDING

State Legislation and Funding

Governor Newsom released his \$297 billion [proposed Fiscal Year 2023-24 budget](#) based on the latest economic forecasts available. The Governor's proposed budget forecasts General Fund revenues will be \$29.5 billion lower than the 2022 Budget Act projections, which results in an estimated budget gap of \$22.5 billion in the 2023-24 fiscal year. The budget proposes cuts to previous transportation funding commitments. Primarily, the Governor is proposing to reduce future commitments to Transit and Intercity Rail Capital Program (TIRCP) funding. The 2022 Budget Act committed an additional \$4 billion for TIRCP (\$2 billion in both FY 2023-24 and 2024-25). In his budget release, Governor Newsom proposes to reduce the amount of new TIRCP funding to \$1 billion in each fiscal year, but indicates his support for returning to the originally proposed \$2 billion if the state's fiscal outlook looks better in January 2024.

Federal Legislation and Funding

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

Programs of note to CCJPA include:

Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program

CCJPA submitted an application to this program for \$42.51 million that funds the construction of the Sacramento to Roseville Third Track Project. A decision is expected in the summer of 2023. A subsequent NOFO for additional CRISI funding is expected in the Fall of 2023.

Federal State Partnership Program

The Federal Railroad Administration (FRA) issued a [Notice of Funding Opportunity/ Extension and Supplemental Funding Notice](#), adding funding and extending the application submittal period for its FY 2022 NOFO for the Federal-State Partnership for Intercity Passenger Rail Program (FSP Program) for projects not located on the Northeast Corridor. The total funding available for awards under this NOFO is up to \$4.46 billion made available by IJA supplemental appropriations, the Appropriations Act, and the Consolidated Appropriations Act 2023. **Applications are due April 21, 2023** – the original application due date was March 7, 2023. CCJPA is actively preparing submissions to this program. CCJPA is submitting applications to the program to support future phases of the Sacramento to Roseville Third Track Project and Link21.

Corridor Identification and Development Program

FRA issued a [Notice of Selection and of Funding Opportunity](#) (NOFO) detailing the application requirements and procedures for the selection of eligible corridors to participate in the Corridor Identification and Development Program and to obtain grant funding appropriated in FY 2022. The Corridor ID Program is a comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for Implementation. The funding made available in the notice comes from FRA’s authority to use up to 5 percent of the funding made available for the Fed-State Partnership program to carry out planning and development activities related to the Corridor ID Program. FRA will award the applicant of a selected Corridor \$500,000 for eligible Step 1 activities. Subsequent individual awards for Step 2 and Step 3 activities have no predetermined minimum/maximum dollar thresholds. CalTrans intends to submit an application on behalf of CCJPA, the other California rail JPAs, and other rail corridors identified in the California State Rail Plan.

Step	Work Activities	Award Amount	Grantee Minimum Cost Share
Step 1	Scope, Schedule, and Cost Estimate for SDP	\$500,000	0%
Step 2	SDP	TBD	10%
Step 3	Project Development	TBD	20%

Federal Fiscal Year 2023 Appropriation

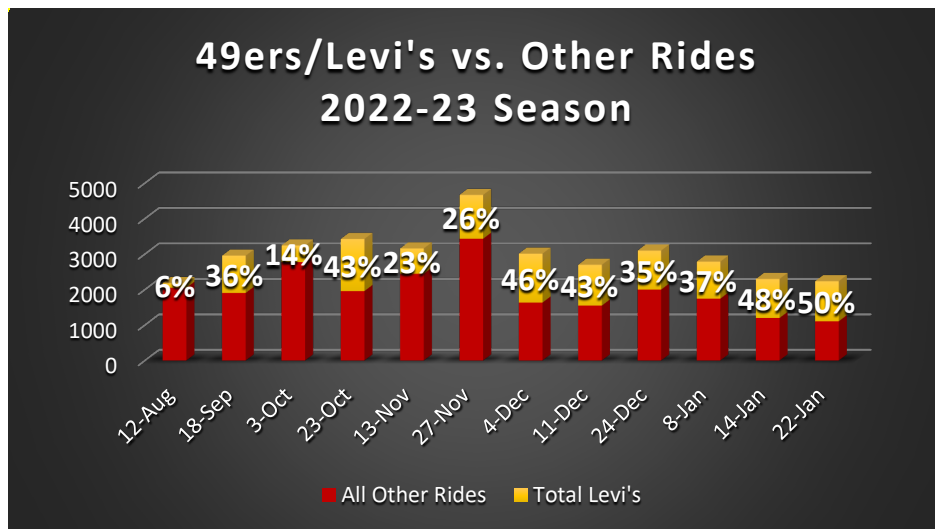
President Biden signed the \$1.65 trillion FFY23 Appropriations Act on December 29, 2022. The Act unlocks the increased FY 2023 funding of the Infrastructure Investment and Jobs Act (IIJA), which was enacted on November 15, 2021. In addition, the Act includes the following appropriations under the Federal Railroad Administration:

- Amtrak: Provides a total of \$2.453 billion (\$121.629 million less than in FY 2022) with splits of \$1.26 billion for Northeast Corridor Grants (the mainline between Boston Massachusetts and the District of Columbia) and \$1.193 billion for National Network Grants.
- Federal-State Partnership for Intercity Passenger Rail: Provides \$100 million (same as in FY 2022).
- Consolidated Rail Infrastructure and Safety Improvements (CRISI): Provides \$535 million (\$90 million less than FY 2022). Funding splits as follows:
 - Development of new intercity passenger rail service \$150 million
 - Trespassing prevention measures \$25 million
 - Community Project Funding/Congressionally Directed Spending \$30.4 million
 - Magnetic Levitation (not more than) \$5 million
 - Workforce Development \$5 million
 - Discretionary Funding (approximately) \$319.6 million

PROGRAM UPDATES

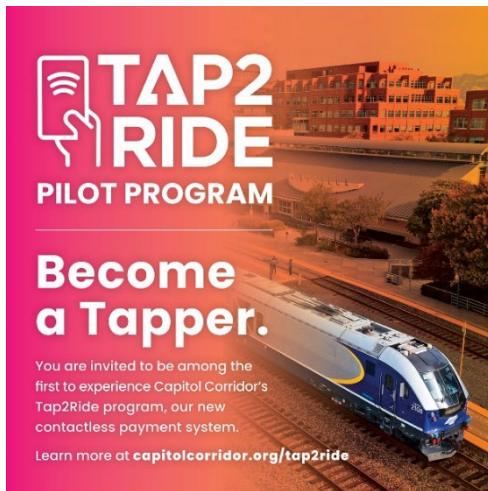
49er's Fans Ride to Levi's Stadium via Capitol Corridor

Many fans chose to take the train to 49ers games this past season. The chart shows the total Capitol Corridor ridership for each game day. The portion in gold represents activity at Great America Santa Clara station, and red represents all the other Capitol Corridor rides for the day. By the end of a very exciting season, we saw that the playoff games brought activity at that station to 50% of our total rides for the day. We look forward to promoting ridership to other events at Levi's stadium this year.



Take 5 for \$5

CCJPA introduced a new offer for Spring/Summer 2023, designed to attract weekend travelers—especially those who are working flexible schedules and may be starting/ending their weekends on different days. The Take 5 for \$5 offer allows one full-fare traveler to bring along up to five companions for \$5 each, each way. The offer is valid Fridays, Saturdays, Sundays, and Mondays and includes a one-day advance purchase. Advertising is currently in the market to support this offer.



Tap2Ride Contactless Payment Pilot

CCJPA staff has collectively been working towards launching the pilot on April 1, 2023, allowing users to pay their fares via a registered credit or debit card. We opened the “interest list” for participation in the pilot to the public in January. The Tap2Ride pilot program will include approximately 200 registered participants who will provide feedback about the program to CCJPA staff for future development phases.

OUTLOOK - CLOSING

As our world slowly returns to normal, or perhaps our new normal, we are pleased to see many customers returning to Capitol Corridor. Our year-over-year ridership and revenue growth continue to be impressive. We have been fortunate to be able to return to full service on weekends and nearly full service during the week. Capitol Corridor is well positioned to take advantage of the many new funding opportunities now available through the Infrastructure Investment Jobs Act that will leverage our state fund sources. We know the long-term terms demand for our service remains strong. Please also stay in touch to hear the latest on our groundbreaking Tap2Ride program, the first of its kind for intercity rail in the country. Our goal is to make using Capitol Corridor as easy as possible. We look forward to seeing you on the train!